

**Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Rotherhithe Movement Plan - Lower Road Two-Way streets and Cycleway 4**

01/10/2019

<https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/>

**About Lewisham Cyclists**

Lewisham Cyclists are the local borough group of the London Cycling Campaign (LCC) with more than 1500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local areas; and we speak up for a greener, healthier, happier and better-connected capital.

**General comments on this scheme:**

Lewisham Cyclists strongly support the Lower Road Cycleway proposals.

We also have the following suggestions to encourage more people to walk and cycle, including those who would like to cycle but currently don't due to perceived dangers.

**Specific points about this scheme:**

Section 1

- Add mini zebra across cycleway to link to zebra across roadway, as seen on Cycleway 6
- Improve connectivity from Neptune Street and beyond to cycle track.

Section 2

- We encourage you to retain the shared use path on east side until new development done to retain link to ramp up into shopping centre until a new route is provided.
- Coming from central London, there's very little space to wait to turn into Surrey Quays Road and no other obvious way to do so from the north with C4 being on the southwest side of Lower Road. Queuing cycles are likely to block the cycle track.
- In the other direction, the lead-in track on Surrey Quays Road is much shorter than peak hour queues. We suggest to narrow the general traffic lane in the other direction away from the junction to extend the cycle lane.

### Section 3

- We suggest bike sized gaps in kerb line of cycleway to provide access for people on bikes to access Hither Grove and China Hall Mews

### Section 4

- The left turn lane for cycles should have wand orca protected to keep people from parking here.

### Section 6

- We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street

### Section 7

- We suggest the "No left turn into Bush Road" should have a cycle bypass be installed to allow this turn to be made on bicycle. For people cycling from Rotherhithe New road a gap in the kerb line of the protected cycleway on Lower road is needed to allow those in the left turn lane to join the cycleway in both directions. If this is not possible then the crossings should be make toucan crossings enabling people to join via them. From Plough way cyclists should be exempt from restricted right turn into lower rd to allow them to join cycleway 4 westbound.

### Section 8

- The new Pavement on Croft Street to be moved West to provide protection for the cycle contraflow We suggest a gap in kerbline to allow those coming from Bestwood Street to join the protected cycleway. We also suggest the crossing across Bestwood be a Toucan and the pavement area to the North side be also made shared use. This will allow those heading out of Bestwood to return in the same way as they would have left. In the longer term, Lewisham cyclists would like Southwark council to work with Lewisham council to provide a bus gate on Trundleys road to improve route 225 bus journey times and

provide cleaner air for Francis drake primary school, as well as closing a potential rat run route for motor traffic.

## Section 9

- We would like to see all the raised crossing be upgraded to zebra crossings

## Section 10

- Cycle bypass or shared path section to allow left turn into bush road

## Section 11

- It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and Cycleway 4
- The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more efficiently.

## Section 12

- We would suggest keeping 2 way cycling on Cope Street with contraflow. This combined with a jug handle and toucan crossing from Rotherhithe Road North of Cope Street and shared path section would allow easy link into Cope Street

## General scheme wide Suggestions

- We ask that where possible build outs provide cycle parking. Crossings of smaller side roads should be blended junction and 2 stage right turns for people cycling should be provided at every junction where there is not a dedicated cycle lane.

- In some places the cycle track width is inadequate, e.g. 2.8m past Surrey Quays Station. If more space can't be found then very careful attention is needed for the type of segregation, laying of kerbs (e.g. asphalt flush with diagonal edge of splayed kerb) etc. to maximise effective width. Otherwise this will quickly become a bottleneck.

### **General points about infrastructure schemes:**

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all "critical issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.