

Lewisham Gateway H assessment meeting between Lewisham Cyclists, TfL, MUSE, LBL representatives 10am to 12pm 10<sup>th</sup> November 2016

Present: Gill Redrup (LBL), Chris Coxall (MUSE), Katherine Abraham (TfL), Nick Harvey (LBL), Jane Davis (Coordinator Lewisham Cyclists), Tim Collingridge (Secretary Lewisham Cyclists)

Issues discussed:

Entrance to Lewisham Centre car park – generally agreed this entrance was unsatisfactory for crossing pedestrians and cyclists (using Shared Use pavements). Safety improvements are needed. Will be considered during safety audit.

Dropped kerb from Lewisham High Street/Rennell St for Northbound cyclists – agreed that this should be provided, location to be determined.

Cycle lane in front of Police Station – extend entry dropped kerb (South end) by a couple of kerb sections – Chris wanted to keep a watching brief on this to see if needed... Nick suggested there should be some carriageway bike markings to encourage cyclists towards the cycle lane entry point.

Cycle lane in front of Police Station – move dropped kerb for re-entry to carriageway for Southbound cyclists back to just before the pelican crossing and make sure it is not a right angle exit into traffic lane. Extension of cycle lane beyond pelican crossing to be re-assessed because of current pavement width restrictions due to building hoarding and street furniture – still with the objective of providing said lane in the future.

Cycle access to Toucan Crossing (not yet installed) on Lewisham Road leading to Gateway Confluence Park. The pavement between it and Lewisham High St (St Stephen's Grove) is not shown as shared use on the schematic diagram of the development. Katherine indicated that there would be a shared use pavement section.

Station Road – agreed that a dropped kerb should be provided to allow cyclists coming out of the Gateway shared area going towards the station to re-join the carriageway on Station Road before the zebra crossing.

Station Road – proposed cycle contra-flow – Katherine explained that the bus set down on the lower section of Station Road is a permanent feature so there isn't enough available road width to provide a contra-flow cycle lane.

Loampit Vale pelican crossing – this is a staggered two stage crossing and Lewisham Cyclists would have preferred a straight across crossing due to congestion in the centre section during the rush hour. Not deemed to be feasible due to signal sequencing sensitivity and potential traffic flow impacts.

Shared use signage on all lampposts in Gateway and surrounding pavements – Small blue signs on every lamp-post would make it clear which areas are shared use and reduce potential conflict between pedestrians and cyclists. Nick indicated that he should be able to find some budget to provide those signs if they are not within the scope of the existing project.

Three way cycle route sign (Catford/Deptford/Gateway) wrongly positioned near Railway Bridge in Cornmill Gardens. All agreed this was in the wrong location and should be in Cornmill Gardens main section by the river bridge. Chris to arrange for it to be moved.

Molesworth St cycle lane previous improvement project. Katherine said that the public consultation had essentially rejected TfL's plans, requiring removal of central median at some cost. Project is back in TfL's pool of potential projects vying for available budget.

Not discussed at meeting

Jane and I forgot to mention this issue: Proposed short cycle lane outside servicing entrance to Phase 2 development on Lewisham High Street (North section). Jane and I consider that this cycle lane would encourage cyclists to ride in a non-recommended position past the junction. Cyclists are trained to move out towards primary position when passing junctions. We feel that the lane should not be implemented.

Prepared by Tim Collingridge