

Lewisham Cyclists' proposal for a bi-directional protected cycle track from Lewisham Town Centre to Lewisham Hospital

Version 1 03/01/2025

Lewisham Cyclists (the London Cycling Campaign group for Lewisham) have produced this schematic to illustrate the ease with which a segregated bi-directional cycle track could be constructed from Lewisham Town Centre to Lewisham Hospital.

This is a particularly hazardous section of the A21 for people on cycles with a lot of junctions and multiple bus stops.

This track could be constructed using the line of the existing TfL Streetspace semi-segregated cycling scheme and one under-utilised bus lane. As proposed the scheme should have no/minimal impact on bus times and could be constructed at relatively low cost.

This is part of our, and London Borough of Lewisham's, aspiration for the 'Lewisham Spine' – protected cycle lanes from Deptford to Downham.

Section 1 Molesworth St to Lewisham Library

Cyclists access this route from the Waterlink Way (NCN21) which runs past Glassmill Leisure Centre via tunnel under the railway.

Bi-directional cycle track starts at existing Toucan crossing at northerly end of Molesworth St. (In future it would start at a new straight-across Toucan crossing, included in the Lewisham Centre redevelopment plans, adjacent to the tunnel under the railway.)

Protected bi-directional cycle track on western carriageway of Molesworth St taking up one full traffic lane.

At southern end of Molesworth St convert existing Toucan crossing to straight-across one phase Toucan crossing

Connect to on-pavement cycle lane and cycle & pedestrian crossing of Lewisham High Street all of which is being improved as part of the 'Levelling-Up' project works.



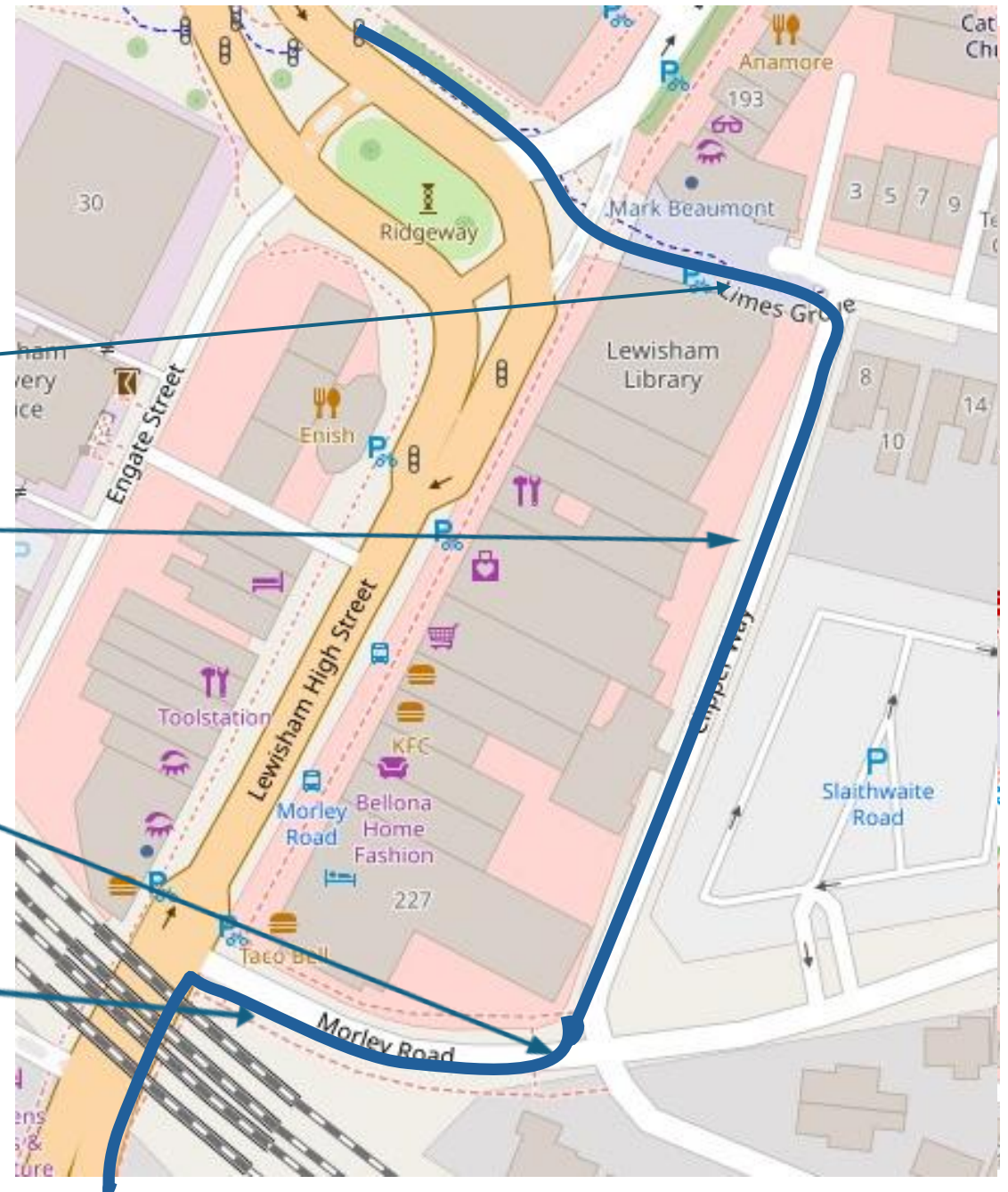
Section 2 Lewisham Library to Morley Road

Utilise existing section of bi-directional on-pavement cycle lane in Limes Grove which is being improved as part of the 'Levelling-Up' project works.

