

**Response by Lewisham Cyclists (the London Cycling Campaign group for the London Borough of Lewisham)**

Comments refer to the 'consultation drawings pack' (January 2018)

Kangley Bridge Road (KBR).

Broadly supportive of the widened shared use footway approach, but with strong concerns about the safety of some of the 'yard' exits where visibility is not good, particularly Lathams skip yard (x2) and Screwfix.

As a general rule need to:

- Ensure sight lines of shared footway for vehicles entering yards from Kangley Bridge Road are clear and not obscured by parked cars.
- Extend raised tables into yards as far as possible to slow emerging vehicles.
- Where possible remove railings and structures around yard entrances to improve visibility.
- Introduce signage for vehicles emerging from yards warning them of crossing cyclists.
- We assume that whole road will be double yellow lines apart from designated parking bays – essential for maintaining sight lines as vehicles enter yards.
- Reduce vehicle speeds in KBR in general with sinusoidal speed humps.
- While supportive of adding trees to improve streetscape it is important they don't restrict the shared footway below a useable 3.5m to 4m.

1 - Kangley Bridge Road (drawing 1 of 4)

Westerley Crescent (WC) outside station – access to/egree from the shared footway appears to be restricted to a drop kerb at the east end of the path. This is not a satisfactory solution as it creates a conflict with vehicles emerging from the yard and pedestrians in the station vicinity. We think there should be a wide dropped kerb a few metres up WC to allow access to the footway or alternatively there could be a raised (possibly paved) table outside the station with flush access to/from the footway.

Westerley Crescent north corner – from the plans it appears that there is a new build-out in this corner to allow cyclists access to the continuation of NCN21 northwards. It is hard to be sure from the diagram but we think that the build-out should be larger to ensure it is not blocked by motor vehicles and to eliminate the serious blind corner that exists there.

1 - Kangley Bridge Road (drawing 2 of 4)

Not clear about 'Maintain dropped kerb so off-street parking is easily accessible' as couldn't see any at this location when we visited site.

Northernmost yard exit on this drawing needs build-out extended 5m or so further North (or double yellow lines) to ensure visibility of southbound cyclists to vehicles turning into the yard. Otherwise may be obscured by parked vehicles.

1 - Kangley Bridge Road (drawing 3 of 4)

Refer to general comments on KBR above.

1 - Kangley Bridge Road (drawing 4 of 4)

Refer to general comments on KBR above.

## 2 – River Walkway

Supportive of change of status to a shared path.

Very pleased to see southern section being widened to 4m.

However think the whole path should be widened to 3.5m - 4m, not just the section at the South end.

Would also like to see wooden stream bridge at North end replaced with wider bridge, potentially on a diagonal to eliminate hazardous (slippery when wet) sharp turn.

## 3 – Lennard Road crossing

No specific comments.

## 4 – Cator Park (1 of 2)

Supportive of change of status to a shared path.

However think the path should be widened to 3.5m - 4m.

## 4 – Cator Park (2 of 2)

Supportive of change of status to a shared path.

However think the path should be widened to 3.5m - 4m.

## 5 – Aldersmead Road

Extend double yellow lines on East side build-out 5m or 10m further north to improve visibility for cyclists and pedestrians exiting Cator Park on Quietway.

## 6 – Kings Hall Road

Fairly busy road with fast moving traffic. Whole road junction should have raised table to slow vehicle speeds.

Two further sinusoidal humps to slow vehicles in section between Station Approach and Aldersmead junctions.

## 7 – Kent House Station

Assume build-out with planters includes drop-kerbs for cycle access – unclear from drawings.

**Compiled by Tim Collingridge (LC Secretary) 24/1/18**