

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, a significant proportion of whom live within a 2-mile radius of the proposed development. 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.

Objection to Network Rail planning application DC/22/125574 at Hither Green Station for construction of a new footbridge with lifts and staircases, new entrances to Fernbrook Road and Springbank Road SE13

https://planning.lewisham.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=_LEWIS_DCAPR_113496

Lewisham Cyclists very much welcome the overall plans to construct a new footbridge with lifts at Hither Green station.

We have the following objective comments on this application:

- 1) We consider that around 16 Sheffield bike stands at each of the new entrances may not be sufficient for the demand at this busy junction station.
- 2) In line with London Cycle Design Standards (8.5.1) and the Rail Delivery Group Cycle-Rail toolkit 2016, the bike stands should be covered, preferably with a 'green' roof. This makes them much more attractive to use, protecting the bikes from the elements while parked and the user while locking or unlocking the bike.
- 3) Ideally we would like to see the installation of one or more secure cycle parking hubs at Hither Green. It is a major interchange station and definitely justifies this. SouthEastern have recently installed such hubs at much less popular stations like Clock House and Knockholt. Future growth in demand at Hither Green, in light of the introduction of Lee Green Low Traffic Neighbourhood and the associated increase in cycling in the area, certainly warrants them. We believe this should form part of an S106 agreement as a condition of planning. Lewisham Council's

Cycle Strategy 2017 10.4 also includes a pledge to introduce such hubs at major railway stations.

- 4) Further to provision of cycle parking, Lewisham Cyclists would like to see an S106 contribution made by Network Rail towards provision of TfL Cycle Hire docking stations in future at the site. We would expect this provision to be calculated as per TfL recommendations set out in their developer guidance.
- 5) Reference to the Rail Delivery Group Cycle-Rail toolkit 2016 included below to illustrate our points.

As a longer-term project, and not directly related to this planning application, we would like to highlight the fact that when Hither Green has a new entrance it would then be possible to do works on the existing station access tunnel between Fernbrook Road and Maythorne Cottages to widen it and make it fully accessible for cycling, with pedestrian priority. The railway lines in this area severely dislocate the area for cycling and an additional cyclable route across the railway at this location would be highly beneficial.

For reference this excerpt from: Rail Delivery Group CYCLE-RAIL TOOLKIT 2 April 2016

5.4 COVERED STANDS AND COMPOUNDS

Most demand for cycle parking at rail stations will be for long-stay (6-12hrs) so any provision should, ideally, be covered to protect cycles from the elements. The effects of the prevailing winds should be taken into account when deciding on a site, as many shelters provide only a modest degree of protection. Canopies should neither obscure the view of CCTV cameras nor have degraded transparency that prevents natural surveillance. Covered but no protection from the rain; now moved to take advantage of a more sheltered position.

Siting the parking within covered compounds with access controlled by an electronic device such as a key-fob or swipe-card can add security. To integrate with rail and other services, an ITSO standard contactless card is recommended. Such systems can be used to monitor parking activity and provide valuable information on levels and times of use. UK and Dutch experience suggests that three times as many keys as cycle stands can be issued because of users' different travel patterns.

All systems of registration and key issuing must be easy to find out about and take advantage of. Agreements with users should be concise and easily understood by all parties and the subject of renewal of registration at least annually. Cyclists may be reluctant to pay. However, where keys, key fobs and cards are issued, payment by credit or debit card can help maintain a record of who has had a key issued to them, which is useful in monitoring and security. Keypads are not recommended as the combination can be shared and it can be difficult to notify all users of changes to the combination.

Clear views in and out must be possible (usually using weld-



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mesh fencing) and the internal door release mechanism not reached from the outside. Also, compounds should have no openings large enough to pass a dismantled cycle through as thieves will often identify and make use of such weakness, despite CCTV.

Etc.

Tim Collingridge (LC Secretary) 20/03/2022