

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.

Comments on Lewisham to Catford Streetspace Scheme

Lewisham Cyclists are 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. The current changes provide useful protection for cyclists transiting through a busy section of the A21 with a lot of hazardous intersections.

The main elements of the scheme are:

- With-flow segregated cycle lane northbound along Molesworth St
- With-flow segregated cycle lane southbound on Lewisham High Street from Morley Road to Ladywell Road
- All bus lane operating hours made 24/7 (London-wide decision for red routes/TLRN).
- Selected No Entry restrictions to side roads along Rushey Green to reduce left hook risk for cyclists.
- 20MPH limit across the area (not implemented).
- Conversion of Pelican Crossing on Lewisham High St to Toucan Crossing (not done).

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>

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

Specific improvements to the scheme if retained in the short term

The 20MPH limit was not implemented as planned. We believe this should be implemented on the Lewisham to Catford section of the A21 and also extended to include adjacent sections of A205 Catford Road, A205 Catford Gyratory and



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A205 Brownhill Road, particularly in the light of several tragic collisions involving cyclists recently in Catford and TfL commitments to Vision Zero.

Install a protected (Tiger or temporary Toucan) crossing for cyclists and pedestrians between Mount Pleasant Road and Albacore Crescent. This is on London Cycle Network route 65 which is a key E-W cycle link across Lewisham. Crossing the A21 here is currently very hazardous, fails to meet either London Cycle Design Standards or LTN 1/20 and is not suitable for ages 8 to 80 cyclists.

We would also ask that the left turn into Morley road is banned. When the scheme was originally introduced, this turn was closed off due to a local building development. It has been reopened and is now creating a left hook risk for southbound cyclists on a narrow section of carriageway. We believe there were no adverse effects to buses or general traffic flows resulting from the original Morley road closure.

It would also be very helpful to southbound cyclists heading towards Ladywell Road to clearly advertise the safe access to Whitburn Road at its junction with Lewisham High St. Crossing on the pedestrian/cycle phase at the traffic lights leads to the contra-flow on-pavement cycle lane in the east end of Whitburn Road. Simple shared-use signage needs to be added to make this route clearer to potential users.

Further thoughts

One key observation for this temporary scheme, which has significance for any future permanent scheme, is that removing a full traffic lane northbound in Molesworth St and southbound past Lewisham Fire Station does not appear to have caused significant additional traffic congestion or delays to buses. TfL will clearly have been monitoring this and have the figures to verify that this is the case? Assuming this to be so it supports LC's conceptual design for the future permanent cycle lane through this section of the A21. In the short to mid term, this could be implemented as a bi-directional lane and could easily be accommodated in a single traffic lane.

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 - the Lewisham 'Spine') is an ideal location for a fully protected permanent cycle track and 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 TfL how the long-term solution could be further developed.

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

30/11/2021