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## About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 3000 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.

## Deptford High Street (DHS) Pedestrianisation Commonplace - July 2023

Ref: <https://deptfordhighstreet.commonplace.is/en-GB/map/feedback-map>

We very much welcome Lewisham Council's plans proposing pedestrianisation of Deptford High Street (DHS).

DHS is a very important destination for people on bicycles with many riding there to access shops, the night-time economy and move around locally. As the area is surrounded on three sides by intimidating main roads many local journeys involve the much quieter DHS, though aggressive driving behaviour by some motorists, including illegal parking, can still be an issue on DHS for cyclists and pedestrians. It is also a useful commuting route for some people, though most bicycle commuters tend to use the Waterlink Way, Brookmill Rd/Deptford Church Street and the established routes noted below.

We are very much in favour of pedestrianisation provided it is with shared use for people on bicycles. Shared use is essential to enable more people to use active travel modes to access the shops and businesses in DHS and pass through the area, leaving their motor vehicles at home. Vehicular access being maintained for servicing at restricted times and residential access only for those living on one or two side-streets included within the pedestrianised area.

We would support pedestrianisation of the full length of DHS between Deptford Broadway and Edward Street, with very limited exemptions for residential vehicular access to one or two side streets where absolutely necessary e.g. Hamilton Street.

We believe that the movement of people on bicycles to, and through, areas like DHS is also beneficial to public safety giving more 'eyes on the ground'.

We anticipate that Giffin Street will probably need to remain open to motor-vehicles in its current one-way configuration (with contra-flow cycling) for access to Frankham Street car park, Wavelengths swimming pool and Tidemill School

### Cycling and walking connectivity

We see a big opportunity in improving North-South connectivity through the area for people on bicycles by providing a short section of southbound contra-flow cycling/widened shared use pavement on Tanners Hill and contra-flow cycling on Vanguard St. Currently Deptford Broadway and New Cross Road is a major barrier to less confident cyclists. Enabling this link would open up DHS for cycle access to a large number of people living in St Johns and Deptford to make local cycling journeys to access DHS.

It is essential that any plans maintain, and where possible, improve access to E-W walking and cycle routes:

- 1) Cycleway 4 - access to/from this major segregated cycle route (from Charlton to Tower Bridge) at the north end of DHS requires formal designation of shared pavements on Evelyn Street to access the toucan crossings east and west of DHS.
- 2) Cycleway 10 - a key quiet cycle route for access to DHS and commuting into Central London. This crosses DHS at Crossfield St and Hamilton Street. Signage needs to be improved on DHS as the northbound sign is missing.
- 3) Greenwich Station to New Cross walking and cycle route. This very useful local route which runs up Giffin Street, Douglas Way and through Margaret McMillan Park to Fordham Park. This route is disrupted several times a week when the market expands into the area outside Deptford Albany - consideration could be given to moving that part of the market into the section of DHS north of Giffin Street under the pedestrianisation plans.
- 4) Creekside to DHS via Reginald Road. A useful walking and cycling access route to DHS which will be better facilitated with the proposal to remove the hazardous roundabout on Deptford Church Street and replace it with a much safer signalised crossing.

Lewisham Council has committed to reworking Deptford Church Street with segregated cycle lanes, improved public realm and reduced carriageway width. Any plans for DHS should take this into consideration and ensure easy access is supported to the proposed cycle lanes.

### **Convoys Wharf**

This immense development just north of Evelyn Street will cause much increased footfall into DHS and to Deptford Station. We need to ensure that the bulk of these people use active travel modes to access DHS to avoid additional motor vehicular congestion, pollution and road danger. The short distances involved mean that walking and cycling are ideal modes for accessing DHS. Suggestions are:

- 1) Extension of the Mayor's London Hire Bike scheme to Convoys Wharf, DHS and Deptford Station funded by the Convoys Wharf Section 106/NCIL Developer contributions. Coordinating with Greenwich Council who have plans for Hire Bikes in Greenwich Town Centre.
- 2) A 'Cycle hub' at Deptford Station providing secure covered cycle parking and cycle maintenance facilities.

### **Bike parking**

There is limited bike parking in DHS and we would suggest additional could be provided at certain points, more 'Sheffield stands', but also covered parking where space allows.

Provision of ample dockless cycle hire parking zones along DHS so that dockless hire bikes can be safely parked in the high street.

**Tim Collingridge (LC Secretary) & Alex Raha (LC Coordinator). 30/7/23**