Catford to Forest Hill

Feasibility Study

March 2024

sustrans
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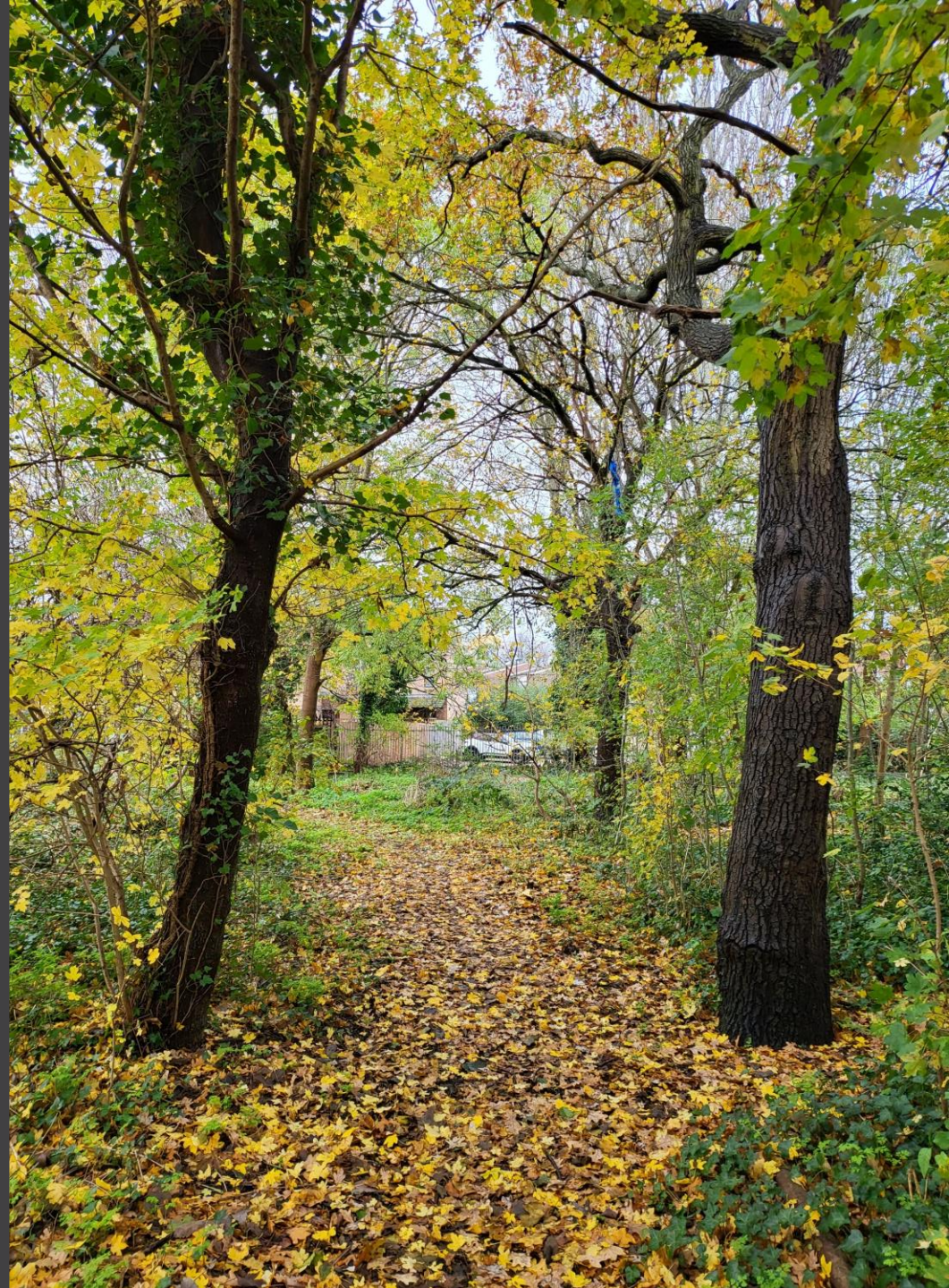
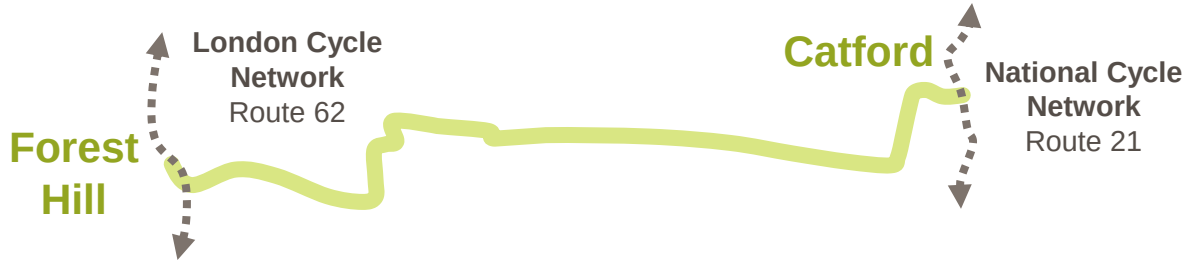


Introduction

Sustrans were engaged by **Friends of Elm Lane** and **Lewisham Cyclists** to investigate the feasibility of a new **2.5km walking, wheeling and cycling route** between **Catford** and **Forest Hill**. This study aims to highlight the **value** of a new connection, and to **identify** and **explore** the **barriers** which currently prevent **access** to the route. Furthermore, we have set out the **physical interventions** needed to deliver an **attractive**, **accessible** and **logical** choice for as many users as possible.

In addition to linking Catford and Forest Hill, there is an aspiration to **connect** to existing **routes**, such as the popular **Waterlink Way** (National Cycle Network Route 21). This has onward links to **Deptford** and **Beckenham** and the cycle routes into **London** via London Cycle Network Route 62 (LCN62) and across to **Crystal Palace** via London Cycle Network Route 26 (LCN26). The full extent of the route to connect Forest Hill and Catford town centres lay beyond the scope of this study. The **railway lines** and their associated bridges and underpasses at Forest Hill and Catford in both cases pose **significant barriers** to safe walking, wheeling and cycling (Page 23) which will need to be addressed for the route to be fully realised.



Connecting community facilities

Whilst the benefits of public green spaces for health and wellbeing are well known, access to green spaces is unequal across London. In general, areas with higher deprivation have poorer access to green space than areas of lower deprivation[1]. The London Borough of Lewisham is the seventh most deprived local authority in London[2]. Furthermore, a large proportion of Catford and Forest Hill is categorised as an 'Area of Deficiency' in access to public open space, meaning people are further than 1km walking distance from a publicly accessible green space[3].

Therefore, a key aim of the proposed Catford to Forest Hill route is to improve access to local green spaces such as the Waterlink Way. Located at the eastern end of the route, the Waterlink Way is an established part of route 21 on the National Cycle Network (NCN 21). The Waterlink Way follows both the Pool and Ravensbourne rivers and connects several parks and green spaces, including Ladywell Fields, River Pool Linear Park, and South Norwood Country Park. In addition to improving access to local green spaces, the route seeks to better connect local amenities in Catford and Forest Hill such as shops, libraries, community and leisure facilities.

