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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.

## Our response to the London Borough of Lewisham consultation on Deptford High Street (DHS) pedestrianisation. May 2025.

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

We are very supportive of the proposals to pedestrianise the majority of Deptford High Street. We believe that removing motorised traffic for a fixed period every day will dramatically improve the environment in DHS, encourage more people to use Active Travel modes to access the High Street and be overall beneficial for local people and businesses.

From a cycling point of view we have a couple of caveats as detailed below:

We would much prefer to see the pedestrianisation reach all the way to Edward St in the north. Stopping at Hamilton St will create a hazard for cyclists on Cycleway 10 (C10) who cross DHS at this point. If Hamilton St is used as the end-point of the pedestrianisation we recommend that it be made one-way westbound and a short section of segregated bi-directional cycle track installed on the south side to separate motor traffic from cyclists using C10.

People on cycles need to continue to be allowed to access all parts of the High Street in both directions at all times. Many people will use their cycle to access the market, shops and services, riding right to the door being a prime advantage of a cycle and a big incentive to use one. Obviously when the market is fully active, as currently, most people on cycles tend to walk their cycle recognising there is restricted space.

### Additional comments

At times when motorised vehicles are allowed access to DHS contra-flow cycling northbound should still be allowed. To enable this to be done more safely it would be a big improvement if any remaining car parking was on the east side of the carriageway, rather than the west as it is now. Currently contra-flow cyclists are forced to ride much too close to the parked cars because of this carriageway layout.

When improving pedestrian access at the New Cross Road end of the High Street we believe that people on cycles should be enabled to easily access the High Street from Tanners Hill and return that way as well. This is currently not possible as Tanners Hill is one way northbound. Tanners Hill is a favoured access route to DHS for local people in



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the St John's area due to its relatively low traffic so it is very inconvenient that it cannot be cycled in both directions. There is ample space in Tanners Hill for contra-flow cycling southbound either by widening the west-side pavement (making it shared) or by providing a protected southbound cycle lane on the east side of the carriageway up until Vanguard Street, also making Vanguard Street 2-way for cycles.

As a general point we are supportive of 'greening' like street trees, Sustainable Urban Drainage (SUDS) etc. but we believe the priority is to provide enough space for pedestrians, wheelers and cyclists so 'greening' initiatives should not be overdone to a point where they unnecessarily restrict circulation space.

At the north end of DHS there are two Signalised Crossings on Evelyn St which allow safe access to Cycleway 4. The pavements to approach these crossings should be made 'shared' to allow cyclists to legally ride over to Cycleway 4.

**Tim Collingridge (LC Secretary) pp LC Committee (13/05/25)**