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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.

## TfL Consultation Woolwich Ferry to Plumstead Walking and Cycling changes – Have Your Say February 2024

Ref: <https://haveyoursay.tfl.gov.uk/woolwich-plumstead>

This consultation is in regards of a new cycle route between Plumstead and the Woolwich Ferry. Lewisham Cyclists are very supportive of these plans and would like to see the route constructed as soon as possible linking up with Cycleway 4 when it is extended from Anchor and Hope Lane in Charlton. Cycleway 4 is already a major cycle route and we anticipate there being a significant flow of cycling traffic once it is joined up, providing a continuous predominantly segregated route into Tower Bridge.

We expect the design to meet LTN 1/20 (coherent, direct, safe, comfortable and attractive) and London Cycling Design Standards. We are pleased to see plans being put forward to make cycling safer in Woolwich, which is regularly visited by many Lewisham residents living in the east of the borough. We believe these proposals will be transformative for active travel in this part of Greenwich.

Our detailed comments are as follows:

### **Beresford Street**

The proposed two-way cycle route on Beresford Street is a massive improvement given the lack of any infrastructure at present. However, we have some suggestions for minor changes. Several dropped kerbs are required to allow riders to exit the cycle track at existing bike parking locations and additional cycle parking is needed for access to local businesses. Pedestrian crossing points should be clearly highlighted. The proposals suggest that cyclists going westbound at the junction of Beresford Street and Macbean Street will be using a shared path, we think this should be segregated as it is likely to become unsustainable at peak times.

Under LCDS 7.2.5, a coloured surface of RAL5015 needs to be installed where the route is crossed by uncontrolled motor traffic at Maxey Road, Parry Place, Creton Street and other access points on Beresford Street. The same colour could be used to highlight pedestrian crossing points on the cycle track. Where raised tables are installed, these should be short ramps (e.g. 0.5m long when rising to 20cm) to ensure that they are noticed by drivers. All cycle access should be suitable for adapted and cargo bikes.

### **Powis Street and Macbean Street**

The Powis Street and Macbean Street section is not the ideal or most direct routing for the extension of Cycleway 4. Powis Street is narrow, carries buses and motor traffic and is partly pedestrianised.

There are many shops at the eastern end with significant footfall. This creates the potential for conflict between pedestrians and cyclists particularly at the turn from Powis Street into Macbean Street. Effective signage will be required, along with markings, to make people aware of the changes and prevent pedestrians and cyclists from coming into conflict. These markings should extend into Macbean Street.

Along Macbean Street we are interested to see the proposal to create Dutch-style markings, where space for motor vehicles is reduced in favour of cycling provision. We assume double-yellow lines will be implemented along this section to prevent parking in the advisory cycle lane space. As this road is generally used by a limited number of drivers, we hope that they will become familiar with the new design quickly.

However, using a more direct routing via Woolwich High Street would provide for safer and quicker journeys. Woolwich High Street has two dual carriageways at different levels, making it admittedly difficult to modify. It has no bus route heading eastbound so it would be possible to make the current eastbound dual carriageway into a single-lane road in each direction for general motor traffic, which aligns with the single lane on Woolwich Church Street and Plumstead High Street. The westbound dual carriageway could then be used for a bus lane and two-way cycle track. Continuing the single carriageway design through to Macbean Street on Beresford Street would allow the cycle track to join the proposed cycling route. It would also help the Royal Borough of Greenwich to meet its target of reducing vehicle traffic by 45% by 2030.

#### **Further issues**

We would like to see cycling access via Woolwich New Road and an increase in cycle parking at Woolwich Station, where the existing spaces are regularly full and there is clear demand. Lowering the speed limit to 20mph would also help reduce road danger, while measures such as SuDS and greenery would further improve the streetscape.

#### **In conclusion**

Lewisham Cyclists are pleased to support both parts of this proposal, which will help make cycling safer in the Woolwich area.

The Powis Street section aids access to the town centre, helping support local businesses.

The two-way cycle track on Beresford Street is in line with existing cycleway design standards and should help keep riders safe.

We look forward to future improvements being made to create a more direct cycle route along Woolwich High Street.

**Tim Collingridge (LC Secretary) 23/2/2024**