

Lewisham Cyclists are broadly in support of the streetscape improvements proposed for this area, but feel that more attention could still be paid to the needs of cyclists in these areas.

The effectiveness of this improvement scheme in creating a better space for cyclists as well as pedestrians, hinges on its success in slowing down faster traffic and getting drivers to treat the area as a place where they must give way to slower road users.

We also don't see any specific reference to cycle parking, which we consider a fairly serious omission, and in contrast there seems to be an apparent increase in car parking a measure we would be generally opposed to. We would have thought cycle parking would have been a key element of the provision, given the local amenities in the area, and the need, which the council recognises and supports, to encourage people to travel more sustainably in this motor traffic dominated area. We would expect a significant amount of good quality cycle parking, to be included in these proposals, for people shopping and using local amenities.

We also wonder if the scheme would work better for all users of the area if it was designed more like the Kirkdale scheme with a low kerb height and the use of different paving to designate 'pavements' and informal pedestrian crossings rather than the high kerbs and raised tables suggested in this design. This may be a more effective way of sharing limited space and ultimately create a more attractive public realm.

Our members also tell us that there is currently an issue with the Eastern side pavements near Beacon Road that become crowded with children proceeding to Brindishe Green School. It would be good to widen these pavements along Hither Green Lane for a little way to accommodate this flow.

Also with reference to Beacon Road it has been noted that many cyclists use this as an 'informal' route from Hither Green station to Hither Green Lane against the one way flow. We think this could be safely signed for contra-flow cycling providing a very useful link route.

In summary, although we do welcome the aspects of the scheme which are designed to reinforce the 20mph limit and create a space where motor traffic is calmed and always gives way to vulnerable road users, we are concerned that the plans do not explicitly cater for cycling. We strongly believe that when making changes to any street in the borough, cycling must always be considered and wherever possible, visible measures introduced to make cycling a safe and attractive transport option for all members of the community, including the older, younger and less able members.

Tim Collingridge (Secretary Lewisham Cyclists) pp Jane Davis (Coordinator Lewisham Cyclists).