

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to The Deptford Parks Liveable Neighbourhood (DPLN) public consultation (Dec 2019)

<https://consultation.lewisham.gov.uk/regeneration-and-place/dpln/>

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:

Overall we are strongly supportive of these proposals however we do have some local reservations about the detail of some of the designs.

Specific points about this scheme:

- 1 - Canal Approach Greenway
 - We strongly support these plans for a new walking and cycling path. However although we like the idea of some green planting along the path we believe that significant narrowing of the path needs to be avoided for it to be a practical shared path. Essential that any planting is done conservatively so over-growth does not contribute to narrowing of the path. A 'parks' maintenance contract also needs to be established on completion of the path.
 - In the Neptune Wharf development section ensure there are no blind corners for vehicles entering into the access road from the Residential Zone as there will be cyclists passing at some speed. If unavoidable provide 'trixi' mirrors and suitable warning signage for motorists.
 - In the Timberyard development section to the north of Blackhorse Bridge ensure there is provision for a straightforward and direct access from the Canal Approach Greenway to/from Cycle Superhighway 4 (CS4) via a direct walking and cycling ramped path to Dragoon Road.
 - On Dragoon Road establish a pocket park with permeability for walking and cycling to prevent vehicle parking and contribute to the greening of the area.
- 2 - Scawen Road Pocket Park
 - Very pleased to see closure of the end of Scawen Road and a safe signalised toucan crossing over Grinstead Road at long last.
 - Generally support the proposals for play features. However important to ensure there is a wide enough unobstructed carriageway section for walking and cycling.

- Proposed slide into Deptford Park will need to have a direct paved return route.
- 3 - Rolt St
 - We strongly support the alternative proposal to completely close the middle section of Rolt St to motorised traffic, as opposed to the plans shown in the consultation. The closed section of carriageway should be integrated into the park with a two-way cycle lane being provided along the line of that section of Rolt St. This would provide major benefits in reducing traffic back in Childers St where traffic levels are still too high for a Cycleway. This would also be in line with Lewisham's Healthy Neighbourhood principles which as far as possible aim to remove through traffic from residential areas.
 - If the one way approach (rather than the full closure we prefer) is taken forward we have the following comments:
 - The road design outside the west side of Festa Sul Prato looks like it would create conflict between eastbound cyclists using the narrowed carriageway and westbound motor vehicles. Adequate road width should be maintained to allow the eastbound cycle lane to be extended all the way through.
 - The eastbound cycle lane throughout should be clearly delineated from the narrowed vehicle carriageway e.g. different paving/stepped track. Also requires double-yellow lines to ensure it is not parked over.
 - The one-way westbound road section, although narrow and chicaned, may still need designed-in speed restraining features e.g. full width sinusoidal humps or vehicle speeds will be too high and the pedestrian priority crossing outside Festa to Woodpecker Walk may not be significantly safer than currently.
 - The two-way section of Rolt Street between the park and Childers St will need full width sinusoidal humps to constrain vehicle speeds.
- 4 - Woodpecker Walk
 - Strongly support these plans. However important to ensure that shared walking and cycling path stays around 4m throughout its length and make sure planted vegetation will not create blind-spots or narrow the path as plants grow.
- 5 - Sanford St
 - Fully supportive of widened, straight-across Toucan crossing from Woodpecker Walk to Fordham Park. Good to see that Clifton Rise has been narrowed with right-turn exit only.
- Copenhagen crossings
 - We strongly support the provision of Copenhagen Crossings in the DPLN area. Would also like to see one at the junction of Rolt St (eastern section) with Childers St as some emerging vehicles cross this junction in a westerly direction too fast.
- Prince St

- We strongly support the experimental closure of Prince St to through traffic and wish for this closure to become permanent.

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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.