

Lewisham Cyclists (LCC borough group) Response to CS4 Consultation

Lewisham Cyclists are extremely happy to finally see firm plans for a safe protected cycle track on this route, one that, for many sections, does meet our expectations. On the whole, we definitely support this route and look forward to seeing it built as soon as possible.

There are some details we feel it's important to highlight, however, and believe that addressing these would make this protected route a really high quality addition to the existing network, enabling and encouraging maximum modal shift.

Whilst our comments below will largely focus on the Lewisham section, as we know Southwark Cyclists have made a detailed response which we support, many of our members regularly ride along this whole route. So we were concerned to see the absence of any plans for the Lower Rd section and echo Southwark Cyclists hope that plans for the Surrey Quays Gyratory will go to consultation soon. Without an equally high quality route through the Gyratory the whole route will lose much of its value. And we also hope that detailed plans for the section from Tower Bridge Rd to London Bridge will be published soon.

Key to the success of this route will be making it good enough to cope with increasing numbers of people cycling. There is huge development both just completed, ongoing and planned for the future in the Deptford area and access to public transport is limited. It's imperative the new infrastructure not only improves conditions for existing cyclists but produces significant modal shift from other forms of transport in the area.

Specific issues.

1. **Oxestalls Rd.** The significant diversion around the mini-roundabout at Oxestalls Rd is a poor design. It will be a major delay point for cyclists and could push them back on to the main carriageway. Ways to retain a signal-controlled T-junction should be further examined, east bound traffic should not be allowed to turn left into Oxestalls road which would allow a three phase signal sequence. The opportunity should be taken here to provide a high quality cycle segregated junction, which has proved successful and efficient elsewhere in London. Any other type of junction design penalises pedestrians and people on cycles with long delays and short greens which can lead to increased KSI's. Drivers do have an alternative route on to Oxestalls and should be restricted at this junction as much as possible. Walking and cycling should definitely be prioritised over motor traffic here, right beside a large primary. It presents a great opportunity to encourage families to both cycle and walk to school and access the school from Deptford Park and vice versa.

2. **Grinstead Rd/Alloa Rd.** The link to Grinstead road could be improved by a simple gap in the kerb on the segregated track along with a refuge to access into and out of the side road. Similar arrangements could be made at Alloa road

3. Safe connecting routes between CS4 and Q1 are important. If this is done well, a wider network of safe routes in South East London begins to open up, making Cycling accessible and desirable to much greater numbers of people, offering real potential for significant modal shift. Serious thought should be given to this both at Deptford High Street and also Greenwich Town Centre as part of developing this wider network of routes. Clarification is needed as to how people on bikes will negotiate Deptford High St/New King Street junction.
4. **Canal Approach.** LBL, Sustrans, Lewisham Cyclists and Deptford Folk have plans to re-open Canal Approach for walking & cycling under Evelyn St and linking back to Quietway 1 at Folkestone Gardens. CS4 plans should make provision for this.
5. **Rolt St.** It is also not clear how CS4 users get to/from Rolt St. We are assuming that some kind of shared pavement access to the crossing which will be a toucan or Copenhagen style?
6. **Abinger Grove/Prince St junction.** There is a serious rat-running traffic problem in the evening peak with Eastbound vehicles entering Prince St and exiting further East onto Deptford Creek Road. This traffic is a blight on several of these quiet residential streets e.g. Borthwick St and creates two avoidable crossing movements on CS4 (at exit off Evelyn St and entry back on to Deptford Creek Road). A back street point closure e.g. in Prince St near the Dog and Bell would prevent this rat-running.
7. **McMillan St.** This junction looks dangerous as there is no slew away from Creek road. Consider moving junction slightly further west and introduce a slew. Also ban right turns from Creek Road as this manoeuvre looks particularly hazardous and may be taken at speed.
8. **Deptford Church St** (DCS) junction. Southbound exit onto DCS provides inadequate protection for riders. This should be fully segregated and extended further down Church St, at the very least to the junction with Quietway 1. DCS southbound is currently operating with a single lane without impacting other road users and this opportunity should be used to assess the effect of eventually providing a fully protected cycle lane on this road, which would link in with the aspirations of the local authority to eventually provide a completely protected route along the A21 and onward to Deptford and CS4.
- 8a. **Deptford Church St.** Cyclists travelling northbound from Deptford Church St–need "hold the left" signalling to join CS4 from DCS safely. There are a large number of HGV movements from this road turning left into Evelyn Street, which will only increase with Convoys Wharf and Tidemill Gardens developments, so this is absolutely crucial.
9. **Creekside/Gonson St.** This junction looks dangerous as there is no slew away from Creek road. Consider moving junction slightly further west, narrowing and introducing a slew. Possibly even consider closing Creekside at junction with Creek road and convert junction into a T Junction with Gonson St and fully signalise it. Clarification is also needed as to how CS4 users will access crossing from Creekside.
10. **Glaisher St.** It is unclear from the plans whether there is a "hold the left" signalling for left turning eastbound traffic into Glaisher street. If not, then this is a left hook situation.
11. **Norman Rd.** Provision for cyclists accessing CS4 from Norman road is not adequate. This early start signal for cyclists to join CS4 (if travelling Westbound) parallel to but separate from pedestrian crossing, joining at same point as the with flow lane travelling westbound from eastern arm of Norway street/Norman road junction. Early start signal from Norman road would provide safe access from large housing developments on Norman Road to CS4.

12. **Haddo St.** Access lane for cyclists from Haddo street should be designed to join Haddo street from the eastern arm of junction for cyclists, allowing safe access from Haddo street estate to CS4. This would meet criteria set out in TFL's strategic cycling analysis to meet the target of providing safe infrastructure within a 400 yard radius of housing developments.

We hope you find our comments helpful. As we said at the beginning, we are overall strongly in support of this route. Our comments above are informed by extensive experience of riding these routes, our regular dialogue with people who currently cycle as well as those who don't but really wish they could and our real wish to make the route as successful as possible.