

12 November 2021

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 2000 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 A21 Development Framework

Lewisham Cyclists are supportive of the draft A21 Development Framework. Being an active travel group we have only considered the emerging transport strategy in page 157 onwards. We support the summary of the baseline report and think it is an accurate depiction of the current situation on the ground: the A21 is a major road that causes severance for pedestrians and has poor cycling provisioning. With high public transport access levels in Lewisham and Catford, this area is an ideal location to reduce the dominance of motor traffic and enable active and sustainable travel. We would suggest the framework should also explicitly reference Transport for London's (TfL) [Healthy Streets Approach](#) and how the framework will expect development to include evidence of meeting this approach, through use of the [Healthy Streets Toolkit](#).

We support the construction of fully protected cycleways along the A21 by reallocating road space from private motor vehicles and provide further detail of what we would expect the framework to consider at future stages. We support the roll out of Low Traffic Neighbourhoods along this corridor so residential streets are not used as rat runs between major roads (e.g. A21 to A205 South Circular) and welcome the installation of cycle hubs in railway stations to enable multi-modal sustainable trips.

Although the plans are not fully developed yet we would like to see a further integration with other critical infrastructure in the borough:

- The A21 should connect to Central London via the under-construction Cycleway 4, via Deptford Church Street and/or Lewisham High Street / Lewisham Road. We would expect all cycling infrastructure proposed to meet LTN 1/20 and London Cycle Design Standards, which should also be designed to meet future increases in people choosing active travel.
- The junction with the to-be-realigned South Circular should follow the [Department for Transport LTN 1/20 guidance](#) to enable a safe connection with this important East - West corridor. A cycling route along Catford Bridge is part of the Catford Centre masterplan and these routes should be linked together.

- There is an opportunity to enable additional pedestrian and cycling crossings along the A21, e.g. at Mount Pleasant Rd that would make the London Cycling Network route 65 safer.
- The emerging transport strategy fails to identify opportunities for further East-West connectivity to the south in Whitefoot (at the junction of Southend Lane and Whitefoot Lane) and at the junction of Downham Way. The framework should also include guidance for Developments at both junctions to include provision for protected cycle lanes connecting Sydenham, Whitefoot, Downham and Grove Park to the A21 corridor by active travel.

LC would like the Council to consider upgrading the document in the future to be able to enforce its contents on developers. We believe that major improvement to infrastructure for walking and cycling will be of huge benefit to all development along the corridor, as [evidence suggests that enabling more people to choose to walk or cycle can benefit businesses](#) and also provide lasting benefits to future residents of new developments. Considering the huge benefits that developments along the corridor would stand to receive from improvement to the highway, LC would like to see section 106 funding contributions to be earmarked for the delivery of cycling infrastructure; this should include protected cycle lanes, cycle hubs at stations, dockless electric cargo bike hire stations, TfL Cycle Hire Stations and geofenced areas on ground floor of developments for dockless electric hire bikes and scooters. This is to enable the council to meet its goals for modal shift away from motor traffic and its commitment to net-zero, being transport one of the key contributors to emissions, as well as meeting its Climate Emergency Action Plan, Air Quality Action Plan, Transport Strategy and Corporate Strategy.

We would like the council to take a lead role in the development of the active travel strategy at Cabinet level and Strategic Planning level, instead of being delegated to developers. To conclude, we support the emerging Transport Strategy that is part of the framework, we believe it shows the potential of high-quality infrastructure being built in this corridor and we call upon the council to take the necessary steps to make it a reality.

LC are also supportive of the current in-place TfL Streetspace Lewisham to Catford scheme along the A21 and believe it should stay in place until a permanent scheme is designed and implemented.

We have previously made two comprehensive consultation responses to the scheme. Please refer to these responses for our detailed comments on the in-place scheme and how it could be improved:

<https://lewishamcyclists.co.uk/wp-content/uploads/2020/08/LC-Consultation-Response-A21-Streetspace-Scheme-Final.pdf>



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Website: www.lewishamcyclists.org.uk

<https://lewishamcyclists.org.uk/wp-content/uploads/2020/11/LC-Feedback-A21-S-treetspace-Scheme-November-2020-v2.pdf>

Further thoughts regarding specific aspects of proposed Emerging Transport Strategy

In Bellingham, we would expect segregated cycle lanes to continue from Rushey Green all the way to Downham. Reallocation of carriageway space to prioritise people walking and cycling would be welcomed and also [benefit local business](#).

In Downham, Lewisham Cyclists would like to see the emerging transport strategy and framework include improved connectivity to Beckenham place park, by converting the existing Zebra crossing to a tiger crossing and providing connections to an upgraded Literary Heritage Trail Greenway route along Old Bromley Road.

As we're sure Lewisham Council, TfL and Framework Planners are aware, Lewisham Cyclists 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. We know TfL have previously done considerable work and produced a draft Outcome Definition Report to explore the potential of this route. We would very much welcome the opportunity to review this study and feedback to Framework Consultants, Lewisham Council and TfL on how the long-term solution could be further developed.

Tim Collingridge (LC Secretary) pp Alex Raha (LC Interim Coordinator)