

Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Royal Borough of Greenwich consultation on Eltham - Greenwich Cycleway

3 March 2021

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.

General comments on this scheme:

Lewisham Cyclists are very supportive of this scheme as it will significantly improve active travel along this route which is close to the boundary with Lewisham. As such many of our members, and other cyclists and pedestrians, will benefit from the quieter roads which will bring this strategic active travel corridor in line with London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all “critical issues” eliminated.

We are especially pleased that Greenwich is addressing the issue of heavy peak hours traffic along Kidbrooke Park Gardens, and the planned filter will effectively enable many more people to walk and travel by bicycle in safety along this vital stretch, something which is not currently possible during busy periods of heavy traffic, well in excess of this residential road's capacity.

In practical terms this will enable many residents of Greenwich to travel quickly, conveniently and safely from areas including Eltham, Well Hall, and Woolwich Common to popular destinations including Blackheath, Greenwich, Deptford and right through to central London along Quietway 1 or Cycleway 4 - currently under construction beyond Greenwich town centre towards Tower Bridge. People could realistically reach Central London on bicycle in an hour or less, or more quickly reach Greenwich or Lewisham stations for onward travel. Similar journeys are also opened up for safe travel to school and college, and for family leisure rides to riverside and historic attractions within a 30 - 45 minutes journey time. These trips will be zero carbon, result in no congestion or pollution, and be completely healthy and sustainable.

We do however have a number of comments as detailed below:

Specific points about this scheme:

- At the western extremity of this route care should be taken to ensure effective connectivity with the ongoing route through Greenwich Park, and into Greenwich Town Centre. We consider the Toucan crossing of Shooters Hill Road by Greenwich

Park gates needs to have reduced waiting times for pedestrians and cyclists. Ideally this crossing should also be widened to allow effective separation of cycle and pedestrian flows.

- We would also recommend filtering Charlton Way at the Shooters Hill Road junction, with a 'bus gate', to reduce most eastbound traffic crossing the junction of Blackheath Avenue and Duke Humphrey Road which makes this junction especially dangerous. The risk of conflict between pedestrians/cyclists and traffic is likely to increase with greater use of the Quietway and this measure seeks to mitigate the risk of collision.
- We support other plans to replace the current gyratory in Greenwich town centre with a more traffic calmed and cycle-friendly junction. This should aim to safely and seamlessly connect people on bicycles coming from this route with both the new Cycleway 4 (currently under construction in both directions), and the westbound Quietway 1 (which currently starts near the western entrance of Greenwich DLR station, but is planned to be extended through the Town Centre to Greenwich Park).

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.