



Contact: lewishamcyclists@gmail.com



Website: www.lewishamcyclists.org.uk

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.

LC response to London Borough of Lewisham's (LBL) consultation on Hither Green Lane and Courthill Road safety improvements. September 2024

<https://consultation.lewisham.gov.uk/highways-and-transport/hither-green-lane-courthill-road-safety-improvement/>

Initial observations on these roads:

Hither Green Lane is among the top five most dangerous roads in the Borough.

Courthill Road lacks traffic calming measures and the roundabout is hazardous.

Existing speed cushions are ineffective.

Several side-road junctions are dangerous and collision hotspots.

We do not believe the proposed safety improvements will sufficiently reduce traffic speed or enhance overall safety.

We also note the proposals fail to address many issues highlighted in the recent Environmental Visual Audit submitted by Lewisham Police to TfL after their 'Vision Zero' speed enforcement measures undertaken on Hither Green Lane in 2023. During that exercise around 700 drivers were caught speeding over several short speed enforcement events between July and September 2023 - a serious concern for this minor road.

Although the proposed traffic calming measures include some additional speed cushions, they are still too widely spaced at a number of locations. In any case for cyclists speed cushions are very ineffective as drivers of motor vehicles tend to swerve towards us to straddle the cushion. This causes hazardous interactions which are absent with full-width speed humps or speed tables.

Raised junctions and speed tables are recognised as more effective in reducing vehicle speeds than speed cushions. Drivers are less able to avoid them by swerving or driving erratically around them posing additional risks. Raised tables can also be placed at junctions (of which there are many intersecting Hither Green Lane), and zebra crossings can also be combined with a hump to form a 'humped crossing', so long as it has a flat



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profile extending to the kerb - Hither Green Lane has three zebra crossings that could be improved this way.

Your proposals do not include other effective speed control measures, such as carriageway narrowing (e.g. removing the unnecessary dual lane at Duncricvie Road), or installing speed enforcement cameras, pinch points or chicanes.

We note that installing a single traffic light controlled Toucan crossing at Beacon Road will cost approximately £120 - £140k. As an alternative a raised zebra costing around £40K would allow pedestrians to cross whenever it's safe, leading to a more continuous flow and less pavement crowding, and always prioritises pedestrians over vehicles.

All three zebra crossings on Hither Green Lane could be raised on speed tables, with kerb extensions, improving visibility, reducing vehicle speed and shortening crossing distance. Studies show kerb extensions and raised table crossings increase the likelihood of drivers yielding to pedestrians. This would extend safer crossing benefits as well as controlling vehicle speeds over a wider area, for a similar investment.

Alternatively, or in addition, speed enforcement cameras are a cost-effective way to enforce 20mph speed limits area-wide.

We welcome the raised entry treatment at the west end of Ennersdale Road to encourage vehicles to slow down before turning at the junction. But this should be upgraded to a full, raised junction, which will provide additional benefits in slowing traffic along Hither Green Lane.

We are concerned about the absence of improvements to other wide and dangerous junctions, for example, at Wellmeadow Road/Hither Green Lane and George Lane/Hither Green Lane, which allow vehicles to take the corners at speed. These junctions require kerb extensions and raised entry treatments to reduce vehicle speed and shorten crossing distances.

Finally, there is a lack of visual cues to reinforce the 20mph limit, such as coloured road markings, additional 20mph repeater signs or speed activated signage.

The key issues in Hither Green West are excessive traffic speed and traffic volume. By rigorously pursuing a self-regulating 20mph speed limit along the entire length of Hither Green Lane, addressing dangerous junctions, ensuring the proper placement and spacing of speed tables and speed-activated signs, as well as upgrading all three zebra crossings (not just the one), the effectiveness of the scheme would be significantly enhanced.

We would be happy to discuss the proposals further with Lewisham Council to get to a scheme that works for everyone moving around in the Hither Green area.

Tim Collingridge (LC Secretary) pp LC Committee (1/10/24)