



Contact: lewishamcyclists@gmail.com



Website: www.lewishamcyclists.org.uk

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.

Response to latest Landsec (Lewisham Shopping Centre re-development plans) March 2022

Many people on bicycles are currently deterred from visiting the Lewisham Shopping Centre because of restricted access (bicycles are banned) and a lack of secure, or even covered cycle parking at the entrances. Also as we have commented previously the lack of viable East - West and North - South routes for people on bicycles causes almost total dislocation of the area around the Centre.

The latest outline proposals to add several new east - west and north- south pedestrian and cycle routes in and around the development are very much welcomed, provided they are confirmed as being shared between pedestrians and people on bicycles. Together these routes have the potential to virtually eliminate the dislocation caused by the Lewisham Centre and dramatically improve permeability across the area. For this to be accomplished it is essential the routes also align with signalised crossings on the major roads.

The outline routes displayed need to be wide enough and creatively designed to allow for shared use between pedestrians and cyclists. The potential for conflict between people on bicycles and pedestrians can often be overstated. As long as shared use sections are carefully designed to minimise speed, and



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encourage participants to share space with respect, a variety of active personal travel modalities can be safely accommodated.

We have observed that the 'Movement & Accessibility' (M&A) and 'Episodes' sections seem to be potentially contradictory on the issue of whether these through routes are all going to be accessible to both pedestrians & people on bicycles and feel this should be clarified in future designs and schematics:

- M&A talks about 'Establishing a north-south pedestrian connection through the site', 'Re-providing the east-to-west connection from the High Street to Molesworth Street' and 'A new east-west connection to the south of the site' without mentioning cycling.
- While Episodes 2 & 3 encouragingly talks about 'Provides seamless new access for pedestrians and cyclists between the High Street, the market, and Molesworth Street' and 'Additional pedestrian and cycling routes connecting the High Street and market to Molesworth Street and Ravensbourne River'.

However, a further barrier to people on bicycles are the dangerous main roads and junctions that surround the town centre. These are in the main outside the development footprint, and we would like to see the Developer working with the Council and TfL to create new active travel route connections from the development to the A21 Streetspace scheme, and the Waterlink Way. There are a number of potential routes that could and should be developed:

- Molesworth Street is currently part of TfL's Streetscape programme and features a bi-directional cycle lane from the Gateway junction to Lewisham High Street. We would urge the Developer to support the Council/TfL in improving and making permanent these active travel improvements, to complement your outline proposed green



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connection, and proposed new crossing point. 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.

- 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 Lewisham Council's A21 Development Framework. We believe this should be explicitly included in your plans and directly benefit from Section 106 funding to Lewisham Council as it significantly enhances connectivity for walking and cycling via a more direct and pleasant route through from Ladywell.
- This is a unique opportunity for the Council and TfL to generally address the hostile environment of the Gateway/Molesworth Street which will still be isolated from the main part of the town unless remedial action can be taken to address the hazardous approaches for vulnerable active travellers.

We welcome your proposal for secure cycle hub(s), as illustrated in Movement & Accessibility, for safe parking of bicycles and cargo bikes. This would also be an opportunity to provide associated services including a 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.



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We would also urge you to provide:

Casual visitor cycle parking i.e. Sheffield stands, to be covered - opportunity to introduce green roofs.

Docking station(s) for TfL Santander Hire bikes (or equivalent).

Geo-fenced drop zone(s) for dockless electric hire bikes and dockless hire electric scooters.

A last mile cargo bike distribution depot - in association with local businesses and delivery couriers.

E-bicycle charging points.

Secure bike storage for residents - at ground floor entrance level in line with or exceeding London Plan Guidelines for capacity and Type.

KR Tim Collingridge (LC Secretary) pp Alex Raha (LC Coordinator) 24/3/22