

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to The Mount Anvil New Cross Gate project consultation (July 2019)

<http://www.nxgproject.mountanvil.com/>

18th 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:

The redevelopment of this site is a golden opportunity to build a development that truly meets the needs of modern Londoners, taking advantage of the superb public transport links adjacent to the site and active travel connectivity in the immediate neighbourhood. However we feel that the proposed scale of this development is too large and are concerned about the pressure that the large number of additional people will put on the local area.

Specific points about this scheme:

We would at this initial stage like to offer the following comments on this project:

- The consultation boards appear to show the main west-east shared use path (Route 1) to be fairly narrow and tortuous. This route was designated as a significant walking and cycling route in the Lewisham Council New Cross Area Framework with a bridge over the railway north of New Cross Gate station (as indicated dotted on your plans). As such we believe it should be as straight as possible with a suitable width e.g. 4m minimum. 'Route 1' should be this width throughout its length from Hatcham Road to the proposed bridge and onwards to New Cross Road.
- Given the scale of the development we would expect that the development to make a very significant CIL/Section 106 funding contribution to the construction of the proposed bridge over the railway. This bridge would relieve the space constrained bridge at New Cross Road and provide major access benefits to the Sainsburys supermarket and the residents in the new housing.
- We would advocate that there should be no resident parking (other than for disabled residents) associated with this development (unclear from the consultation boards whether this is the case or not). New Cross Gate is very well located for public transport already and with the Bakerloo Line coming there is no reason for these additional residents to use motorised vehicles. Sections of the local roads are already at capacity

and we do not need any more vehicles in the area which will inevitably impede people choosing active travel options or public transport.

- We are very supportive of improvements to the access from Hatcham Road which we assume will provide direct ramped access to the site with a suitable gradient and width to accommodate cyclists without the need to dismount.
- We are happy to see cycle visitor parking throughout the site and will expect to see this specified in the planning applications.
- The 're-provision of cycle parking' for the station needs to be of a suitably large capacity for such a major station. Ideally we would like to see a fully secure cycle hub at this location reflecting the London Mayor's commitment to increase active travel across London.

Lewisham Cyclists would appreciate being kept informed of the future development stages, so please add our email address below to your mailing list.

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.