

lewishamcyclists@gmail.com

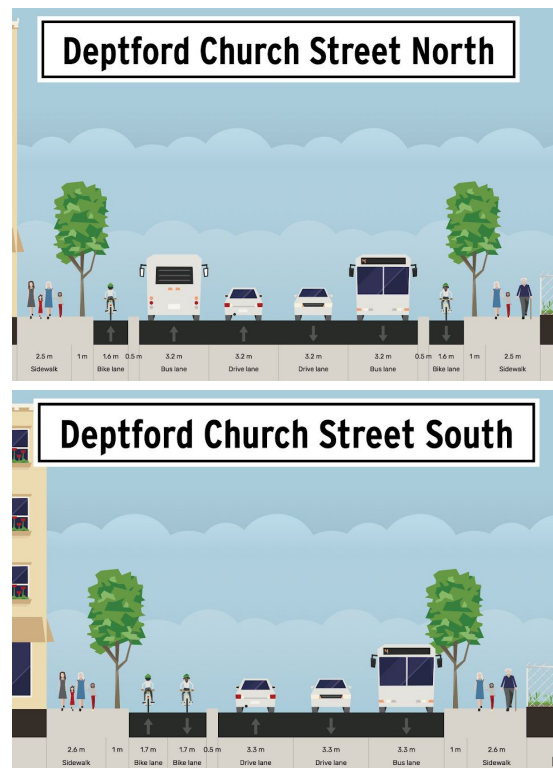
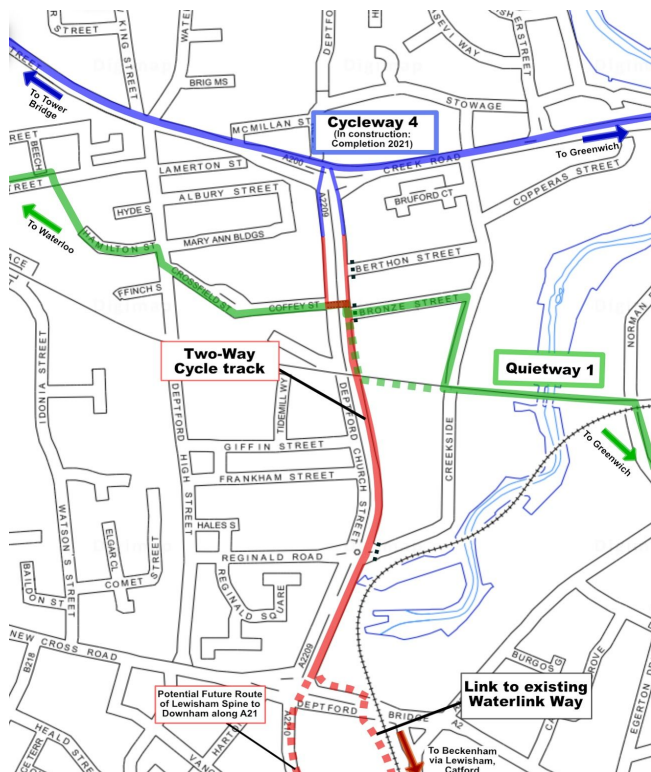
Dear Mayor Damien Egan,

We appreciate that the Covid-19 Health Crisis is the major priority for the Council at the moment and do not wish to divert attention from that. However we are hoping that other projects like this can continue to be progressed in the background.

Deptford Church Street and A21 Healthy Streets Corridor - Requesting Council Commitment

Lewisham Cyclists fully support the Mayor’s manifesto commitment to provide a segregated cycleway from Downham to Deptford (the A21 ‘Lewisham Spine’ Healthy Streets Corridor). We appreciate the Council has been working on this scheme, part-funding an initial planning exercise with TfL (Outcome Definition Study), whose financial and technical support will be essential to delivering this route in its entirety.

Currently, the Tideway works in Deptford have created a temporary narrowing of Deptford Church Street (the northern-end of the Healthy Streets corridor) for the past 2 years, without significant increases in congestion. As such, we believe it would be a poor use of public funds to reinstate Deptford Church Street to its former layout. Instead, we recommend the Council implements the Mayor's manifesto commitment by installing a safe physically-separated bicycle route on Deptford Church Street. We have created the following diagrams below on the left detailing the route (map on left, red line) along with visual representations of north and south ends of Deptford Church Street layout we propose. These are pictured below right; top picture facing northbound, bottom picture facing southbound). This has been the subject of preliminary discussions with Lewisham Council Officers. We also believe a redesign of this street should bring benefits to those on foot as well, with pedestrians benefiting from a wider pavement, new and improved crossings, removal of pedestrian barriers, as well as cleaner air and a more pleasant walking environment.



Additionally, by installing the Deptford Church Street bicycle route, a vital strategic link between the newly installed Cycleway 4 (on Evelyn Street and Creek Road) and the existing Waterlink Way would be provided. This would create a safe connection for Lewisham residents from beyond Deptford to the excellent new provision that Cycleway 4 will provide, and would contribute significantly towards the development of 'a joined up cycle network' in the borough, as pledged in Lewisham Council's 2017 Cycling Strategy. It would also provide a connection to a possible future route along the A2 from Oval to Deptford as detailed in TfL's Strategic Cycling Analysis.

Perhaps most importantly this investment will demonstrate to both TfL and the public, the Council prioritising sustainable travel through initiating works on part of the Lewisham Spine route that is under the Borough's own control, as well as delivering on its transport strategy in relation to the Council's Climate Emergency declaration. This would demonstrate to our partners at TfL the seriousness of Lewisham's commitment in supporting the London Mayor's Transport Strategy, increasing the likelihood of TfL confirming the funding for the entire A21 cycleway. It would also help to meet carbon reduction targets laid out in the council's own Climate Emergency response.

Lewisham Cyclists, and the co-signatories, are requesting the Council commits funds (from S106 and/or CIL) this financial year towards designing and building a Cycleway on Deptford Church Street.

We will constructively support the Council to prepare for the end of the Tideway works by developing a redesign of this road, so this opportunity is not missed to transform one of our most hostile and unpleasant roads into one fit for the 21st century. You may have heard the London Mayor's recent statement that he aims to decarbonise London's roads by an earlier target of 2030. Despite the elections being postponed, the only realistic way Sadiq Khan will be able to achieve this is by quicker design and build of the new cycle network, including ready to go schemes like the above with political support are likely to gain endorsement and also funding from City Hall.

We look forward to hearing back from you regarding this project.

Yours sincerely,

Jane Davis

Coordinator, Lewisham Cyclists

Trina Lynskey

Chair, Deptford Folk

Neil Robertson

Coordinator, Greenwich Cyclists

Zaria Greenhill

Chair, Climate Action Lewisham

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.

General points about infrastructure schemes:

- The Mayor of London'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.