1. Local Green Spaces 2023 (CPRE, 2023)

2. English Indices of Deprivation 2019 Summary (Lewisham Council, 2019)

3. Parks and Open Spaces Strategy 2020-2025 (Lewisham Council, 2020)

Supporting Plans and Strategies

Cycling Action Plan 2, 2023 | Transport for London

This document sets out new targets for an expansion in London's Cycleway network, indicating priority cycling corridors for future investment. These are based upon the data-led Strategic Cycling Analysis, which is derived from evidence on routes with low current demand and high potential demand. It also considers data on deprivation and health inequalities, air quality and road danger.

Relevant goals include:

- An east-west corridor between Catford and Forest Hill, which closely aligns with the route proposed in this feasibility study, is identified as a **"High cycling potential corridor"**, meaning there is a high potential demand for a safe and accessible cycle route here. Correspondingly, there is likely TfL investment and interest in quality walking and cycling in this area.

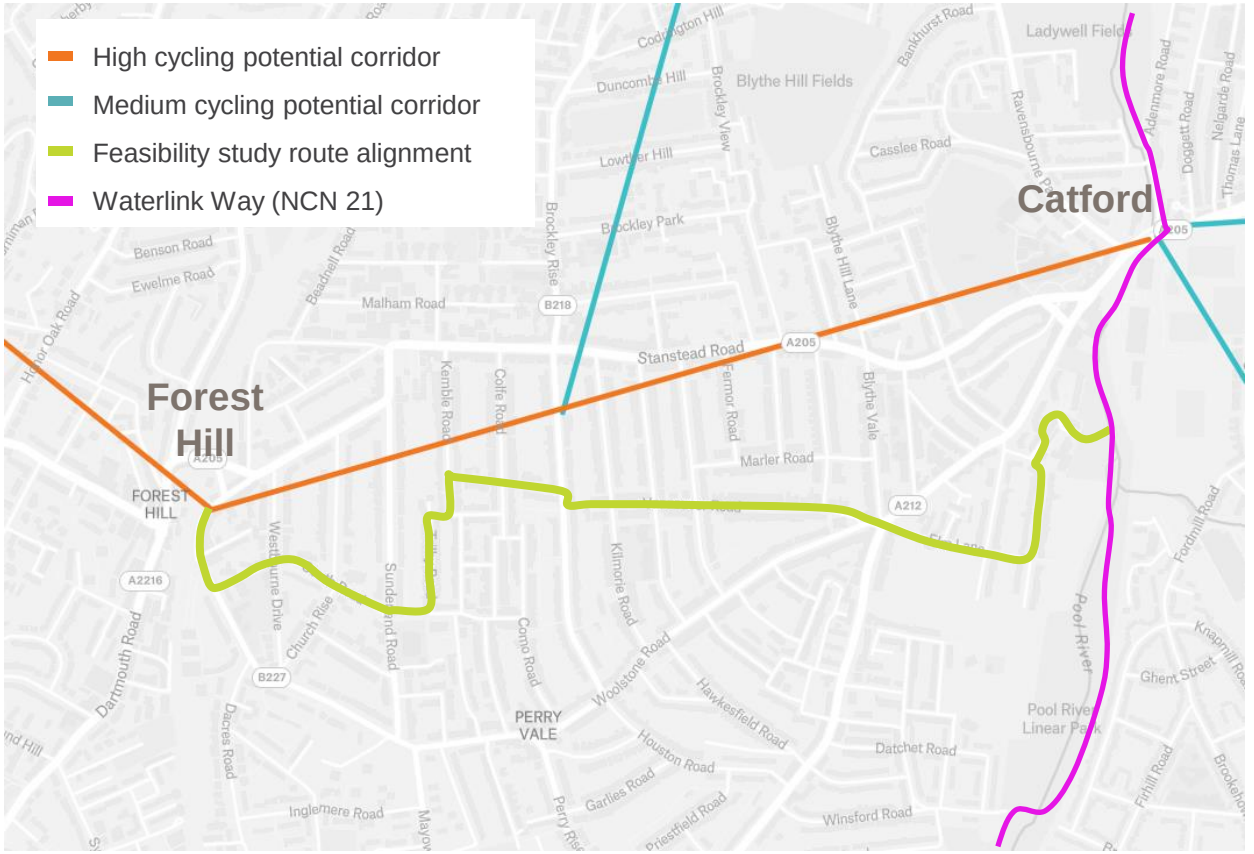


Figure 1. Map with approximate overlay of TfL Strategic Cycling Analysis 2022 routes (Felt, 2024)

The alignment suggested in this feasibility study, which mostly uses quiet streets, would provide a more safe, accessible and cost-effective option than creating a Cycleway along the South Circular (A205) as suggested in the Cycling Action Plan 2 (Figure 1).

Note: A full route overview is provided on page 10.

Supporting Plans and Strategies

Lewisham Climate Emergency Strategic Action Plan, 2020-2030 | London Borough of Lewisham

This strategy sets the council's ambitions for Lewisham to be carbon neutral by 2030.

Relevant objectives and actions include:

- Implement a programme of local transport improvements to support and encourage cycling in the borough, including more cycleways and the introduction of contraflow lanes to one-way routes. Consulting locally on reallocating road / parking space where there are opportunities to do so
- Reflecting the council's transport and public realm aspirations in the emerging masterplan for Catford, including better pedestrian and cycling routes and facilities
- Delivering a programme of measures to reduce road danger including traffic calming measures to support compliance with the 20 mph speed limit across the borough
- Exploring opportunities and seek funding to improve cycling provision on other distributor routes (approx. £500k-1m per corridor depending on length and types of measures required)

Transport Strategy and Local Implementation Plan (LIP), 2019-2041 | London Borough of Lewisham

This document sets out the council's proposals for implementing the Mayor of London's Transport Strategy within Lewisham.

Relevant goals include:

- An improved network of cycling and walking routes with links to town centres and improved east-west connections
- Reducing traffic levels, congestion and vehicle idling and encourage active travel
- Walking, cycling and public transport will be prioritised in new developments as the best options

Design Standards

London Streets Toolkit - Transport for London

Design guidance documents to help create high quality streets and public spaces.

Guidance applied to this study includes:

London Cycling Design Standards (2014): Sets out requirements and advice for cycle network planning and for the design of dedicated cycle infrastructure

Streetscape Guidance (2022): Provides a standard for London's streets, outlining the criteria for good design, material selection, installation and maintenance

Access Control Guidance Note (2023): Outlines a process for considering the suitability of access control barriers, and highlights the need for greenspace entry points to be inclusive by design and accessible to all

Figure 2. London Streets Toolkit documents

Local Transport Note (LTN) 1/20 - Department for Transport

This document provides guidance and good practice specifically for the design of cycle infrastructure. The guidance contains tools which sets local authorities a measurable quality threshold to achieve when designing cycling schemes. The guidance from LTN 1/20 has been applied throughout this feasibility study.

