

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Transport for London Streetspace Plan - A21 Lewisham to Catford

21 August 2020

<https://consultations.tfl.gov.uk/general/034ec426/>

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 2000 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 parks; and we speak up for a greener, healthier, happier and better-connected capital.

General comments on this scheme:

LC support the opportunity brought forward to improve bus journey times through the implementation of 24/7 operation of bus lanes on this section of the A21.

We see that this plan, along with the removal of some loading bays and car parking, will also be of some benefit to cyclists, although in the medium term we would much prefer the installation of segregated cycle lanes along this section, and ultimately the whole A21 corridor from Lewisham to Downham.

LC also welcome TfL plans to implement a 20mph speed limit on the section of A21 between Catford and Lewisham. We would ultimately like to see a 20mph limit on all the TLRN roads within the London Borough of Lewisham (LBL) as part of the Mayor's Transport Strategy (MTS), Vision Zero Campaign, the LBL Local Implementation plan and Transport Strategy.

We do however have a number of comments and concerns as detailed below:

Specific points about this scheme:

- The wand segregated cycle lane northbound on A21 Molesworth Street is supported, however we believe should continue to the scheme extent at Rennell Street.
- The wand segregated cycle lane southbound on A21 Lewisham High Street from Limes Grove to Ladywell Road is supported.
- We are supportive of the idea of banned turns and no entry provisions on side roads along Rushey Green as it should reduce vehicle turning movements which are a major source of hazard to cyclists. However we would reserve our position as to whether these are the correct roads to be addressed until we have seen any LBL Low Traffic Neighbourhood (LTN) plans for the areas of Catford to the east and west of this section of the A21.
- Banned left turn out of Ladywell Road - we remain to be convinced that the benefits from this banned turn for cyclists proceeding northbound along the A21 justify the impacts elsewhere. We are particularly concerned that the action will cause vehicles

to use Algernon Road as an alternative route causing much increased hazard for cyclists using the Waterlink Way/National Cycle Route 21 which is routed along that road. We also anticipate that southbound vehicles heading towards Hither Green Lane will choose to use unsuitable residential roads like Lewisham Park to reach their destination, unless additional filtering measures are put in place.

- Banned right turn out of Courthill Road. Again we remain to be convinced that this measure is a net benefit for cyclists across the area. Northbound vehicles will undoubtedly look for alternative routes through the Ladywell area and these are likely to involve unsuitable residential roads, unless LBL are planning additional filtering measures.
- It's unclear to us how cyclists have priority on northbound carriageway on Lewisham High Street on approach to Ladywell Road junction. The design creates a potential conflict between left turning traffic and cyclists accessing ASL.
- The changing of the current two way cycle crossing at the south end of Molesworth street into a one way southbound crossing removes an existing desire line currently seeing increased levels of cycle traffic, as identified. This is due to LB Lewisham implementing a low traffic neighbourhood in the adjacent environs of Lewisham and Lee Green. We believe this crossing should be retained as a two way cycle crossing. The proposed alternative route via the Toucan Crossing on Lewisham High Street is not an intuitive routing and does not follow existing desire lines.
- We believe additional banned turns should be included into Romborough Way from A21, along with coordinated mitigation measures such as additional modal filters on Davenport Road and streets forming part of LB Lewisham plans for a low traffic neighbourhood in Hither Green West.
- The proposed 20mph speed limit is supported, but should be urgently extended to include adjacent sections of A205 Catford Road, A205 Catford Gyratory and A205 Brownhill Road, particularly in the light of several tragic collisions involving cyclists recently in Catford.
- We believe the scheme should be extended along the A21 to Downham, preferably involving segregated cycle lanes rather than 24/7 bus lanes along with a 20mph speed limit.

General points about infrastructure schemes:

- The Mayor's Streetspace Plan and 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.