

Record of Monthly Meeting of Lewisham Cyclists (LC) at Lewisham Civic Centre on Wednesday 16th October 2019 6.30pm

Jane Davis (Coordinator), Tim Collingridge (Secretary), John Phillips (Treasurer), Cllr Mark Ingleby, Cllr Louise Krupski, Brian Turpin, Mike Tisdell, Matt Begg, Rik Andrew, Alex Raha, Iliana Koutsou, Michael Diamond (London & Lewisham Living Streets).

Apologies: James Luke, Cllr Aisling Gallagher, Roger Stocker, Matthew Sparkes.

The following items were discussed at the meeting:

- Topical Items

- Lee Green 'Cycle Bus'.

Cllr Octavia Holland is coordinating this ride to enable local children to cycle to school. It is planned for this to be a monthly event with the first one taking place on 1/11/19. All children will need to attend with a responsible adult. LC members will be assisting Cllr Holland by accompanying the ride. Jane requested a copy of the proposed route from Alex.

- East Sydenham Healthy Neighbourhood.

Alex has submitted a response on behalf of LC with a series of proposed road closures - see link below and CycleScape group discussion for further details. The apparently controversial closure is Mayow Rd which Lewisham Engineers consider to be a 'distributor' road so not one that should be closed to through traffic. LC suggested a bus 'gate' on this road.

East Sydenham HN covers three wards so there are nine councillors involved. It was suggested that these councillors could benefit from the opportunity to have a walking tour of Waltham Forest to see the ultimate benefits of fully implemented Healthy Neighbourhood concepts. Mark to propose this to the relevant councillors.

- Lewisham & Lee Green Healthy Neighbourhood.

The proposed road closures have been shared with the Stakeholder Group ahead of the Local Assembly meeting on 30th October. Although being very supportive of the scheme overall, LC and Lewisham Living Streets (LLS) are not satisfied that the proposed closures will fully achieve the scheme objectives. Alex and Michael (LLS) will prepare a joint response for submission to LBL asap.

- Lewisham Borough cycle path maintenance e.g. Q1 Millwall Path.

LC have started voluntarily cutting back the vegetation on the Q1 Millwall Path. Apparently this relatively new path does not have a maintenance contract - an oversight when the path was completed. Louise has had some initial discussions with Vince Buchanan (Green Spaces Contract Manager) about adding it to the Glendale contract, but there isn't currently a budget allocation for this.

- Southwark consultation on Borough Road segregated cycle lanes (see link below).

LC will prepare a supportive consultation response for this which will echo the Southwark Cyclists one. For further information see the CycleScape group discussion.

- Neighbourhood Community Infrastructure Levy (NCIL) Local Assembly priority definition.

A portion of the Community Infrastructure Levy (CIL) on new developments has been reserved for ward-based projects. The distribution of the monies to the wards will follow a formula based on the amount of scheduled development in the ward/deprivation index with a minimum amount to ensure all wards have some funds. There are commonplace maps online now for people to mark priorities for their wards (see link below) with these priorities needing to be recorded by various dates depending on the timing of the Ward Assemblies. The deadlines are:

- Blackheath - 22/10
 - Lee Green - 23/10
 - Downham - 30/10
 - Grove Park - 30/10
 - Telegraph Hill - 31/10
 - Catford South - 5/11
 - Brockley - 5/11
 - Bellingham - 5/11
 - Forest Hill - 9/11
 - Evelyn - 9/11
 - Crofton Park - 12/11
 - Rushey Green - 14/11
 - Ladywell - 19/11
 - Whitefoot - 25/11
 - Sydenham - 30/11
- LC have sent out an email encouraging members to add travel/sustainable transport priorities to their wards or 'like' those that are already there - a very quick way of showing your support.
- Lea Bridge Road segregated cycle lanes - A21 Spine analogy (learning points for the similar A21 scheme when it reaches design stage) - Rik has done a post Implementation Audit on this recently opened route (See Appendix A). He gave an interesting presentation on this illustrated with photos of key parts of the route. Some of the points he highlighted were:
 - The Lea Bridge Road tracks have been implemented as one-way tracks on each side of the road.
 - There are issues with the implemented track width where it is down to 1m at times.
 - Parking alongside track causing narrowing of the track and risk of 'dooring'.
 - Pedestrian 'islands' narrowing track where a straight-across pedestrian crossing would be clearer for all and more space efficient.
 - 'Hold the left' missing on some junctions resulting in long wait times for cyclists, encouraging cyclists to ignore the lights.
 - Generally not enough capacity to cope with future growth.
 - Benefits of two-way vs one-way tracks, particularly where space is constrained. Two-way tracks can be 3m (minimum), while two one-way tracks need to be 2m (minimum) each = 4m in total.
 - In conclusion we hope the Designers will learn the lessons and not make the same mistakes on the A21 Spine. Generally there is adequate carriageway width along this route to avoid these problems.

