



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.

Response to Royal Borough of Greenwich (RBG) consultation on a Greenwich Town Centre Interim Cycle Connection, February 2025.

<https://gtcinterimconnection.commonplace.is/>

Lewisham Cyclists are broadly supportive of this proposed interim cycle connection but have a number of detailed design comments as below.

Cyclists from the borough of Lewisham regularly traverse Greenwich Town Centre utilising Cycleway 4 and the Thames Path to/from Charlton & Woolwich. There is a clear need for a safer and more direct route for cyclists through the Town Centre.

We understand that this route is interim pending the full implementation of the Greenwich Town Centre Liveable Neighbourhood which will involve removal of the current gyratory system. We are anticipating this will include a more direct route for Cycleway 4 continuing down Creek Road from Norway Street to College Approach.

Specific comments:

At the junction of Norway St. and Thames St. further work needs to be done to prevent vehicles parking up and blocking the exit from the north to eastbound contraflow on-pavement cycle track.

At the Horseferry Pl. and Thames St. crossroads the priority route should be changed from Horseferry Pl. to Thames St. to reflect the higher resultant east-west flows along Thames St.

At the Welland St. and Welland St. junction to the east of the children's play area the priority should be changed to east-west movements to reflect increased cycle flows.

A suitable cycle permeable barrier will be required at the Greenwich Church St. end of Welland St. to replace the current set of double gates.

The priority at the junction of Greenwich Church St. and Welland St. should be changed to continue the cycle route safely around this tight corner and to reflect the higher vehicular flows along the cycle route.

The junction between Greenwich Church St. and College Approach is reasonably easy to negotiate for eastbound cyclists, but careful design for those travelling westbound



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needs to be devised to avoid hazardous conflicts. We would prefer general motor vehicle access to this short section of Church St. to be removed for the benefit of pedestrians and pedestrians. Access for residents and vehicles servicing premises along Church St. being maintained.

The two-way cycle track along College Approach should, as far as practicable, be designed in line with the planned Liveable Neighbourhood plans to avoid subsequent re-work.

At the junction of College Approach and the most northerly section of King William Walk we would prefer general motor vehicle access to be removed for the benefit of pedestrians and cyclists accessing the two-way cycle track on College Approach. Access only being allowed for residents and vehicles servicing premises along the road.

From the north end of King William Walk to the Pepys Gate of the Old Royal Naval College (ORNC) the route should be clearly signed as cycling permitted.

The section inside the ORNC from Pepys Gate until it joins the current cycle route on the north side of the ORNC needs to be explicitly approved & signed for cycling.

Alternatively to the above routing, and better as it is more direct, would be to make the route through West Gate and College Way the dedicated cycling route.

Other points:

The southern end of King William Walk (south of Nelson Rd.) still desperately needs to be enabled for contraflow cycling in a southbound direction and has plenty of space for such a scheme to be installed. This would very much benefit the Royal Park by allowing people on cycles easier access to the park rather than having to use unapproved alternative routes.

General point:

LTN1/20 states 'Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive' which is what we would expect of this and all RBG cycle infrastructure. We also expect all elements to meet London Cycle Design Standards.

Tim Collingridge (LC Secretary) pp LC Committee (23/02/25)