

<https://deptfordparksproposals.commonplace.is/overview>

Overall we are very strongly supportive of these proposals however we do have some local reservations about the detailed designs as specified below:

- Canal Approach/Blackhorse Bridge
 - Canal Approach Design 1 & 2
 - The design appears to show pre-cast concrete low level walls along most of the length of the shared path section of Canal Approach. Although we like the idea of some greening of the path we believe that significant narrowing of the path should be avoided as it is not that wide for a shared walking and cycling path in the first place. Maybe intermittent features could be provided? Also it is essential that any planting is done conservatively so it does not contribute to narrowing of the path. The very similar Millwall shared path has already been narrowed significantly by overgrowth.
 - Around Neptune Wharf Residential Zone ensure there are no blind corners for vehicles entering into the access road from the Residential Zone as there will be cyclists passing at some speed. If unavoidable provide ‘trixi’ mirrors and suitable warning signage for motorists.
 - Blackhorse Bridge
 - A straightforward and direct access from Canal Approach to Cycle Superhighway 4 (CS4) should be provided but does not seem to have been allowed for. As CS4 will be on the north side of Evelyn St it would be logical to access it via a ramp on the north side or via a simple direct path to Dragoon Road. It’s unclear from the designs whether this is planned or not?
- Woodpecker Road
 - Sanford St
 - Toucan crossing should be wider – similar to width of paths Fordham Park and Woodpecker Walk. Appears to be space for this with entry to Clifton Rise narrowed.
 - Woodpecker Design 1 and Woodpecker Design 2
 - Appears that shared walking and cycling path is 4m which looks OK. Ensure it doesn’t go below this width at any point. Make sure planted vegetation will not create blind-spots or narrow path, so use small trees rather than shrubs.
- Copenhagen Crossings
 - We support provision of Copenhagen Crossings at the listed locations. Would also like to see one at the junction of Rolt St (eastern section) with Childers St as some emerging vehicles cross this junction in a westerly direction too fast.
- Rolt St
 - From the proposed design the east end of Rolt St appears to be being made two-way for all traffic again. As this is the case we would strongly prefer the closure of the middle section of Rolt St to motorised traffic with the carriageway being integrated into the park and a two-way cycle lane being provided along the line of that section of Rolt St. This would provide major benefits in reducing traffic back in Childers St where traffic levels are still high for a Quietway. This would also be in line with

Lewisham's Healthy Neighbourhood principles which as far as possible aim to remove through traffic from residential areas.

- If the one way approach (rather than the full closure we prefer) is taken forward the road design outside the west side of Festa Sul Prato looks like it would create conflict between eastbound cyclists using the narrowed (3m?) carriageway and westbound motor vehicles. It would be better to relocate the cycle stand outside Festa and extend the eastbound cycle lane all the way through.
The eastbound cycle lane throughout should be clearly delineated from the narrowed vehicle carriageway e.g. different paving.
The one way westbound road section, although narrow (3m), may still need designed-in speed restraining features or vehicle speeds will be high and the crossing outside Festa to Woodpecker Road may not be significantly safer than currently.
- Scawen Road Play Street
 - Very much like these proposals and very happy to see a safe signalised toucan crossing over Grinstead Road at last.

Tim Collingridge (LC Secretary) pp Jane Davis (LC Coordinator)

Lewisham Cyclists (The London Cycling Campaign group for Lewisham Borough)

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