

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 Town Centre Scheme

<https://lewishamcentral.commonplace.is/>

Accessibility and connectivity are key to attracting people to shopping centres and leisure destinations, and it's no longer acceptable or sustainable to assume everyone will drive there.

To illustrate this: one of our members was a young mother with two small children on her adapted cargo bike, and was very keen to cycle whenever she could. She couldn't shop in Lewisham because of the dangerous junctions heading into the shopping centre. Instead she would travel from her home in Brockley to Canary Wharf on the train and shop there. She explained the concept of "connectivity": that it was fine having a local park where you could cycle in comparative safety, or even some cycle lanes nearby. However, if these stopped at a dangerous junction leaving you frightened for your safety, you'd fail to get to your destination, and instead be forced to go further afield where at least there was a safe route, even if that involved a longer journey time, using a variety of public transport.

- Main factors for Lewisham Cyclists are to improve access to the town centre for all modes of active travel, people on bicycles and pedestrians, and to overcome the east - west barrier to access that exists between Molesworth Street and Lewisham High Street.
- Our views are well represented in the LBL draft A21 Development Framework which passed through public consultation in November 2021. Guiding principle is to promote sustainable modes of transport. Key objectives include a continuous cycle path to transform the A21 corridor

and make it attractive for pedestrians and people on bicycles. In particular to provide safe crossing points and segregated tracks for cyclists.

- Molesworth Street which forms the western boundary of the development, is currently part of TfL's Streetscape programme and features a bi-directional cycle lane from the Gateway junction to Lewisham High Street, and we would urge the developer to support TfL in improving and making permanent these active travel improvements. We believe increasing connectivity along the A21 in both directions will significantly enhance the centre's economic and cultural appeal, as well as making it a much more pleasant and welcoming space in stark contrast to the current congested road space. This has been identified as a high priority corridor in the TfL Strategic Cycling Analysis and also in Lewisham Council's A21 Development framework, Corporate Strategy, Transport Strategy and Cycle strategy.

- We'd like to see included in the Developer's plans:
 - a. Segregated bike lanes to and from the development connecting to the A21 Streetspace scheme, to the Waterlink Way, and to Cycleway 4 (under construction) via Deptford Church Street and Brookmill Road.
 - b. Bike lanes around the periphery of the new Centre linking the west side (Molesworth Street) with the east side (Lewisham High Street) addressing the severe east-west dislocation caused by the Lewisham Centre.
 - c. A secure cycle hub for safe parking of bicycles and cargo bikes, and associated services including repair workshop and hire bikes (Cycle parking to London Plan and Healthy Streets standards). There may be an opportunity to collaborate with the local Rail Operator to see if a mutually beneficial location could be found for the hub to effectively service both the Centre and the Railway Station.
 - d. Casual cycle parking i.e. Sheffield stands, to be covered - opportunity to introduce green roofs.
 - e. A docking station for TfL Santander Hire bikes (or equivalent).

- f. A geo-fenced drop zone for dockless electric hire bikes and dockless hire electric scooters.
 - g. A last mile cargo bike distribution depot - in association with local businesses and delivery couriers.
 - h. E-bicycle charging points.
 - i. Secure bike storage for residents - at ground floor entrance level in line with or exceeding London Plan Guidelines for capacity and type.
 - j. There is an established, but currently closed, riverside walking route from Molesworth St (via the gardens to the south of Riverdale House) to Wearside Road (via the south edge of the Council Depot). This has been identified for re-opening as a walking and cycling route in the LBL A21 Development Framework. We believe this should be included in your plans as it significantly enhances connectivity providing a more direct and pleasant route through from Ladywell.
- Section 106 contribution to be factored into the developers' plans for active travel, both within the development and surrounding area enabling better active travel into Lewisham town centre including the Gateway junction. We believe this will provide significant benefits for residents living in and visiting the development site.

Lewisham Cyclists are committed to liaising with developers, and officials from Lewisham Council, and TfL to put forward design outlines and suggestions for improved active travel routes and facilities as outlined above. We also welcome the opportunity to comment on outline and detailed design proposals at any stage.

As the local group of the London Cycling Campaign we welcome any collaboration with property developers who are supportive of active travel in and around their investment, on the basis this is likely to enhance the economic, social, health and environmental benefits of their scheme.

Brian Turpin, on behalf of Lewisham Cyclists; December 2021