

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Transport for London Streetspace Plan - A21 Lewisham to Catford

06 November 2020

<https://consultations.tfl.gov.uk/general/034ec426/>

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 and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.

Updated feedback on this scheme:

This updated feedback is in follow up to Lewisham Cyclists' [original consultation response provided to TfL in August 2020](#).

We welcome the successful delivery of 24/7 bus lanes for the extents of the scheme, the expected implementation of a 20mph speed limit on the A21 between Catford and Lewisham, plus the other measures like banned turns and some sections of segregated cycle lane.

However we feel that this scheme, as it stands, does not achieve the objective of creating safe and comfortable conditions for cycling along the A21 and will only make a modest contribution in encouraging more people to cycle more often in Lewisham.

We have compiled the following detailed points from a ride-over by several Committee members on 28th October along with taking feedback from LC members' personal experiences of the scheme as implemented to date.



Specific points about this scheme which we believe require improvement:

1. The wand segregated cycle lane northbound on A21 Molesworth Street should continue further north to the scheme extent at Rennell Street. It *should also be linked into the existing NCN21 (Waterlink way) route at the northern end of Molesworth Street*. This could be easily achieved through providing a ramp/drop kerb from the new on-road northbound cycle lane before the zigzags for the toucan crossing (see photo below). To this end, the section of pavement cycle track should be restored to bi-directional use from the toucan crossing up to the tunnel under the railway line.



2. The wand segregated cycle lane southbound on A21 Lewisham High Street from Limes Grove to Ladywell Road is supported along with the bus stop bypass. (Note the planned section of cycle lane from Limes Grove to Courthill Road was not yet in place when we rode over the route to compile this document.)



However, we do have concerns as follows:

- *There is a significant 'left-hook' risk to southbound cyclists at the junction with Longbridge Way – it is not immediately clear how this may be alleviated.*
 - We observed cyclists using the bus stop bypass then having difficulties making the right turn into Ladywell Road. The bypass encourages them into incorrect positioning for the right turn and this is hazardous if they approach when the lights are on green. An alternative would be to provide signage just before the Courthill Road junction, where there is a provided drop kerb, *advising cyclists of the option to use the cycle-enabled crossings to reach the Whitburn Road contra-flow on-pavement cycle lane and proceed to Ladywell by that much safer route – signed: 'Cyclists for Ladywell use cycle crossing and proceed via Whitburn Road'*. The Whitburn Road on-pavement contra-flow cycle lane should also have some clear signage as there seems to be none as things stand.
3. It's unclear to us how cyclists are meant to have priority on the northbound carriageway on Lewisham High Street on approach to Ladywell Road junction (see photos below). The current layout creates a potential conflict between left turning traffic and cyclists accessing the ASL. The water barriers appear to have been moved since installation so that cyclists are now

tending to go to the left of them placing them in a left hook position on what is a heavily used HGV route. *We believe this layout should be reviewed and potentially changed.*



4. The changing of the current two-way cycle crossing at the south end of Molesworth street into a one way southbound crossing has removed an existing desire line currently seeing increased levels of cycle traffic. Increased flows are due to LB Lewisham implementing the low traffic neighbourhood in the adjacent environs of Lewisham and Lee Green. *We believe this crossing should be retained as a two-way cycle crossing.*
The proposed alternative route via the Pelican crossing (which is yet to be converted to a Toucan Crossing) on Lewisham High Street is not an intuitive routing and does not follow existing desire lines.
At the time of our site visit last week, there was also no signage at this location to guide northbound cyclists joining from Limes Grove to access the northbound cycle lane on Molesworth Street via this signalised crossing.
5. At Mount Pleasant Road LCN route 65, a key E-W cycle route, crosses the A21 but there is no safe crossing provision. Now that turns into Mount Pleasant has been banned (and the right turn out of Mount Pleasant could be easily disallowed) *we believe it should be straightforward to provide a protected crossing for pedestrians and cyclists.* Ideally this would be a temporary toucan crossing, but it could also be a zebra/tiger crossing with a central refuge, utilising the wide pavement on the west side of the A21 as a shared area to allow access to Albacore Crescent. *This would be a massive win dramatically improving connectivity E-W across the A21 which is a major issue.*
6. We are supportive of the other banned turns and no entry provisions on side roads along Rushey Green as this is reducing vehicle turning movements which are a major source of hazard to cyclists. However we would reserve our position as to whether these are the correct roads to be addressed until we have seen any LBL Low Traffic Neighbourhood (LTN) plans for the areas of Catford to the east and west of this section of the A21.

Detailed current infrastructure issues:

1. The first wand at the start of the northbound Molesworth Street cycle lane seems to have been struck by vehicles a number of times and is in a dangerous state. It needs fixing and positioning/road markings may need to be reviewed.
2. It was observed that some southbound motor vehicles on the A21 are ignoring the wands at Wildfell Road meant to prevent the right turn. There needs to be a 'no right turn' sign installed.

Next steps regarding the temporary scheme:

We would be delighted to meet with TfL representative(s) (numbers dependent on current Covid19 restrictions) asap preferably onsite, or if necessary online, to review these various ideas. We all share the objective of making this scheme as effective and safe as we can.

Broader points:

1. We believe the temporary 20mph speed limit on the Lewisham to Catford section of the A21 should be urgently extended to include adjacent sections of A205 Catford Road, A205 Catford Gyratory and A205 Brownhill Road, particularly in the light of several tragic collisions involving cyclists recently in Catford.

Ultimately we would reiterate our strong preference for the extension of the 20mph limit to all the TLRN roads within the London Borough of Lewisham (LBL) as part of the Mayor's Transport Strategy (MTS), Vision Zero Campaign, the LBL Local Implementation plan and Transport Strategy.

2. As we're sure TfL are aware LC strongly believes the A21 (and connecting roads) in their entirety (i.e. from Downham to Cycleway 4 in Deptford) is an ideal location for a fully protected permanent cycle track and we know TfL have produced work (Outcome Definition Report) to explore the potential of this route. We would very much welcome the opportunity to review this study and feedback to TfL how the long-term solution could be further developed.

General points about infrastructure schemes:

- The Mayor's Streetspace Plan and 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.