Core to the guidance are five design principles which represent the essential requirements to achieve more people travelling by walking, wheeling or cycling:

1. **Coherent**
2. **Direct**
3. **Safe**
4. **Comfortable**
5. **Attractive**

Figure 3. LTN 1/20

Healthy Streets Approach

The Healthy Streets Approach places people at the centre of the planning & design process. The approach focuses on creating streets that are safe and attractive, where noise, air pollution, lack of accessibility, seating and shelter are not barriers that prevent people from getting out and about. The approach is based around ten Healthy Streets Indicators (Figure 4), each helping us to consider the experience of those using the public realm. These indicators are designed to be applied to any street and aim to deliver improvements across a broad range of measures. They have been central to the design considerations throughout this feasibility study.

Figure 4. Healthy Streets Indicators

Engagement with key stakeholders

Housing Directorate (London Borough of Lewisham)

A key aim of the proposed route is improving access to the Waterlink Way (National Cycle Network Route 21) along a new pathway through Vineyard Close, a residential estate which is managed by Lewisham Council. Furthermore, Lewisham council owns the land and fencing through which the new pathway would be situated (Figure 5). A preliminary meeting was held with the Community Relations Manager and Area Environment Manager of the council's Housing Directorate, who were supportive in principle of improvements and creation of a new pathway at Vineyard Close. The next steps for landowner engagement are discussed on page 24.

Resident engagement

In December 2023, we knocked on the doors of residents of both Vineyard Close and Elm Lane, asking a mixture of open ended and survey style questions. As discussed above, Vineyard Close has been identified as a priority location for interventions along the proposed Catford to Forest Hill route. Additional focus has been placed on Elm Lane due to the very poor surface conditions at time of writing. The questions asked explored experiences relating to walking, wheeling and cycling in the area, as well as seeking suggestions for improvements. The responses have fed into the design process and are summarised on page 9 of this document .

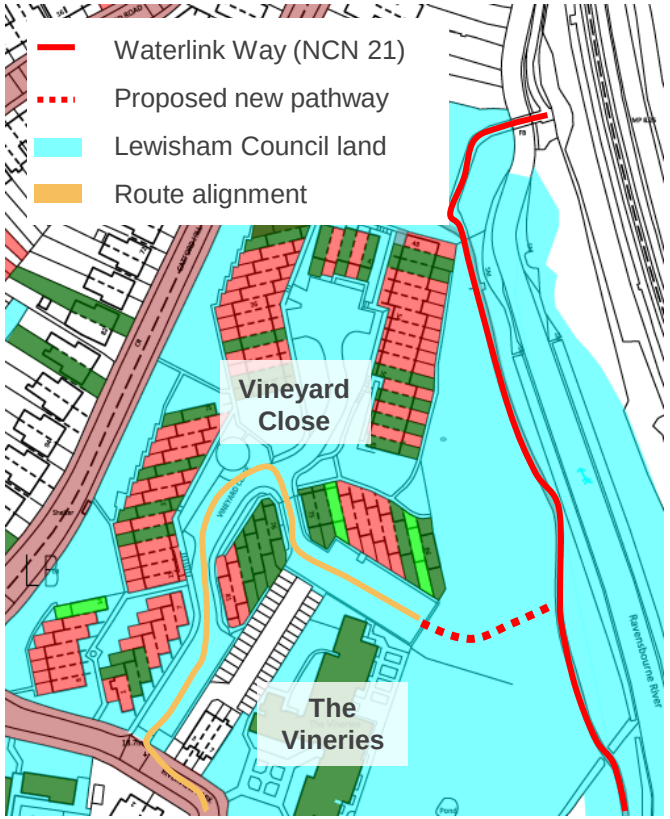


Figure 5. Land ownership map for Vineyard Close (LB Lewisham, 2023)

Summary of door knocking

Vineyard Close

- **20 respondents** from ~80 properties (~25% response rate)*
- **Opinions on a new path between Vineyard Close and Waterlink Way:**

15 respondents in favour	2 respondents neutral	3 respondents against

- **Preferred mode of transport using a new path between Vineyard Close and Waterlink Way**:**

13 respondents walk	3 respondents cycle	3 respondents run

- **Most common issues:** Antisocial behaviour, broken fencing, poor accessibility to Waterlink Way
- **Commonly suggested improvements for new pathway:** Better lighting, resurfacing, bins, seating

Elm Lane

- **8 respondents** (including London Marble) from ~23 nearby properties (~35% response rate)*
- **Opinions on upgrading the surfacing along Elm Lane:**

8 respondents in favour

- **Preferred mode of transport using Elm Lane if the surfacing was upgraded**:**

4 respondents walk	2 respondents cycle	4 respondents drive

- **Most common issues:** Accessibility and surfacing, litter and fly tipping, safety
- **Commonly suggested improvements for new surfacing:** Speed restrictions, modal filters, parking controls

**The encountered response rate of 25-35% is close to typical response rates for door knocking*
***Some respondents chose more than one mode of transport*

Route overview

The route begins on the Waterlink Way (NCN 21), where a new pathway connects to Vineyard Close. The route then turns left onto Riverview Park, then right onto Elm Lane. The route continues along the length of Elm Lane, before continuing over Perry Hill via a new parallel crossing. After a new shared-use section adjacent to Woolstone Road, the route rejoins the carriageway along Vancouver Road. The route follows Vancouver Road for 550m, before passing through a traffic-free link and new parallel crossing onto Cranston Road. The route then follows Loxton Road and Kemble Road, where there is potential for joining London Cycle Network (LCN) Route 62 at Malham Road. The route then follows Cibber Road and Trilby Road, before passing through a traffic-free link onto Sunderland Road where there is potential for joining LCN 26 via Church Rise, Westbourne Drive, Perry Vale and Dacres Road. The route follows South Road for 250m before continuing along a new contraflow on Church Vale. The route turns right onto Perry Vale via a new signalised junction, then follows Perry Vale along a new segregated cycleway for existing route LCN 62.

Design intervention cost indicators

We have developed a banded system to indicate approximate costs per intervention. Each project receives a set of pound symbols as a cost indication (see Table 1). A single symbol indicates a lower cost band with up to four symbols indicating more expensive and complex projects. More specific costs would be developed subject to future funding and feasibility. The banded system was developed with support from the Sustrans' design and engineering professionals.

