



## Lewisham Cyclists' overall response to Catford Town Centre Framework

### **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 adjacent boroughs. We seek a greener, healthier, happier and better-connected capital.

### **Our comments**

*Reference: CatfordTownFramework2020.pdf Draft 04/9/20*

As Lewisham residents we have been following with great interest the proposed re-development of Catford Town Centre. We have been engaging in the public sessions, reviewed the draft Framework made public recently, and participated in the first few online Catford chats.

We welcome your intention to shift the balance in the area from motor traffic to people walking and cycling. We have made the council and TfL aware on numerous occasions the current active travel provisions in the area are deficient and need to be improved to reduce risk of harm to residents and meet the council's ambitious environmental targets.

We would like to work with you in three specific areas that concern us: the Catford Bridge, the Waterlink Way (future Cycleway C18), and the Yards / Lanes.

The Catford Bridge is a key transport link in our borough as it is the only east-west accessible route between Ladywell Road to the north and Southend Lane to the south. However it's dominated by the South Circular vehicular traffic with no segregated infrastructure so it is currently very dangerous. In the last couple of years there were two critical road traffic incidents involving people on bikes, one of them with fatal consequences, the other with life-changing injuries. We welcome the segregated cycle track, on a cantilevered bridge, that is being proposed and discussed with TfL, and urge all involved parties to bring its construction forward asap. The cycle track from the proposed bridge should then continue further west through an arch on the Catford Loop line railway viaduct up Catford Hill for a short way utilizing shared pavement space to avoid the Catford Hill/Stanstead Road signalised junction.



On the Waterlink Way topic, this is a key north-south route that links the two Catford stations, the River Pool Linear Park, and Ladywell Fields. In its current form it's not the most welcoming environment due to the narrow underpass and the Halfords / Wickes access roads and car parks. We understand there are ongoing discussions with the landlords regarding the redevelopment of the area as the 'Ravensbourne Quarter'. We believe high quality walking and cycling provision in this area will make it more accessible and welcoming for our neighbours and emphasize the benefits and character of this new greened space. The cycle flows on the Waterlink Way are fairly high at all times so it is essential that through Ravensbourne Quarter the route has enough space which is ideally dedicated to cyclists to minimise conflict with other users (with reference to the current TfL London Cycle Design Standards).

Regarding the development of the Yards, the Lanes, Civic Centre and The Broadway we are glad to hear the framework will follow the Healthy Streets principles including no through-traffic routes. We also think the following are important:

- Full east-west and north-south permeability from the Broadway through the Yards & Lanes for pedestrians and people on bicycles. Facilitating active travel and cycle-based delivery services.
- Zero car parking in new buildings with a Controlled Parking Zone across the area. Essential vehicle parking only for disabled residents and 'shared' electric vehicle spaces.
- Plentiful on-street cycle parking (Sheffield stands) for visitors riding bicycles. Provision needs to cover the whole area – Yards/Lanes/Broadway.
- All residential and business buildings to meet, or preferably exceed, the London Mayoral/GLA minimum standards of secure cycle parking.
- This, along with other major developments in the north of the borough like Convoys Wharf, should be a perfect opportunity to bring the TfL London Hire Bike Scheme to Catford, Lewisham and Deptford with docking station(s) funded by Section 106/CIL contributions.

Currently the Rushey Green area to the north of the development is suffering significant through traffic as it is being used as a shortcut between the South Circular and the A21 at Rushey Green. This area should be 'filtered' as part of the re-development, or preferably much sooner, so the roads are configured to only allow residential access, local servicing, and of course emergency services.

Regarding the A21 through the study area high quality segregated cycle tracks should be built (part of the 'Lewisham Spine') with links to the proposed segregated cycleway over Catford

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Bridge. The remodelled junction of the A21 and the South Circular should be designed as a “Dutch-style” junction to enable safe cycling in all directions.

To sum up, we are excited about the opportunities the redevelopment of the Catford Town Centre brings, and we would like to make sure safe high-quality provisions are made for walking and cycling. This is a once in a lifetime opportunity to bring forward truly transformational improvements in the area and active travel needs to be at the core of it from the beginning and not an afterthought.

We would like to offer any help you would require to meet this goal, and we would be available for onsite socially distanced or online meetings to exchange views and ideas.

**Tim Collingridge (LC Secretary) - On behalf of Lewisham Cyclists**

**22/2/21**