

**Lewisham Cyclists (local borough group of the London Cycling Campaign) response to The Lewisham & Lee Green Healthy Neighbourhood consultation (May 2019)**

<https://www.streetbuilder.io/lewishamandleegreen>

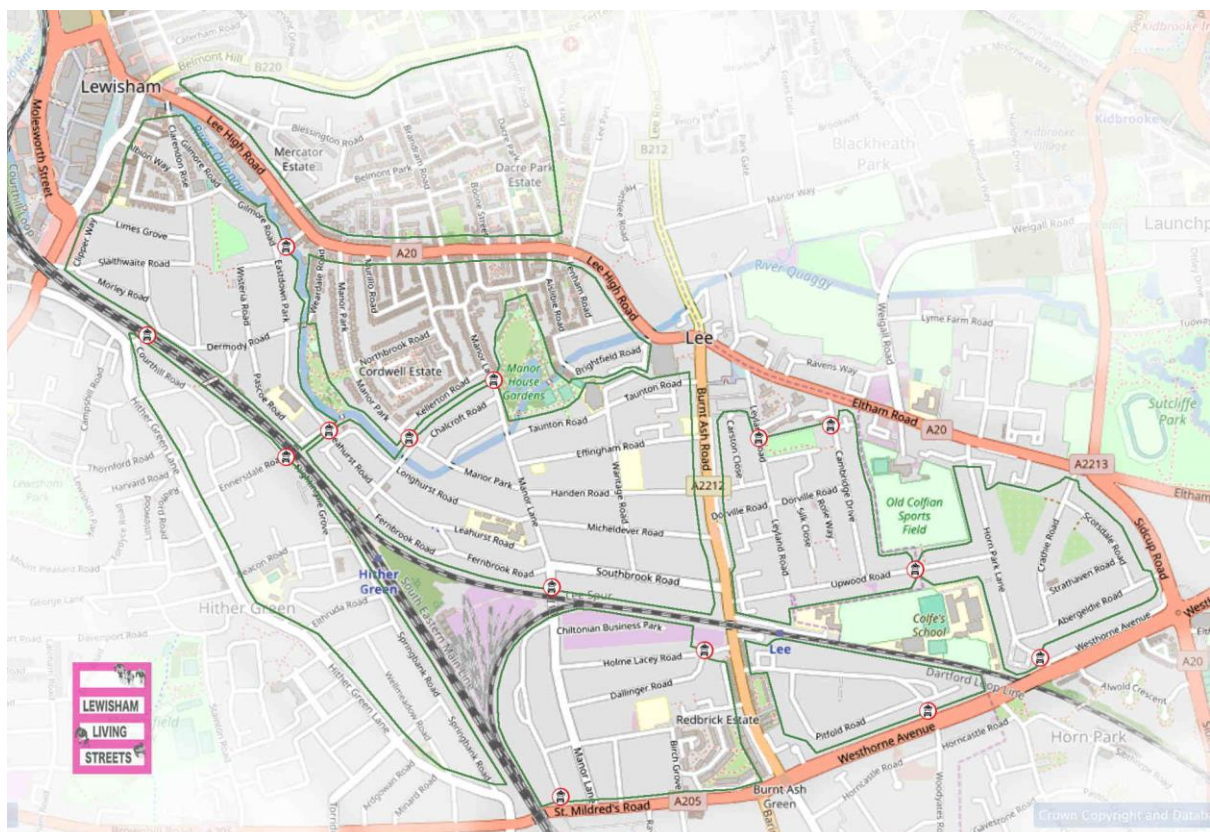
15<sup>th</sup> July 2019

**About Lewisham Cyclists**

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 1500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham. We seek a greener, healthier, happier and better-connected capital.

**General comments on this scheme:**

Lewisham Cyclists welcome Lewisham Council's first Healthy Neighbourhood scheme for Lewisham and Lee Green. We recognise that for local roads to prioritise walking and cycling, and to create a safe and pleasant environment, there must be a reduction in rat running traffic in residential areas like Lee Green. We wholeheartedly support filtering that prevents through motor traffic at all the locations proposed by LiveLee/Lewisham Living Streets (see map below) - taken together we believe this would result in a significantly improved Lewisham and Lee Green, which is safer, has improved air quality, and is generally more pleasant to move around, especially on foot or by cycle.



### **Specific points about this scheme:**

We would at this stage like to offer some suggestions that we believe could help maximise the opportunity the Healthy Neighbourhood scheme presents, especially to those who travel in and through the area by bicycle:

- The existing signed London Cycle Network (LCN) routes should be refreshed with new signage, and included on area maps promoting the scheme: numbers 20, 28, 63 and 65. These routes, as well as future Quietways planned from Grove Park to Lee Green, would all become genuinely quiet routes with low levels of motor traffic, and so will be attractive and welcoming places for people on bicycles, should all of the filter locations be adopted as per the attached map.
- Additional to the map above the council should consider filtering Parkcroft Road at the A205 providing benefits to LCN route 28 which crosses the A205 at this point and continues down Parkcroft Road. This would also prevent traffic diverting from the Manor Lane entry/exit onto the South Circular.
- Existing one way streets, such as St Swithun's Road and Old Road, could be made either 2-way for all users, or could allow contra-flow cycling. This would remove splits (where different routes are in place for journeys in opposite directions) in existing LCN routes in the Lewisham/Lee Green cell, making them more direct and easier for users to navigate.
- As part of this scheme existing cycle route crossing points on major roads within and adjacent to the study area e.g. Burnt Ash Road, Lee High Road, should be reviewed to see if they are optimal and could be improved in the light of point closures and other changes in the residential roads.
- An ANPR camera would be very welcome to properly enforce the bus gate at Manor Park.
- Additional cycle parking, especially secure bicycle parking, is already in demand at both Lee and Hither Green Stations, and will likely only become more so as Lee Green becomes a more attractive place for people travelling by cycle. Funding could be provided from Neighbourhood CIL and S106 contributions, to add to existing funding provisions in Lewisham's LIP.
- As a group we are very pleased to see Lewisham taking initiative on this agenda, and creating what looks like it could be a very impactful scheme for Lewisham Lee Green. The filters at locations on the included map would be transformative in providing additional safe space for parents and children to travel safely to schools in the local area, unlocking journeys to local stations, local businesses and workplaces, all by foot or cycle. Once these are made permanent, this also offers the opportunity for a greener and more attractive local area, where temporary modal filters could be replaced by or developed into permanent green features with planters or trees and the creation of some 'pocket' parks.

Lewisham Cyclists look forward to engaging productively with both the proposed working group and other local stakeholders whenever possible as this scheme develops and moves forward.

**Our Contact Details:**

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**General points about infrastructure schemes:**

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to walk and cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.