

**Lewisham Cyclists (local borough group of the London Cycling Campaign) response to East Sydenham Healthy Neighbourhood Scheme**

1 October 2019

<https://streetbuilder.io/eastsydenham>

**About Lewisham Cyclists**

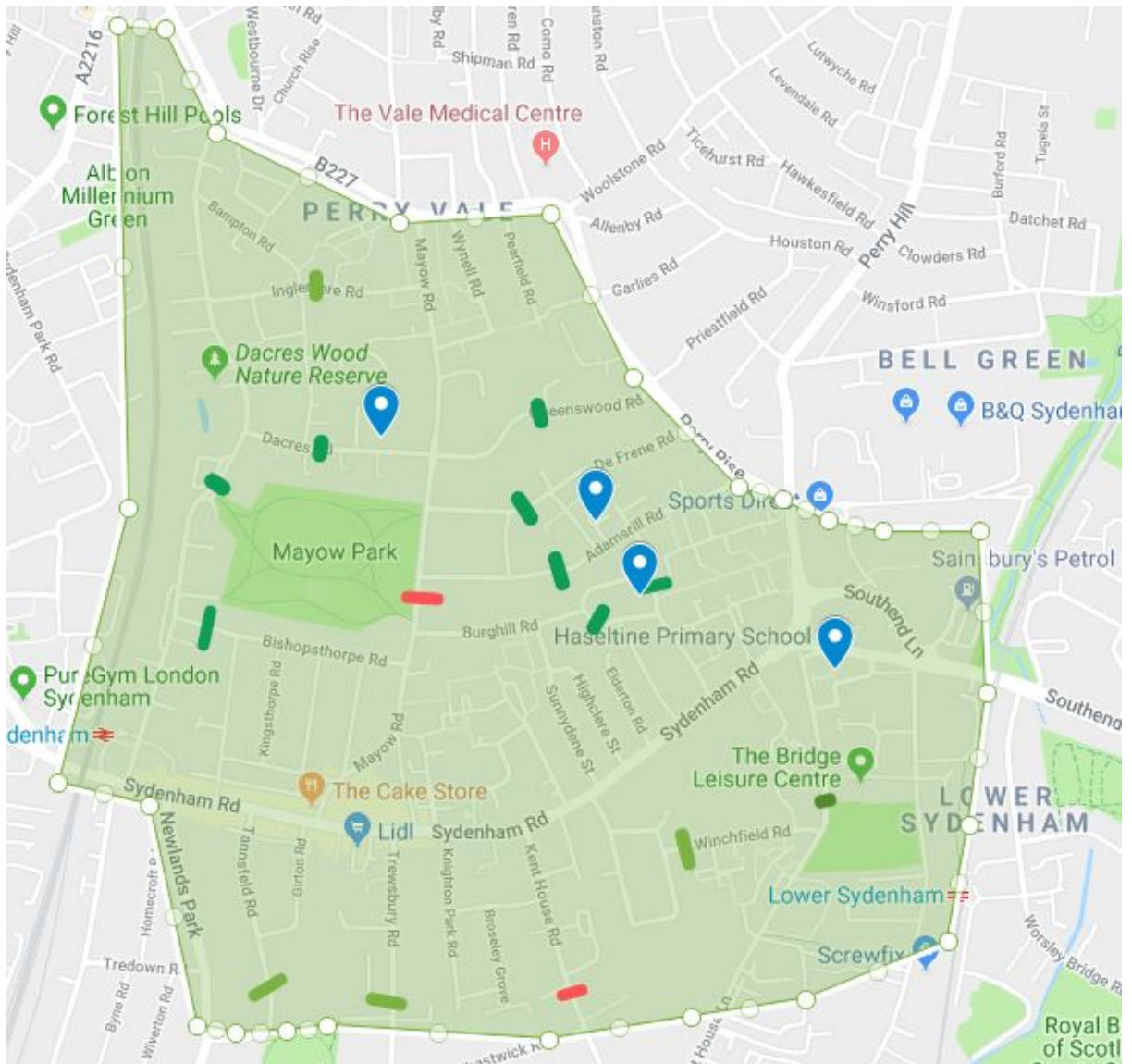
Lewisham Cyclists are the local borough group of the London Cycling Campaign (LCC) with more than 1500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak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

**General comments on this scheme:**

Lewisham Cyclists wholeheartedly welcome and support the opportunity brought forward to trial and implement Healthy Neighbourhood (LTN) schemes throughout the London borough of Lewisham (LBL) as part of the Mayor's Transport Strategy (MTS) and the LBL Local Implementation plan and Transport Strategy. This LTN provides the opportunity to provide safe streets for residents, boost healthy streets outcomes by making the whole cell safer to walk and cycle in and through.

**Specific points about this scheme:**

- Lewisham Cyclists believe that the East Sydenham Healthy neighbourhood scheme will only be successful if there are a raft of measures introduced to reduce through motor traffic rat running both along and around Mayow Park.
- We therefore have provided the following map (see below), detailing favoured locations for modal filters (*green lines*) and also bus gates (*red lines*) through the cell. We believe this would address all of the areas identified in stage 1 consultation which suffer from increased through motor traffic, increased traffic speeds on residential streets, increased commercial traffic rat running through residential areas.



- Access from Home Park through to Bell Green Lane and also through The Bridge Leisure Centre to connect to NCN21 Waterlink Way should be improved as park of the scheme, to encourage more residents to choose active travel as a transport mode.
- Lewisham Cyclists would welcome the implementation of school streets at all of the schools listed in the map (blue markers).
- Lewisham Cyclists would encourage the council to bring forward plans for a redesign of the Bell Green Gyratory as part of the proposed Bell Green Masterplan, which should include protected routes for all ability cycling as well as improved crossings for those choosing to walk and cycle.
- In line with proposals brought forward for the Lee Green Healthy Neighbourhood, Lewisham Cyclists encourage the council to review and

extend controlled parking zones within the East Sydenham cell in conjunction with proposed healthy neighbourhood plans.

- Lewisham Cyclists would welcome the opportunity to engage further on any working group with local businesses and community stakeholders along with council officers and Sustrans as part of stage 2 of this consultation.

#### **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.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- 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 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.

- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all “critical issues” eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.