Indicator	Type	Examples
£ (£1k – £5k)	• Barrier and gateway redesign • Localised wayfinding	• Basic informal crossings • Barrier redesign • Themed wayfinding • Stakeholder engagement
££ (£5k – £50k)	• Step-free access • Public engagement and design project	• Dropped kerbs • Collaborative Design project including public events and engineering or design outputs
£££ (£50k – £250k)	• Controlled crossing • Dedicated cycle infrastructure	• Zebra crossing: £50k - £70k • Signalised crossing: £130k - £150k • Installation of a segregated cycleway
££££ (£250k+)	• Significant diversions and major severance • Complex controlled crossing	• Carriageway reconstruction • Complex negotiations to adopt a new road • Controlled crossings which may require traffic modelling

Table 1. Cost indicator table

Section 1: Vineyard Close to Riverview Park

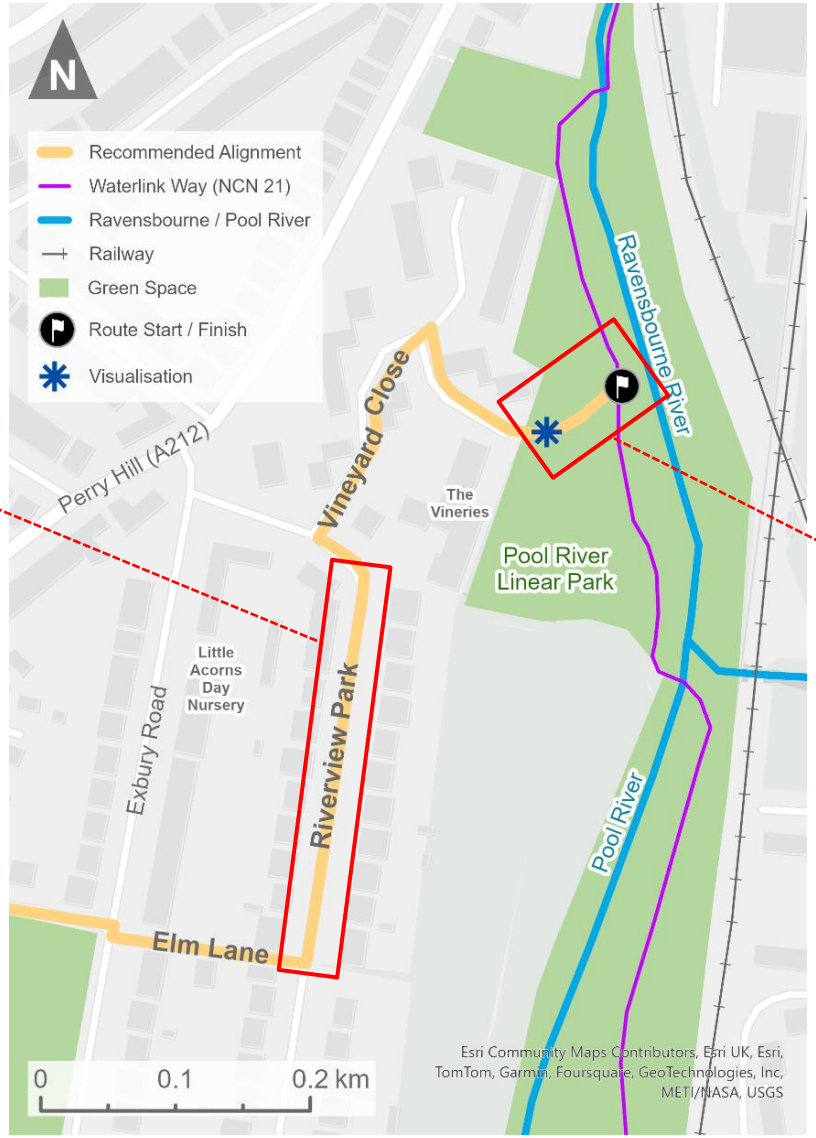
Riverview Park

A wide road with good surfacing quality and low vehicle traffic, therefore suitable for a quiet route. Pavement parking along most of length.

Design Interventions:

- Move vehicle parking to carriageway

Cost estimate: £



Waterlink Way to Vineyard Close

Pleasant section surrounded by greenery, with a clear desire line from Waterlink Way. Currently unlit and unmade, with no access from Waterlink Way to Vineyard Close due to fencing. Land and fencing owned by Lewisham Council, therefore negotiation required through potential adoption by Highways or creation of a new right of way.

Design Interventions (see Visualisation 1.1 and 1.2):

- Surfaced, bound shared use path connecting Waterlink Way with Vineyard Close, with lighting (noting residential and ecological sensitivity) and bins
- Remove section of fencing at eastern end of Vineyard Close and replace with a welcoming and accessible entrance way with planting on either side

Cost estimate: ££

Visualisation 1.1: Waterlink Way to Vineyard Close

Visualisation 1.2: Waterlink Way to Vineyard Close

Section 2: Elm Lane to Woolstone Road

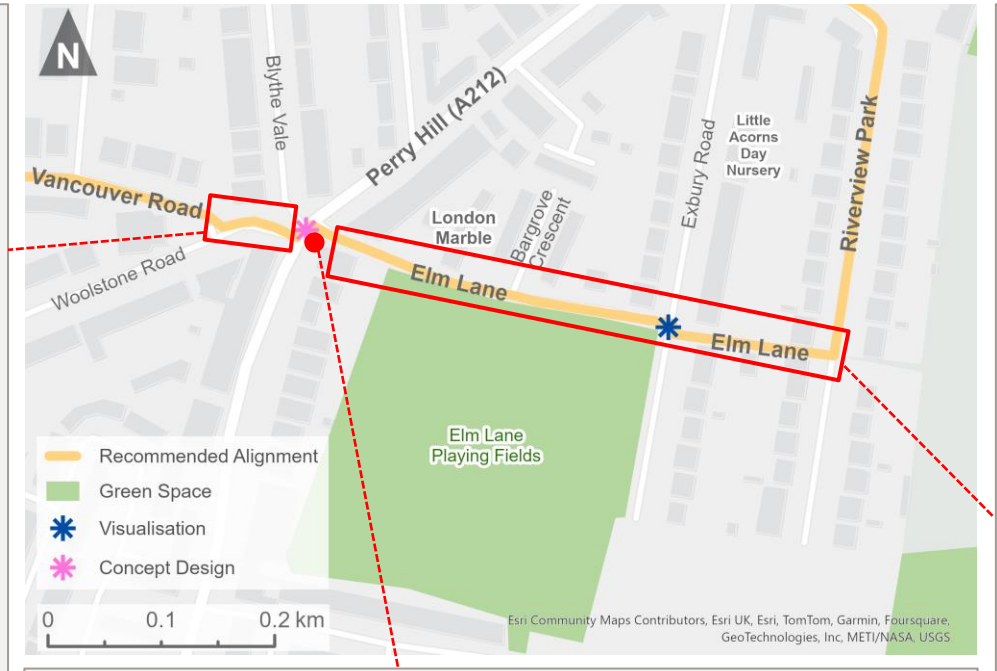
Woolstone Road

Wide carriageway and wide footway at junction with Vancouver Road creates an opportunity for reallocating space for pedestrians. Footway is narrow at eastern end of Woolstone Road.

Design Interventions (see Concept Design 1):

- Build out footway at Perry Hill / eastern end of Woolstone Road
- Reallocate road space from Blythe Vale, Woolstone Road and Vancouver Road footway to create a shared use space continuing from Perry Hill crossing.

Cost indicator: £££



Perry Hill Crossing

Busy local high street with high pedestrian footfall and existing zebra crossing. High traffic volumes and speeds. View from Woolstone Road onto Perry Hill is obstructed by railings and planters. Perry Hill is on three bus routes; one which turns onto Woolstone Road.

