

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to consultation on Beckenham Place Park East

26/04/2020

<https://consultation.lewisham.gov.uk/environment/beckenham-place-park-east/>

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 areas; and we speak up for a greener, healthier, happier and better-connected capital.

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General comments about the scheme

We feel that this scheme provides an excellent opportunity to optimise the walking and cycling routes through Beckenham Place Park. There are several existing cycling routes adjoining the park which can be linked up to provide a much enhanced network in the area and provide enhanced access to the park itself.

Specific comments about routes and areas in the scheme

Ravensbourne Greenway:

- Runs within the park from Beckenham Hill Road (adjacent to Beckenham Hill station) to Ravensbourne Avenue (adjacent to Ravensbourne station).
- This Greenway provides an optimal linking route between London Cycling Network (LCN) route 22 (to Catford) and LCN route 27 (to Bromley). It is flat and fairly direct.
- Currently sign-posting is lacking at both the north and south ends and some of the route is in poor condition.
- Actions needed:
 - Resurface and widen shared path throughout to 4m to provide adequate space for pedestrians and cyclists.
 - Remove historic speed humps (x2) from currently tarmacked northern section.
 - Ensure signposting is clear at both ends, at junctions along the Greenway and at BPP park entrance(s) on Old Bromley Road.
 - Improve entrance to Greenway on Beckenham Hill Road to be welcoming and fully accessible for all types of bicycle, as set out in guidelines by Wheels for Wellbeing (<https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/12/FINAL-v3.pdf>).

Children's activity area in north-east corner of BPP (east of River Ravensbourne):

- Upgrade children's play area.

- Upgrade buildings and remove any redundant ones.
- Resurface paths and widen both to 3m to accommodate shared use by cyclists and pedestrians.

Improve links to LCN route 22 from north-east corner of BPP. LCN22 runs along Old Bromley Road:

- Currently LCN22 confusingly bifurcates and eastbound goes up Fieldside Road for no good reason.
- Ask Lewisham Council Highways team to re-route LCN22 eastbound to run contra-flow along Old Bromley Road as there is adequate road space to provide light segregation and therefore enable more people to cycle to BPP
- Improve LCN22 sign-posting within the park e.g. on Greenway and at entrance(s) to BPP.

Improve links to Literary Heritage Trail (LHT) leisure cycling route from north-east corner of BPP:

- This runs from Old Bromley Road up Woodland Walk and on towards Grove Park. This route would allow people from the south eastern part of the borough to access BPP by bicycle and also benefit from eastbound contra-flow cycling on Old Bromley Road as for LCN22.
- Improve LHT route sign-posting within park e.g. on Greenway and at entrance(s) to BPP.
- Remove guard rails at Old Bromley Road entrance, widen pavement and provide a full Tiger shared crossing.

Improve LCN route 22 on Beckenham Hill Road:

- Remove guard rails on Toucan crossing to release pavement space on shared use pavement.

Enhance path that runs from the Greenway across the railway bridge towards the new lake and cafe in the main (westerly) section of BPP.

This is the most direct walking and cycling route for people living in Downham into the core of the park:

- Resurface and widen path.
- Provide signage.

General scheme-wide suggestions

- All paths and entrances to the park which are designated as shared paths should be designed in line with London Cycle Design Standards and meet the Quality Criteria of the Cycling Action Plan from Transport for London. (<http://content.tfl.gov.uk/cycling-action-plan.pdf>)
- If more space can't be found then very careful attention is needed for the type of surface used for paths to maximise effective width.

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 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.