

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Lewisham Council School Restrictions Survey on Proposals for the Lewisham and Lee Green LTN to support safer school travel

<https://consultation.lewisham.gov.uk/corporate-policy-and-governance/school-restrictions-survey/>

21 March 2021

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 2500 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.

General comments on this scheme:

Lewisham Cyclists welcome the additional restrictions at Dermody Road, Ennersdale Road and Manor Lane. However, we do not feel these restrictions go far enough to provide safe routes to Brindishe Manor and Trinity Primary Schools for those choosing to walk or cycle. This is in part due to lack of restrictions on either Leahurst Road, Pascoe Road or Longhurst Road. We do however have a number of comments and concerns as detailed below:

Specific points about this scheme:

- Lack of restrictions on both Leahurst Road (one way section outside Trinity Primary School and section outside Brindishe Manor Primary school) and also Pascoe Road will mean through motor traffic will continue to dominate space outside school gates, when additional space is required for both social distancing, walking and cycling.
- Since changes were made to Lewisham & Lee Green LTN in November 2020, the current Lewisham to Lee Cycleway now fails to meet London Cycle Design Standards, as set out below and [here](#) .



Total volume of motor traffic
Target level of provision:
The design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour (vph) at peak times, and preferably fewer than 200vph

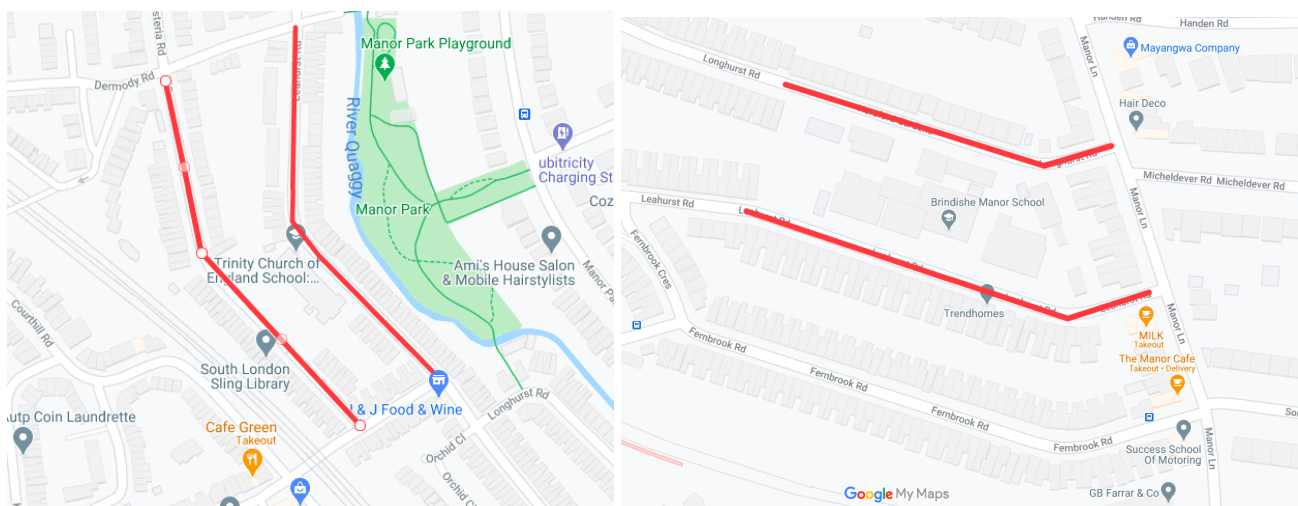


Speed of motor traffic
Target level of provision:
The design of new cycle routes should only mix people cycling with motorised traffic where there is a 20mph speed limit and a high level of driver compliance

- Lewisham Cyclists have measured traffic counts at more than 600 vehicles per hour on Leahurst Road, Fernbrook Road, Dermody Road and Southbrook Road. The proposed changes fail to address this problem. Lewisham Cyclists have also observed and had a number of reports from members and local residents regarding speeding on Fernbrook Road, Longhurst Road and Leahurst Road adjacent to the school entrances for Brindishe Manor. We believe this

needs to be addressed urgently, especially in light of more children walking and cycling to schools in the neighbourhood. We would be willing to meet the Highways teams at the council to share the data and discuss options to improve this scheme.

- Regarding both Trinity Primary and Brindishe Manor Primary Schools, Lewisham Cyclists propose the council adopts its own strategy used successfully elsewhere in the borough and closes the following stretches of each set of roads on which the schools have entrances. This could be achieved using physical barriers (retractable barriers or lockable bollards) or additional ANPR cameras at the proposed locations. Physical restrictions at these locations would also provide additional physical safety not provided by ANPR cameras.



- The easiest and cheapest option for the council to solve the issues created would be to reinstate the original LTN scheme installed in August 2020, also providing better signage at Manor Lane, Dermody Road and Manor Park. This would lead to a drastic reduction in traffic volumes outside all schools proposed and also bring the proposed Lewisham - Lee Cycleway back upto London Cycle Design Standards set out in the TfL Cycling Action Plan.
- Lewisham Council currently have the lowest Healthy Streets Score of any Inner London Borough, as detailed [here](#).
- To date, the council has failed to install any of the proposed temporary cycle lanes [set out in its own plans](#). We urge the council to show the leadership and political will required to remedy this and also bring forward plans for required changes in both Lee Green LTN and other areas throughout the borough.

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.