



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 Southend Lane Bus Priority measures. October 2024.

<https://consultation.lewisham.gov.uk/highways-and-transport/southend-lane-bus-priority-consultation/>

Lewisham Cyclists are strongly opposed to these proposals.

We are opposed to this scheme as it does nothing to provide fully protected space for cycling. The Southend Lane/Whitefoot Lane corridor has already been identified in the Lewisham Active Travel Strategy as a key radial cycling route with a high propensity to cycle score. There is a very marked lack of safe E-W cycle routes in Lewisham due to dislocation caused by the various railway lines so the few that exist must be a priority for enhancement.

Given the high motorised traffic levels along this route we would anticipate, under London Cycling Design Standards, that there would be fully segregated cycling lanes included in any highway improvement works. A short-termist uni-directional bus priority scheme implemented now will make it much harder to introduce segregated cycling in the future.

The proposed scheme does nothing for cyclists travelling in an eastbound direction through the corridor notably on the slow climb up Southend Lane from the Worsley Bridge junction - an obvious location for a protected uphill cycle lane.

We also note that there is no reference to proposed bus lane times of operation, which should be a key part of the consultation, we would expect them to be 24/7, as has been done for bus lanes on TfL managed major roads. Not least as this proposal is not simple road space reallocation, but involves the creation of new road space (from the existing central median) for moving traffic, and the risk of this scheme increasing traffic would work against the stated aims for the scheme. This also means that there would need to be camera-based enforcement of the bus lanes to avoid motorists using them to pass queues of traffic.



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According to the scheme consultation Southend Lane has been identified as a 'priority location' for bus priority measures but there is actually only one current bus route that goes along the proposed bus lane - the 181 from Lewisham to Grove Park. We would appreciate it if you could provide us with the bus delay statistics for the 181 route that justify the provision of these very substantive works.

The proposed new routes for the 'Superloop' apparently include an Express Bus route from Streatham to Eltham, which we imagine would normally use the South Circular Road, but we suppose could occasionally use this route as an alternative. If that was the case we would particularly expect much more careful design for cycling and pedestrians on this road. Express buses passing through this area on a bus lane would need to be very mindful of any pedestrian and cycle crossings of this road so it would be essential to ensure all crossings have priority using signals or zebra crossings.

The staggered toucan crossing at King Alfred Avenue is on a very useful and well-used London Cycle Network route between the Waterlink Way and Beckenham Place Park. This crossing is very awkward and time-consuming to use, so people on cycles often choose to cross hazardously via the roadway. We often lead cycle rides across here and it is always problematic to cross, particularly if we have children in the group. Any highway works here should involve the redesign of the pedestrian and cycle approaches to this crossing. The crossing should be changed to a wide straight-across toucan with direct 3m wide paths approaching from both King Alfred Avenue and Sedgehill Road.

It appears from the plans that a pedestrian crossing of some sort is going to be implemented on the eastern arm of the signalised junction between Worsley Bridge Rd and Southend Lane. A protected crossing for both pedestrians and cycles has long been needed at this set of traffic lights so we trust this is being provided and not just an unprotected informal crossing.

In conclusion we believe there is ample road-width along this corridor to implement segregated cycling lane(s) while still providing some localised bus priority measures, particularly given that there is only one bus route currently using Southend Lane. We also think it is a flawed approach to only consider the westbound carriageway in isolation. It is important to take a holistic approach to redesign of the carriageway to optimise at this time the use of all the available carriageway width.

We would be happy to sit in on any design meetings to help to develop a more optimal solution for this corridor.

Tim Collingridge (LC Secretary) pp LC Committee (07/11/2024)