Design Interventions (see Concept Design 1):

- Convert zebra on Perry Hill to parallel crossing to accommodate cycles
- Improve visibility at Woolstone Road / Catford Hill junction by removing fencing and planting

Cost indicator: £££

Elm Lane

Lane well used by a variety of regular users including local residents, London Marble, a boxing club, and local schools accessing adjacent Elm Lane Playing Fields.
Entire length is unadopted. Currently one-way eastbound vehicle traffic. Very poor, waterlogged surfacing, with deep potholes throughout. Narrow pedestrian path between Bargrove Crescent and Perry Hill is often used by vehicles due to parked vehicles. Difficulty for emergency vehicle access.

Design Interventions (see Visualisation 2):

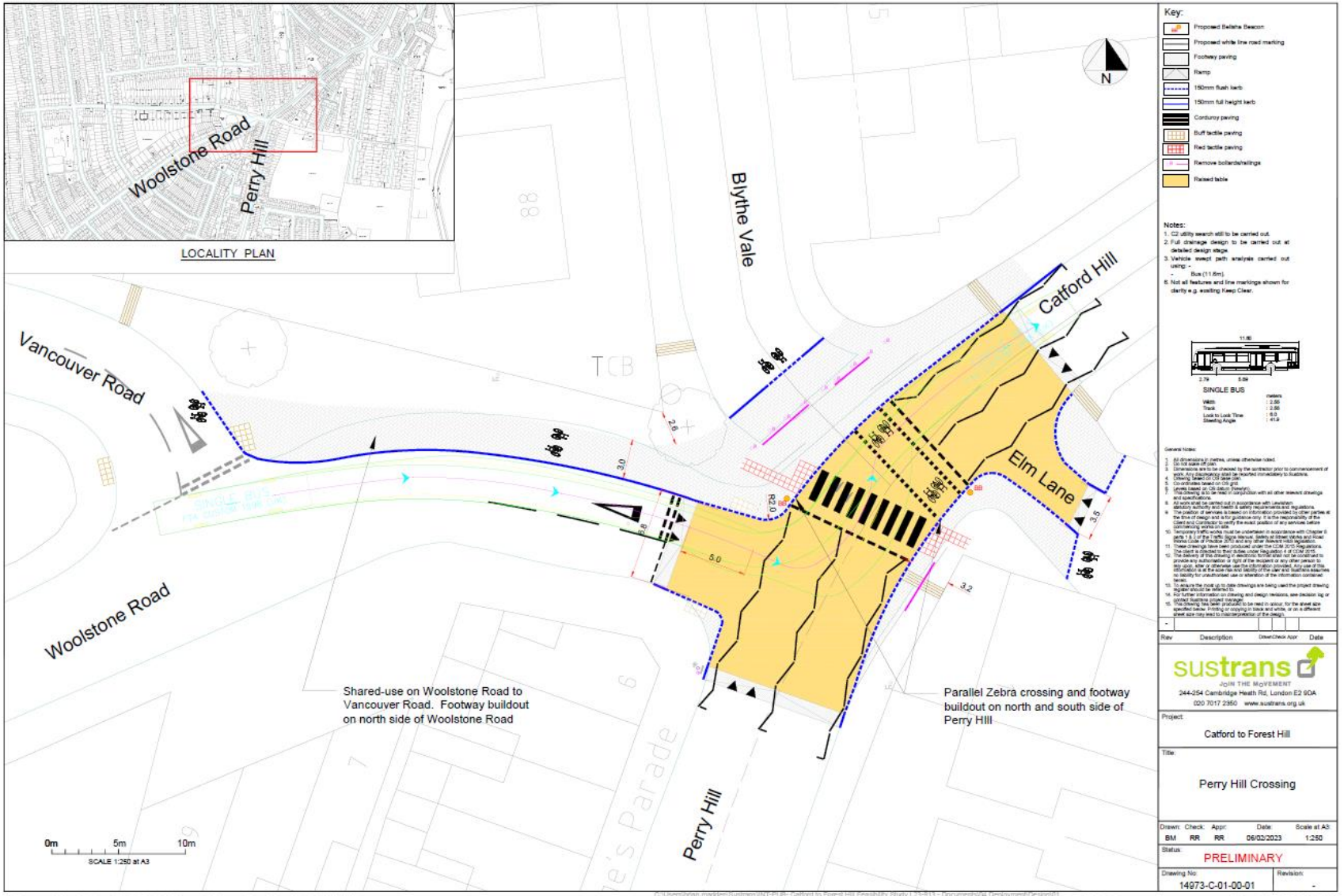
- Resurface entire road, full construction; excavate to formation level, lay sub-base and surface*
- Install new lighting and planting
- Shared use path along length
- Traffic filter adjacent to Bargrove Crescent to prevent through movements by motorised traffic **or** camera enforced filter at either end

Cost indicator: ££££

**For approximate cost comparisons between different surfacing methods, see Appendix A*

Visualisation 2: Elm Lane

Concept Design 1: Perry Hill Crossing



Indicative cost:
£75k – £100k*

*Requirements:

- Electrical connections
- Drainage modifications
- Possible adjustment of utilities
- Re-alignment of kerbs and carriageway and footway surfacing

Section 3: Vancouver Road to Trilby Road

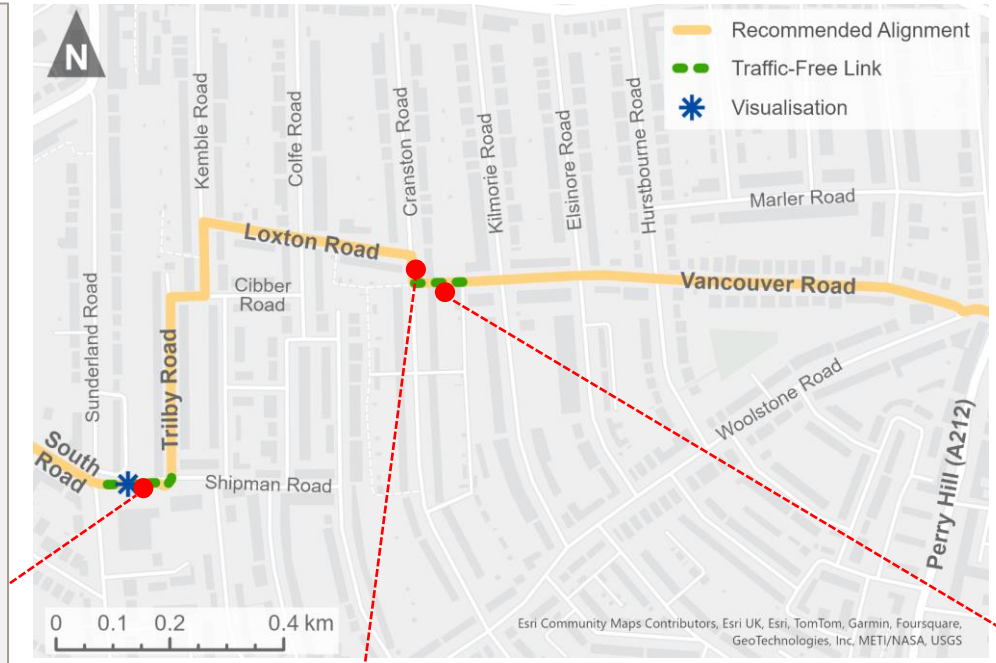
Trilby Road / Shipman Road to Sunderland Road traffic-free link

Pleasant pedestrian footway with grass and vegetation on both sides of footway and large under-utilised area at the Sunderland Road end. Large tree roots create uneven surfacing. May be unwelcoming at night. Fencing at Sunderland Road end.

