



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 2000 local 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.

TfL Lewisham to Catford walking and cycling changes consultation 2022

haveyoursay.tfl.gov.uk/a21-lewisham-catford

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.

Comments on Lewisham to Catford Streetspace Scheme

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.
- Conversion of Pelican Crossing on Lewisham High St to Toucan Crossing (not done).

We have previously made three 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.org.uk/wp-content/uploads/2020/08/LC-Consultation-Response-A21-Streetspace-Scheme-Final.pdf>



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

https://lewishamcyclists.org.uk/wp-content/uploads/2021/11/lc_response_-_a21_streetspace_scheme_november_2021.pdf

Suggested improvements to the scheme, assuming it is retained

The 20MPH limit has had a positive effect in reducing traffic speeds and making this section of road safer to negotiate on a bicycle. However there is a lack of signage in some areas and some incorrect 30MPH signs remain in place. Refer to Appendix A – 'Audit of 20MPH signage'.

We believe also that the 20MPH limit should be extended to include adjacent sections of A205 Catford Road, A205 Catford Gyratory and A205 Brownhill Road, particularly in the light of several tragic collisions involving cyclists recently in Catford and TfL's commitments to Vision Zero.

Install a protected (Tiger or Toucan) crossing on the A21 for cyclists and pedestrians proceeding 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, as shown from TfL's own interim reporting.

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 also needs to be added on Whitburn Road to make this route clearer to potential users.



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Ladywell Road junction with Lewisham High Street – northbound A21 carriageway. We do not think the changes to the road markings here have been particularly successful. The old layout with a short central bus lane was probably easier to negotiate on a bicycle and provided more bus priority.

Further thoughts on a permanent cycle scheme for the Lewisham ‘Spine’

One key observation for this temporary scheme highlighted in the TfL Interim Report, 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 has not caused significant additional traffic congestion or delays to buses. This supports LC’s conceptual design for the future permanent cycle lane through this section of the A21. In the medium term, this could be implemented as a bi-directional lane which would 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. We know TfL have previously done considerable work and produced a draft Outcome Definition Report (ODR) to explore the potential of this route. We would very much welcome the opportunity to review the ODR and feedback to TfL on how the long-term solution could be further developed.

Tim Collingridge (LC Secretary) pp Alex Raha (LC Coordinator) 25/11/2022

Appendix A – Audit of 20MPH signage on A21 for TfL Streetspace Scheme September 2022

This information was previously provided to the TfL Scheme Sponsor in September 2022.

Side roads

Road	Signage entering A21 OK	Signage exiting A21 OK – only noted where incorrect	Comments
East side of A21			
Morley Rd	No - 20 signs missing?		Road was closed because of construction works when scheme was implemented
Courthill Rd	No – 30 signs		
Longbridge Way	N/A		One way eastbound
Legge Street	No – 30 signs		
Romborough Way	N/A		One way eastbound
Lewisham Park (N)	N/A		One way eastbound
Lewisham Park (S)	Yes		
Mount Pleasant Rd	Yes		
Roxley Road	Yes		
George Lane	Yes		
Davenport Rd	Yes		
Rosenthal Rd	Yes		
Honley Rd	Yes		
Ringstead Rd	Yes		
West side of A21			
Wildfell Rd	N/A		One way westbound
Bradgate Rd	Yes		
Hawstead Rd	Yes		
Felday Rd	Yes		
Albacore Crescent	Yes		
Ladywell Rd	Yes	No – 30 signs	
Whitburn Rd	No – 30 signs and 30 roundel on road		One way eastbound
Engate St	Yes	No – 30 sign	

Main A21 carriageway

Location	
Southbound carriageway	
North end of Molesworth St	20 sign and roundel
North end of Lewisham High St/junction with Molesworth St	20 signs (x2)
North of Lewisham Park (N)	20 sign and roundel
Outside Lewisham Hospital	20 signs (x2) for speed camera
No signs after Hospital southbound	

Northbound carriageway	
South end of Rushey Green	20 sign and roundel
Between Wildfell and Bradgate	20 roundels
Between Bradgate and Hawstead	20 signs (x2) and roundels
No signs after Hospital northbound	

Conclusion – most signage is correct. It would however be good to have a few more repeater 20 signs (lamppost mounted and painted on the carriageway) on the main carriageways south of the Hospital on the southbound carriageway and north of the Hospital on the northbound carriageway. Also correct the signage on the side roads where it is wrong and therefore misleading.