- Update from Cycling Champion (Cllr Mark Ingleby)
 - A21 Spine segregated cycle lanes. Mark requested that LC send Josh their Cycling Level of Service (CLOs) analysis of the A21, which was prepared a couple of years ago, as an input to TfL's Outcome Definition Study which is ongoing.
Lewisham Planners have recently got funding from the Greater London Authority (GLA) to study the A21 as an 'Economic Corridor'.
 - Railway Children Walk. Power Networks are now considering running their cables under the grass verge rather than the path so the hoped for widening may not take place.
 - Perry Vale area improved access to the Waterlink Way via Vineyard Close, plus improvement of Elm Lane. Mark suggested the link from Vineyard Close could be constructed first and the re-surfacing of Elm Lane left to be done later when further funds are available.
- Lewisham Cyclists Vision and Aims / Effective Campaigning - proposed for discussion. This item was deferred to the next meeting as we ran out of time to 'give it justice' at this meeting.
 - Vision
 - 'Our borough will be a place where people of all ages and abilities feel safe and happy to make local journeys by foot or bicycle'. We want to see a more diverse population of people on bicycles in Lewisham, including more women, ethnic minorities, children, elderly people, and disabled people.
 - Campaigning Aims
 - To facilitate cycling for all ages and abilities, Lewisham Cyclists will support:
 - Low traffic neighbourhoods in every ward.
 - Installing physically protected space for cycling on main roads including the A21 Lewisham Spine and gyratories such as Gateway, New Cross.
 - A joined-up network of safe direct walking and cycling routes
 - Roads outside all schools should be 'School Streets', which means traffic free space for people walking and cycling during school drop off and pick up hours.
- Projects & Community Activity feedback
 - Jane has decided to cancel the Tuesday Totter evening ride altogether as she is no longer available on Tuesdays to lead it. It will be replaced with a monthly evening ride, details tbc.
 - Riverside Youth Club project, funded by Deptford Challenge monies.
The key Youth Leader has recently left the youth club. Discussions are ongoing about how to take the project forward.
- Attendees News & Views
 - Catford gyratory removal scheme. We have become aware that the TfL modelling of the proposed cross-roads solution has highlighted issues and they are re-considering the design. Louise said that this was related to bus timings through the junction. LC will seek a meeting with Sarah Walsh regarding the junction design and associated issues such as the proposed cantilevered walking and cycling path at Catford Bridge.

- Night-time locking of park gates that are on key cycle routes e.g. Mountsfield Park and Forster Memorial Park. Rik raised this issue and requested that the gates were either not locked at all or at least left open during the morning and evening peak commuting times. Louise replied that the Sustainable Development Committee are looking at this issue.
- Bakerloo Line Extension station impact on proposed A21 Spine and Waterlink Way at Lewisham. The current Bakerloo Line consultation (see link below) suggests that these cycle routes would need to be re-routed down Jerrard St along with two-way traffic. It is questionable whether there would be space for this?
- Useful links and information
 - East Sydenham Healthy Neighbourhood: <https://streetbuilder.io/eastsydenham>
 - Lewisham Cyclists' response: <https://lewishamcyclists.co.uk/wp-content/uploads/2019/10/LC-Consultation-Response-East-Sydenham-HN.pdf>
 - Neighbourhood Community Infrastructure Levy (NCIL) (various closure dates - see above) <https://lewishamlocalassemblies.commonplace.is>
 - Borough Road segregated cycle lanes (Southwark) (closes 4th November) <https://consultations.southwark.gov.uk/environment-leisure/borough-road-healthy-streets/>
 - Bakerloo Line extension TfL consultation (closes 22nd December) <https://consultations.tfl.gov.uk/tube/bakerloo-extension/>

Meeting ended around 8.20pm.

Next Monthly Meeting will be on Wednesday 20th November at 6.30 pm at Lewisham Civic Centre.

Lewisham Cyclists (The London Cycling Campaign group for Lewisham Borough)
 lewishamcyclists@gmail.com
 www.lewishamcyclists.co.uk
<http://www.facebook.com/groups/72380106728/>
<http://groups.yahoo.com/group/lewishamcyclists/>
<https://twitter.com/lewicyclists>