Design Interventions (See Visualisation 3):

- Install planting and new lighting at Trilby Road end
- Install seating and play features
- Widen, level and resurface path into some of grass / vegetated area
- Remove fencing at Sunderland Road end

Cost indicator: **££**



Cranston Road

Quiet residential street with an existing pedestrian island which is unaligned with traffic-free link. Pavement parking.

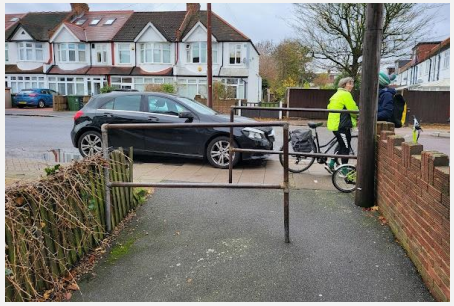
Design Interventions:

- Parallel crossing over Cranston Road to accommodate cycles, aligned with traffic-free link with dropped kerbs at either end
- Move vehicle parking to carriageway
- Build out footways to 2m wide

Cost indicator: **£££**

Vancouver Road to Cranston Road traffic-free link

Surfacing is generally good. No dropped kerb at Vancouver Road end. Barriers at Cranston Road end are narrow and difficult to navigate. Lighting installed but may be unwelcoming at night.



Design Interventions:

- Dropped kerbs at both ends of link
- Remove barriers at Cranston Road end
- Improve lighting
- Install seating, greenery, floor artwork

Cost indicator: **££**

Visualisation 3: Shipman Road Traffic-Free Link

Section 4: Sunderland Road to Forest Hill

Perry Vale

Busy local road linking to Forest Hill. High pedestrian footfall. Central hatching presents an opportunity for space reallocation. One bus route.

Design Interventions (see Concept Design 2):

- Protected cycleway along Perry Vale for London Cycle Network Route 62

Cost indicator: £££

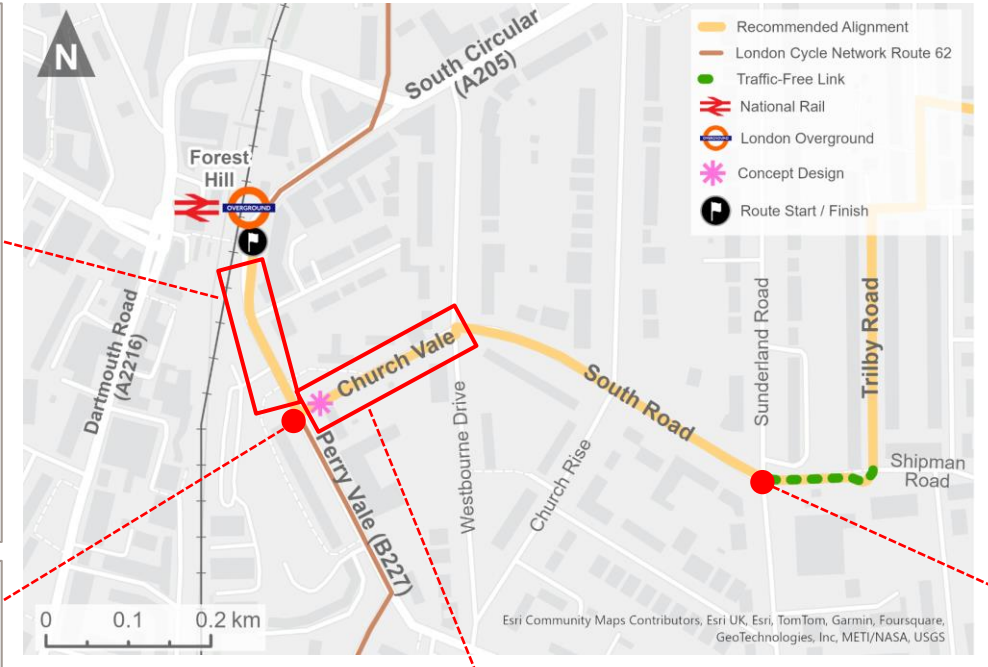
Church Vale Junction with Perry Vale

Turning box obstructs cycles turning right onto Perry Vale but opportunity to reallocate space.

Design Interventions (see Concept Design 2):

- Junction redesign to remove right turn box on Perry Vale
- Signalised two-way cycleway across Perry Vale

Cost indicator: ££££



Sunderland Road

Pleasant residential road. Wide turning radii at South Road / Sunderland Road junction presents an opportunity for space reallocation.

