



Contact: [lewishamcyclists@gmail.com](mailto:lewishamcyclists@gmail.com)



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## **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 650 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.

## **Sustainable Streets for Lewisham - Phase 1 Consultation Response**

Ref: <https://pclengagement-hub.co.uk/en-GB/projects/stapi>

We welcome Lewisham's policy to create more Sustainable Streets but feel it could go much further. Our specific comments are as follows:

### **Things we like a lot about the project**

Cycle hangers. It's well known that Lewisham's residents are on long waiting lists for secure bike parking, and this initiative should help to address the deficit. We would however question the disproportionate costs that cyclists have to pay to park their bike in a cycle hanger compared with the charges for a much larger motor vehicle parked in the same road in a Controlled Parking Zone.

Double-yellow lines at junctions. These are essential to prevent motorists parking thoughtlessly and obstructing the view at road junctions. More widespread yellow-lining should allow safer negotiation of road junctions for all road users. However we would like to see more stringent enforcement of these regulations by Parking Enforcement Officers (PEO) as this does not seem to be happening at the moment.

Controlled Parking Zone (CPZ) introduction across the whole borough. We strongly support this as it complements zero-car developments, helps to reduce local motorised journeys (as the remote end of any short distance journey will commonly also be in a CPZ and therefore no longer free parking), prevents cross-borough-boundary parking (where an adjacent borough has a CPZ) and enables removal of abandoned vehicles.

### **Things we like**

More car club points. We support the introduction of more of these preferential parking spaces as an important element in moving people away from car ownership towards shared vehicle use. Far too much road space in Lewisham is taken up by parked vehicles that are rarely used. Any released space could be repurposed to provide more space for pedestrians and cyclists or greening of streets with parklets etc.

More trees and planting. It's always good to see more greening of our streets so we are supportive of this and would also like to see residents being allowed to develop their own 'parklets'. One caveat is that the council should be careful not to plant trees in road or pavement space that could potentially be used for cycle lanes at some future date - as has been done in Crofton Park shopping area.

More Disabled bays. We're obviously especially supportive of this as it effectively supports people with limited mobility.

### **Necessary, but not ground-breaking**



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Electric vehicle (EV) charging points. We can see that EVs have a lower environmental impact than internal combustion engine driven ones and charging facilities need to be provided. However in themselves they are not the ultimate solution to city mobility as EVs are still polluting e.g. brake & tyre deposits, present road danger and contribute to road congestion. We would rather see more emphasis on pushing car owners towards shared EV use or micro-mobility and active travel options. Where EV charging points are provided we feel strongly that they should be located in unused road-space rather than obstructing pavements as has been seen with some of the initial ones deployed in Lewisham.

### **Enhancements we would like to see to this project**

We feel the overall strategy should be to reduce the space colonised by ever increasing car-parking, rather than just formalise what is already there. Thus incentivising residents away from self-owned vehicles towards shared vehicles, micro-mobility and active travel options. Some London boroughs have set targets to progressively reduce the availability of resident parking to achieve this objective. Freed up space should be re-allocated to cycle tracks, parklets and other public realm improvements.

We don't see any options for the setting up of 'parklets' in residential areas or for businesses. Re-using surplus parking spaces for greener options, with integral cycle parking and seating for cafes etc. would contribute to the borough's campaign to address the Climate Emergency. This has already been successfully done in Hither Green and Crofton Park giving confidence to place making and the local economy.

We strongly believe that roads are for vehicles and pavements are for people. Therefore the council should be stopping pavement parking right across the borough. The Sustainable Streets implementation is the perfect opportunity to do this so it should be explicitly stated. The removal of pavement parking would need to be followed up with effective enforcement by PEOs to ensure there is no back-sliding. We have observed the benefits when the north end of Shell Road was added to the CPZ a few years ago and the pavement-parking was removed. This has significantly reduced vehicle speeds and made it much easier to move up and down the pavements as a pedestrian or on a mobility scooter.

We would also like to see the Sustainable Streets project managers taking a more holistic view of the local areas being addressed including specific modal filters to prevent obvious rat-runs and enhance cycle routes e.g. Marsala Road, Grierson Road. Also including implementation of contra-flow cycling on any one-way streets that currently do not allow it within the areas being addressed.

Another major omission from the project is any provision for safe parking of micro-mobility modes like dockless e-Bikes and e-Scooters. Dockless e-bikes are already proving very successful in Lewisham and can in future make a major contribution to reducing motor vehicle usage and thereby congestion. Agreements with the providers of these modes needs to happen urgently to tap into the positive momentum we are seeing and prevent the negative publicity that comes with the occasional poorly parked bike. Parking could, for example, be provided by introducing small bays on the roads within the CPZ areas e.g. every 25m. If this solution were chosen it would be important that these occur regularly in each road or it would impact the perceived convenience of the mode and the bays wouldn't be consistently used.

### **Specific local issues**



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West end of Courtrai road – currently closed to motor vehicles with planter boxes. On the council's plans this is shown as hosting car parking, car club bay etc. We support the local community's strong desire that this section remains completely motor vehicle free. Already used as a kind of parklet and playspace for local children.

Prince Street – one of the proposed parking bays at the east end appears to be inside the section that is already filtered and free of all motor vehicles.

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

**26/2/23**