

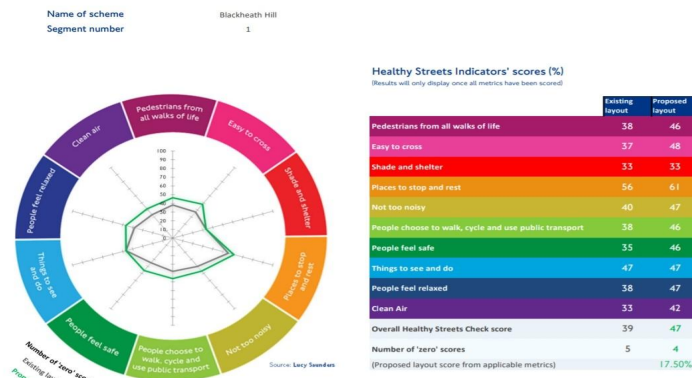
## About Lewisham Cyclists

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.

## Transport for London Consultation on A2 Blackheath Hill junction with Greenwich South Street pedestrian safety improvements – October 2023

Ref: <https://haveyoursay.tfl.gov.uk/a2-greenwich-south-street>

Lewisham Cyclists oppose the proposals here as we believe the proposed road design fails to resolve conflict between cyclists and other road users, particularly on the A2 uphill (eastbound) direction and also has a number of critical fails with regard to cycling safety on all arms of the junction. As a general point we are disappointed this scheme has been brought forward as is, nearly 2 years on from highlighting the same issues at this location at the previous consultation (page 13 of consultation report [here](#)). This scheme does not go far enough in mitigating against a number of critical safety issues for cyclists, as highlighted in TfL's own Healthy Streets Assessment at this location for this scheme.





### Key scoring rules


#### Healthy Streets Check

	Scoring System				More info on each question	Enter score here		Notes
	3	2	1	0		Existing layout	Proposed layout	
1 Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	①	0	0	2022 counts show over 2000 vehicles through the whole junction. Not enough space to segregate cyclists.
2 Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	①	0	0	AM 11%, PM 5%. Ave over 5%


The ASLs are of limited use as there's no way of accessing them in a way that is advisable. Also, the junction already has ASLs so it's not a mitigation that's been added, as suggested in the FAQs. We would therefore ask TfL to consider cycle advance signals, which would help very slightly, but there's no space for cycling anywhere on the layout at the moment. ASLs and early release work far better when there's a safe access route into the ASLs. Both existing ones on the A2 are regularly blocked by motor traffic, requiring more enforcement and lead in lanes.

15	Effective width for cycling	<p>Where cycles are separated from other traffic, the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way).</p> <p>Otherwise: Width of the nearside bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.</p>	<p>Where cycles are separated from other traffic, the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way).</p> <p>Otherwise: Width of the nearside bus lane, general traffic lane (where there is no cycle lane) plus adjacent general traffic lane is between 4m and 4.5m.</p>	<p>Where cycles are separated from other traffic, the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way).</p> <p>Otherwise: Width of the nearside bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.</p>	<p>Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.</p>		0	1
16	Impact of kerbside activity on cycling	<p>There is no kerbside activity.</p> <p>or People cycling are physically separated from parking or loading facilities.</p>	<p>There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.</p>	<p>There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.</p>	<p>People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.</p>		0	0

The scheme also fails to provide a number of much needed pedestrian crossing facilities on all arms of the junction.

8	Ease of crossing side roads for people walking	<p>Side roads are closed to motor traffic.</p> <p>or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.</p>	<p>Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.</p>	<p>Side roads have dropped kerbs only.</p>	<p>Side roads have no dropped kerbs.</p>		0	0
---	--	---	--	--	--	---	---	---

Further to this, TfL scheme acknowledges a speeding issue on the A2 and side streets, based on 85th percentile speed data, but fails to propose 20mph limit in line with its own Vision Zero Targets. LC believes the scheme should include a 20mph limit, without which the scheme is opposed.

3	Speed of motorised traffic	<p>85th percentile speed is less than 20mph.</p> <p>or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further.</p> <p>or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.</p>	<p>85th percentile speed is 20 to 25mph.</p> <p>or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.</p>	<p>85th percentile speed is 25 to 30mph.</p> <p>or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.</p>	<p>85th percentile speed is greater than 30mph.</p> <p>or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.</p>		1	1
---	----------------------------	---	--	---	---	--	---	---

Average of 85% speed is 31mph across 24 hours but is 29mph 7am-7pm. There are no measures to reduce speed.

A general reduction in motorised through-traffic in the area is also very desirable to reduce the risk to cyclists along this stretch of road. We would therefore strongly support any plans for Low Traffic Neighbourhoods in the West Greenwich Area which could deliver such improvements for a wider area and also lead to further increases in riders on nearby Cycleway 17 beyond Greenwich and Blackheath towards Lewisham Town centre.

In addition to this, as part of Cycling future route 14 detailed in TfL Cycling Action plan (from Oval to Deptford) LC would like to see plans brought forward for protected bike lanes on the A2 to provide a safe route East-West through this scheme extent and beyond to Sun in the Sands in the East and Bricklayers Arms in the West.

Alex Raha (LC Coordinator). 17/10/23