Design Interventions

- Narrow Sunderland Road / South Road turning radii to reduce vehicle speeds

Cost indicator: ££

Church Vale

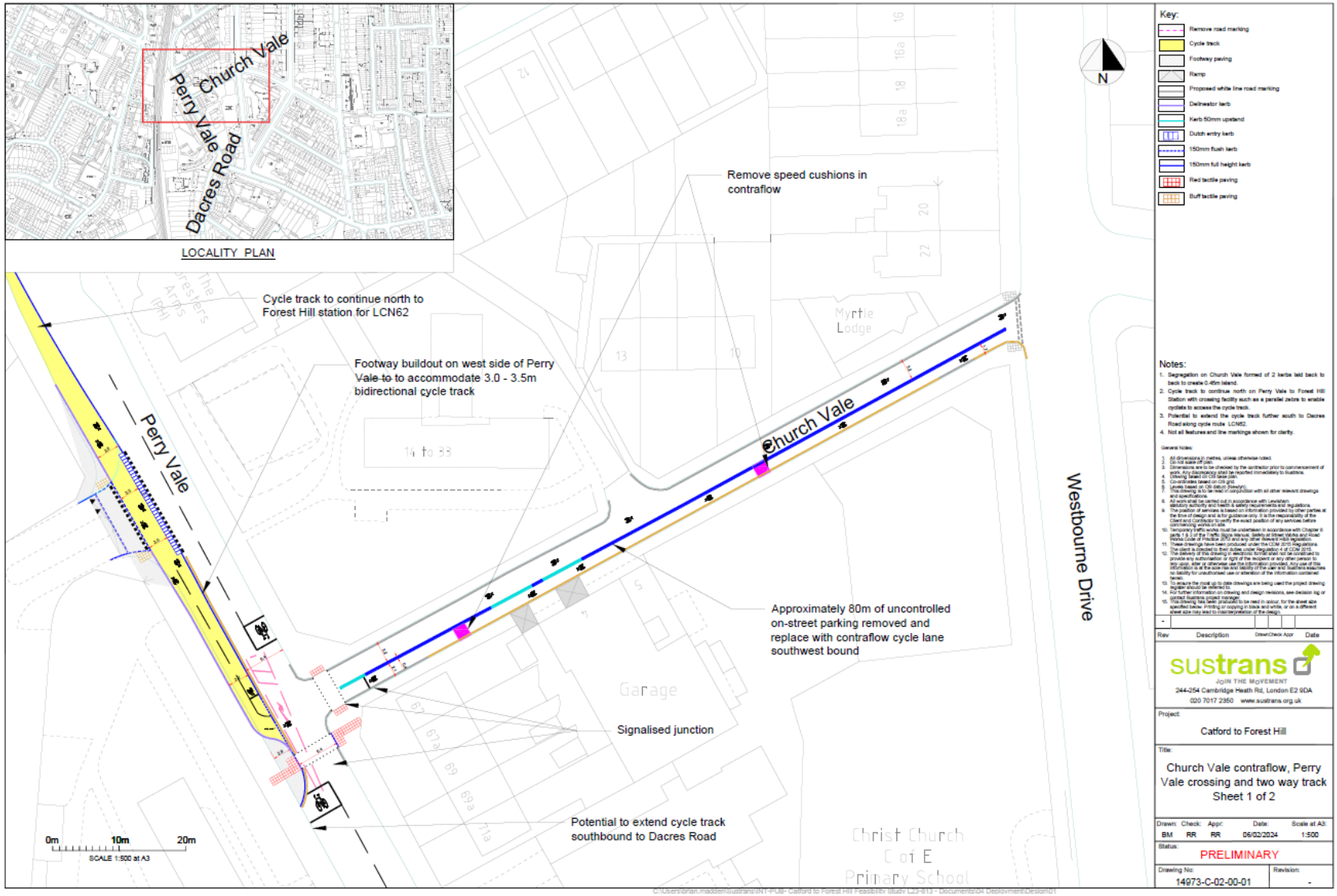
Pleasant, quiet resiential street with few adjacent driveways onto Church Vale. Currently one way (north east bound). Parked cars on one side.

Design Interventions (see Concept Design 2):

- Reallocate street parking
- Convert into contraflow with segregated cycleway travelling southwest
- Install planting and seating

Cost indicator: ££

Concept Design 2: Church Vale Contraflow and Perry Vale Cycleway



Indicative cost:
£100k – £150k*

*Will require:

- Traffic signal integration
- Electrical connections
- Drainage modifications
- Possible adjustment of utilities
- Re-alignment of kerbs and surface

Note: The proposed Perry Vale cycleway runs along a section of London Cycle Network Route 62 (LCN62). The northern end of the cycleway could either continue to Waldram Park Road or terminate at a parallel crossing adjacent to Forest Hill station. There is also potential to extend this cycleway southbound to Dacres Road, subject to future investigation and design work.

Precedence images: Church Vale Contraflow and Perry Vale Cycleway

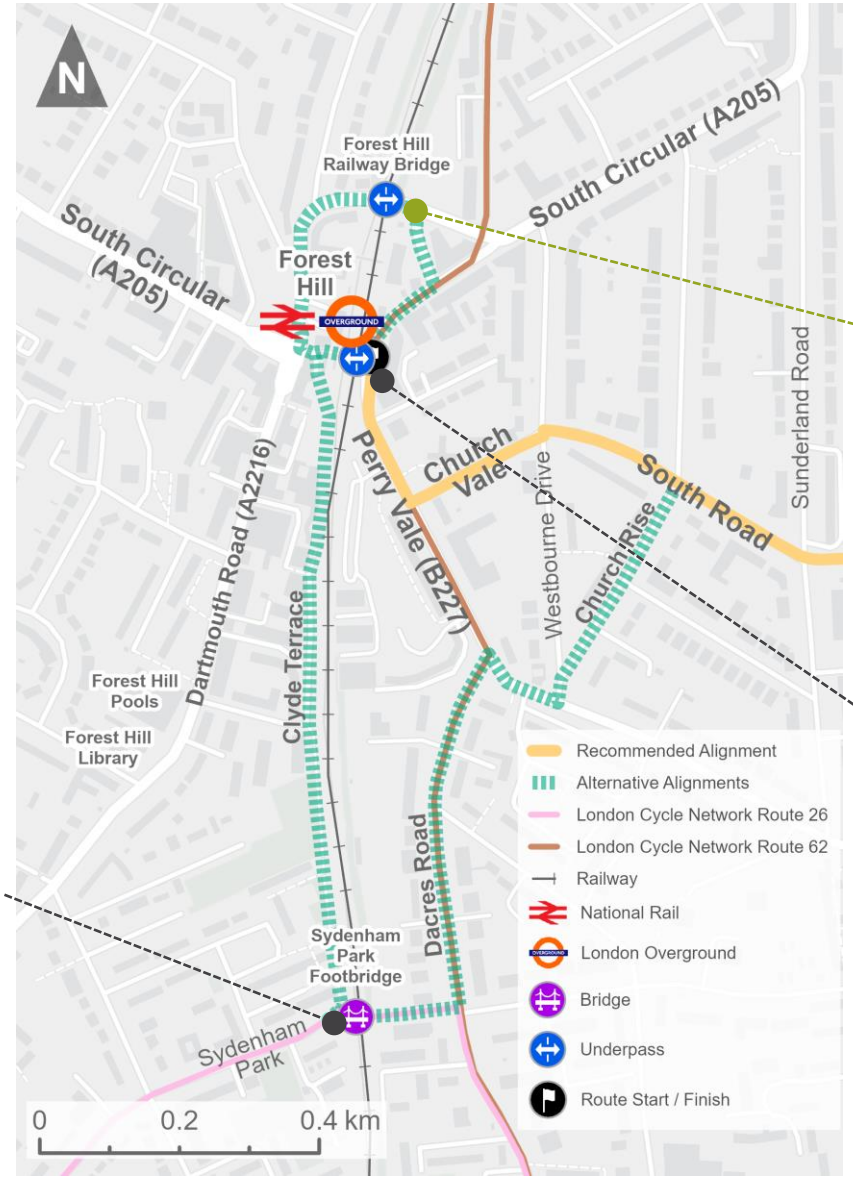
Figures 6 and 7. Balls Pond Road, Hackney

Options for crossing Forest Hill railway line

The railway line adjacent to Forest Hill station poses a significant barrier to creating an accessible walking, wheeling and cycling route to Forest Hill from Catford. Alternative alignments and crossing options have been identified. Based on considerations around engineering complexity, existing infrastructure, costings, timelines and engagement with stakeholders, option Two (Forest Hill railway bridge A205 underpass) would likely be the most feasible alignment to overcome the severance of the railway. Note that it would still require significant levels of funding and collaboration with Transport for London as the South Circular is on the Transport for London Road Network (TRLN).