Appendix A Lea Bridge Post Implementation Audit

CS23 : A104 Lea Bridge Rd		Post Implementation Audit		RA Sept'19	
New off-carriageway segregated cycle route from River Lea to Whipps Cross					
1-way tracks on both sides - good continuity - but tracks often too narrow for overtaking					
Sometimes very narrow - this is likely to cause queues, and limit the number of users					
Always narrow through bus stops. No bus present 75% of time					
GLA standard 2.0m minimum width often not met; Critical esp. when off-carriageway					
Track not defended vs loading etc (cf CS2) both sides obstructed by white vans					
LBRd as is will only accommodate low cycle flows [not as per CS5; CS6; CS7; CS3...					
Limited road width in places; middle section not wide enough for 2 x 1-way tracks					
Peds/cyclists green times avg. only 12secs : drivers avg.30secs - except Whipps Cross					
Some side roads have been filtered; most remain open but traffic flows are low (? a.m. peak ?)					
Un-filtered side roads have good jct treatments with give way lines					
--- Quality ---					
		Current		Potential	kms
jct River Lea & LCN9(S)	C1	old subway under A104 / new toucan		key link to NCN & LCN9(S) etc	0.1
Lea Bridge	C2	W-bd: wide track but 1-way	C1	North side track could be made 2-way	0.1
	C4	E-bd: very narrow advisory lane		remove	
Lea Bridge Rd(W)	C2	E-bd: wide 1-way track away from traffic	C1	2-way N side track would increase capacity	0.7
	C3	W-bd: adequate off-road track		retain	
new rail bridge	C2	bridge widened - major upgrade		but both tracks less than 2m	0.2
jct Orient Way	C3	Non-compliance; short green / v.long red	C1	Hold Left Turns on all 4 approaches	0.1
spur S: Orient Way	C2	seg.tracks on both sides, both N&S...	C2		0.1
spur N: Argall Way	C1	wide S side track; 2-way link to station		[secure parking a good exemplar]	0.1
Lea Bridge Rd(W)	C2	2m seg track; but 1m through bus stops	C2	widen narrow sections	0.7
		E-bd: 4 side roads closed; W-bd: only 1		scope to close more minor jcts (W-bd)	
jct Markhouse / Church Rd	C3	track too narrow at jct; queueing / blocking		widen track; enable left turns to proceed	0.1
		short green phase; long wait at red		longer green (else non-compliance)	
		N&S approaches have off-road tracks (short)			
Lea Bridge Rd	C3	E-bd: 2m track; narrow through car parking		some scope to widen	1.0
		all narrow approaching Bakers Arms			
		W-bd: often sub 2m; few side roads closed		scope to close more minor jcts	
jct Hoe St 'Bakers Arms'	C3	clearly marked crossings but long waits			0.1
Lea Bridge Rd	C4	E-bd: no track initially - then narrow track	C3	missing link; needs seg. track throughout	0.4
	C4	W-bd: very narrow impossible to overtake	C2	2-way track on 1 side only would be wider	
jct Leyton Green Rd	C3	T-jct so no wait E-bd; but long wait W-bd	C1	Hold Left Turns (W-bd); needs yellow box	0.1
Lea Bridge Rd	C3	E-bd: seg.track but mostly less than 2m			0.4
		W-bd: 2m track but with pinch pts			
jct Eastern Rd	C4	busy minor road; very short green 7 secs	C3	why push button? scope to improve signals...	0.1
		rat-run ? caused by jct Wood St ?		...if jct Wood St modified	
Lea Bridge Rd	C3	E-bd: narrow; risk of dooring (no buffer)		some scope to widen	0.2
		W-bd: 2m initially then narrows			
jct Wood St	C3	why banned Right Turn ? 2 Left Turn lanes	C1	Hold Left Turns would work well here	0.1
		short green phase ; long wait at red		and improve sync. with jct Whipps X	
		NB drivers have to stop / start		NB drivers pass through both jcts in 1 phase	
Lea Bridge Rd	C1	E-bd: wide 2-way seg. track			0.1
	C2	W-bd: 1-way seg. track			
jct Whipps Cross	C2	Hold Left Turns ; all modes share long greens	C1	Good for both peds & cyclists	0.1
		only 2 ped crossings		but all 3 arms should have crossings	
spur S to Hospital	C3	High demand; 1-way tracks but not wide	C1	consider 2-way track on Hospital side	0.1
Lea Bridge Rd	C2	E-bd: wide 2-way track initially; then 1-way			0.3
	C3	W-bd: 1-way seg. track - incomplete	C1	N side could have 2-way track to...	
jct Snaresbrook	C4	key link to Wanstead; no crossing facilities	C1	Hold Left Turns would work here	0.1

				total kms	5.2
				no.of traffic lights	8
				equivalent + kms	0.8
CS23 : A104		ROUTE QUALITY ANALYSIS			
	Quality		Current	Potential	
	Very Good	1	0.4 8%	2.0 38%	
	Good	2	2.1 40%	1.6 31%	
	Poor	3	2.1 40%	1.6 31%	
	Very Poor	4	0.6 12%	0.0 0%	
	Type				
	Greenway / VRA	A	0.0 0%	0.0 0%	
	Minor Road	B	0.0 0%	0.0 0%	
	Traffic Distributor	C	5.2 100%	5.2 100%	