

Lewisham Cyclists (London Cycling Campaign Group for London Borough of Lewisham) response to TfL Rotherhithe Walking and Cycling Bridge Consultation 2017 (Have your say on proposals for a new river crossing between Rotherhithe and Canary Wharf)

Crossing options

We strongly support the proposal for a new walking and cycling bridge at this location.

We would have loved to see a tunnel at the location, but accept that this option is probably unaffordable when assessed against the overall benefits.

We do not see a ferry as a satisfactory solution to this crossing requirement and would not be supportive of this option.

Bridge options

We do not have a strong preference between Option 1 'Northern Alignment' and Option 2 'Central Alignment' as both have their pros and cons.

If pressed we would probably go for Option 1 due to the potential shorter ramp access to Westferry Circus and better connectivity to the National Cycle Network on the West side.

We are not supportive of Option 3 'Southern Alignment' as we consider lift access to be unsuitable for cyclist users of the bridge.

Bridge height and type

10m, 15m or 20m.

The estimated opening frequency on the 10m bridge is probably a bit too high (15 times per day). So we think a 15m or 20m bridge would be appropriate.

Regarding the style of bridge we would prefer the type that has the least overall open time and is most reliable, which is probably the vertical lift bridge.

Detailed design of bridge deck, ramps etc.

We would like the following points to be taken into consideration:

- Preference for a separate cycle track and pedestrian walkway on the bridge deck (i.e. not shared space). Pedestrians, particularly tourists, will be prone to sight-seeing from bridge, which could create conflict with commuting cyclists. Take account of best practice from cycling and walking bridges around the UK and in other countries e.g. Denmark, Holland.
- Width of two-way cycle track on bridge deck adequate for peak cycle flows, preferably around 4m.
- Approach ramps to have separate cycle track and pedestrian walkway, but due to higher potential descending cyclist speeds may need some form of physical segregation between walkway and track, or possibly physically separate ramps.
- Minimise ramp height but not so it results in excessive bridge open time – see above.
- Optimise (minimise) overall open time in selection of bridge type – see above.
- No lifts for cyclists, only ramps.
- Ensure good connectivity to adjacent cycle routes e.g. Cycle Superhighway 4.
- Assume that bridge opening times will be communicated in advance via an 'app' so that users can flex their arrival time at the bridge to avoid closures. Also will minimise queues at the bridge location.

Lewisham Cyclists, as a local Stakeholder with over seven hundred local cyclist members, is keen to be involved in the subsequent phases of design work to ensure our members' views are fully represented. The Group can be contacted on [lewishamcyclists@gmail.com](mailto:lewishamcyclists@gmail.com)