Option One: Sydenham Park Footbridge

To improve the accessibility of the footbridge, ramps or lifts are needed on either side. As per British Standard 8300, the ramps should be at least 1500mm wide and the gradient should be under 1:12, with landings for every 500mm rise [1]. Due to the height of the bridge, ramps may require a footprint greater than the available space on site. Lift access would be desirable. On the west side, the pathway to Forest Hill via Clyde Terrace is narrow and requires upgrading. This option offers best access to Forest Hill Pools, Forest Hill Library and Dartmouth Road's shops.



Option Two: Forest Hill railway bridge underpass (A205)

Whilst this road has high traffic volumes, it would not require bridge engineering like the other options. It is also wide with central hatching, which represents an opportunity to reallocate space from the road carriageway and create a cycleway or shared use space continuing from Perry Vale. The cost for this would be significant.

Option Three: Forest Hill station pedestrian underpass

Opportunities to create an accessible link to Forest Hill are limited because this underpass is below the minimum required 2.2m headroom and 4m width for underpass cycle tracks as per LTN 1/20.

1. Acceptable Standards of Footbridge Ramps (Mayer Brown, 2024)

Next steps

Subject to funding, these are our recommended next steps for delivery:

- Bring together a key stakeholder group
- Create and execute a public engagement plan
- Commence landowner engagement including discussing the potential adoption of Elm Lane by the highway authority
- Gather baseline data via a User Intercept Survey or similar
- Develop additional concept designs and visualisations in line with Construction Design Management (CDM) responsibilities
- Commission preliminary surveys. These may include utilities searches, Automatic Traffic Counts (ATC) and Preliminary Ecological Survey
- Invite local people with mobility impairments to a site visit informing the first draft of the Equality Impact Assessment (EqIA)

Appendix A – Elm Lane resurfacing

As discussed, (page 15), Elm lane comprises a variety of surfaces, most of which have deteriorated significantly, with potholes forming and material eroding from the road sub-base. Surfaces damaged in this way allow water to penetrate the paving layers, leading to expansion and contraction and further breakup of the road surface. The current condition of Elm Lane necessitates full construction rather than resurfacing. To achieve a smooth, consistent finished surface, a good base is required which distributes and supports loads. This base needs to be consistent and well compacted. Two construction methods have been identified for reconstruction of Elm Lane, which are summarised below.

Traditional Construction

In the case of Elm Lane, traditional highway construction would comprise excavation and removal of surface and subbase material to formation level with voids and depressions in subgrade backfilled and compacted.

A subbase would be laid, typically Type 1 fill to a minimum compacted depth of 150mm, however this may be deeper depending on the underlying strength of the subgrade. On top of this hot rolled asphalt would be laid in a minimum of two layers with the top layer being thinner and smoother having smaller aggregate. The number of, composition and thickness of these layers is determined by the intended traffic. From the finished surface downward, these are known as surface, binder and base courses, and are typically 40, 60 and 100mm thick. The top two layers may be combined; however, this leads to a rougher surface finish. Between layers a bituminous tack coat is sprayed as a bond.

Approximate costings, using Spon's (2024)[1] give a rate of £140/m^2. Total area approximately 1400 m^2 giving total cost around £200k. Note this is only for a lightly trafficked road and does not include any ancillary works, preliminaries, traffic management, signs and lines, street furniture etc.

In-situ recycling method

This process involves the excavation to subgrade and pulverisation of the existing carriageway in-situ. This material is mixed with a binder (usually cement), spread and compacted to create a hydraulically bound material layer to form a strengthened base. A surface course is then laid to form the finished surface. This may be carried out by a contractor such as Stabilised Pavements Ltd.

Benefits of in-situ recycling are:
- Faster than traditional construction.
- Conserves natural resources.
- Reduced waste and traffic to and from site.

Risks:
- Existing material may not be suitable for this method, will need to be determined by specialist contractor.
- Road using this construction may not be accepted by local authority.

Cost:
- Case studies state cost savings using this method of up to 40%.

1. Spon's Architects' and Builders' Price Book 2024 (Aecom, 2024)

Appendix B – Summary of Design Interventions

Location	Photo	Design Interventions	Cost indicator
Waterlink Way to Vineyard Close		• An all-weather shared use path connecting Waterlink Way with Vineyard Close, with lighting and bins, to create a safe, traffic free connection • Remove a section of fencing at eastern end of Vineyard Close and replace with a welcoming and accessible entrance way with planting on either side	**££**
Riverview Park		• Move private vehicle parking to carriageway to provide a safer and more accessible route for people walking and wheeling on the pavement	**£**
Elm Lane		• Resurface entire road - full construction; excavate to formation level, lay sub-base and surface to make more accessible • Install new lighting and introduce planting to improve sense of personal security • Shared use path along length • Traffic filter to prevent through movements by motorised traffic **or** camera-enforced at either end	**£££**
Perry Hill Crossing and Woolstone Road shared use path	 	• Convert zebra on Perry Hill to parallel crossing to accommodate cycles • Improve visibility at Woolstone Road / Catford Hill junction by removing fencing and planting • Build out footway at Perry Hill / eastern end of Woolstone Road to create more space for walking, wheeling and cycling • Reallocate road space from Blythe Vale, Woolstone Road and Vancouver Road footway to create a cycleway or shared use space continuing from Perry Hill crossing	**£££**
Vancouver Road Cranston Road link		• Dropped kerbs at both ends of link to create a continuous, accessible surface • Remove barriers at Cranston Road end to improve accessibility • Improve lighting to improve sense of personal security • Install seating, greenery and floor artwork to create a more welcoming space	**££**

Appendix B – Summary of Design Interventions

Location	Photo	Design Interventions	Cost indicator
Cranston Road		• Parallel zebra crossing over Cranston Road to accommodate cycles, aligned with traffic-free link with dropped kerbs at either end • Move vehicle parking to carriageway and build out footways to 2m wide to provide a safer and more accessible route for people walking and wheeling on the pavement	£££
Trilby Road Sunderland Road link		• Install planting and new lighting at Trilby Road end to improve sense of personal security • Install seating and play features to improve sense of personal security • Widen, level and resurface path into some of grass / vegetated area • Remove fencing at Sunderland Road end	££
Sunderland Road		• Narrow Sunderland Road / South Road turning radii to reduce vehicle speeds and create more space for people walking and wheeling on the pavement	££
Church Vale		• Reallocate street parking to provide more space on the carriageway to provide a safer and more accessible route with fewer conflicts for people walking and wheeling on the pavement • Convert into a contraflow with a segregated cycleway travelling southwest to create a safer route for people wheeling and cycling along the road • Install planting and seating to improve sense of personal security	££
Church Vale Junction with Perry Vale		• Junction redesign to remove right turn box on Perry Vale to resolve the conflict when turning out onto Perry Vale • Signalised two-way cycleway across Perry Vale to create a safer crossing for people walking, wheeling and cycling	££££
Perry Vale		• Protected cycleway for London Cycle Network Route 62, to create a safer route for people wheeling and cycling along the main road	£££

We work for and with communities, helping them come to life by walking, wheeling and cycling.

We campaign to create healthier places and happier lives for everyone.

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