On-carriageway cycling along Clipper Way already a designated cycle route with very low traffic volumes.

At south end of Clipper Way install a Tiger crossing onto a segregated bi-directional cycle track on Morley Road

Morley Road, up to Clipper Way, made one-way eastbound with segregated bi-directional cycle track on south side.

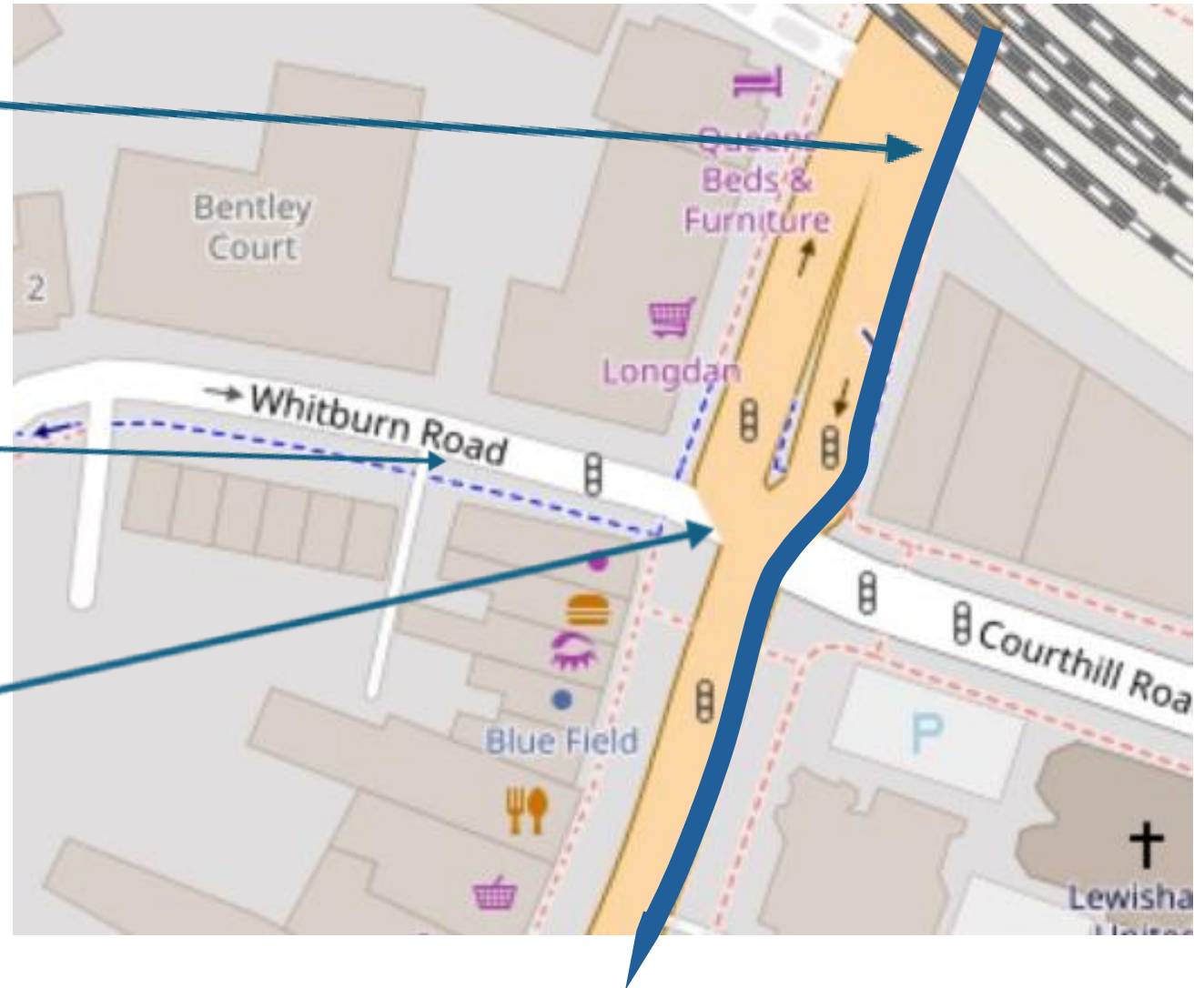


Section 3 Courthill Rd junction

Existing uni-directional segregated cycle track converted to bi-directional track. Current signals sequence will accommodate bi-directional cycling.

Utilise Whitburn Road for cyclist access to/from Ladywell using eastbound traffic lane and existing on pavement westbound contra-flow cycle lane.

Minor modifications to junction to allow straight-ahead cycling from Courthill Rd. Two-stage turns from cycle track towards Ladywell.



Section 4 Longbridge Way & Ladywell Road

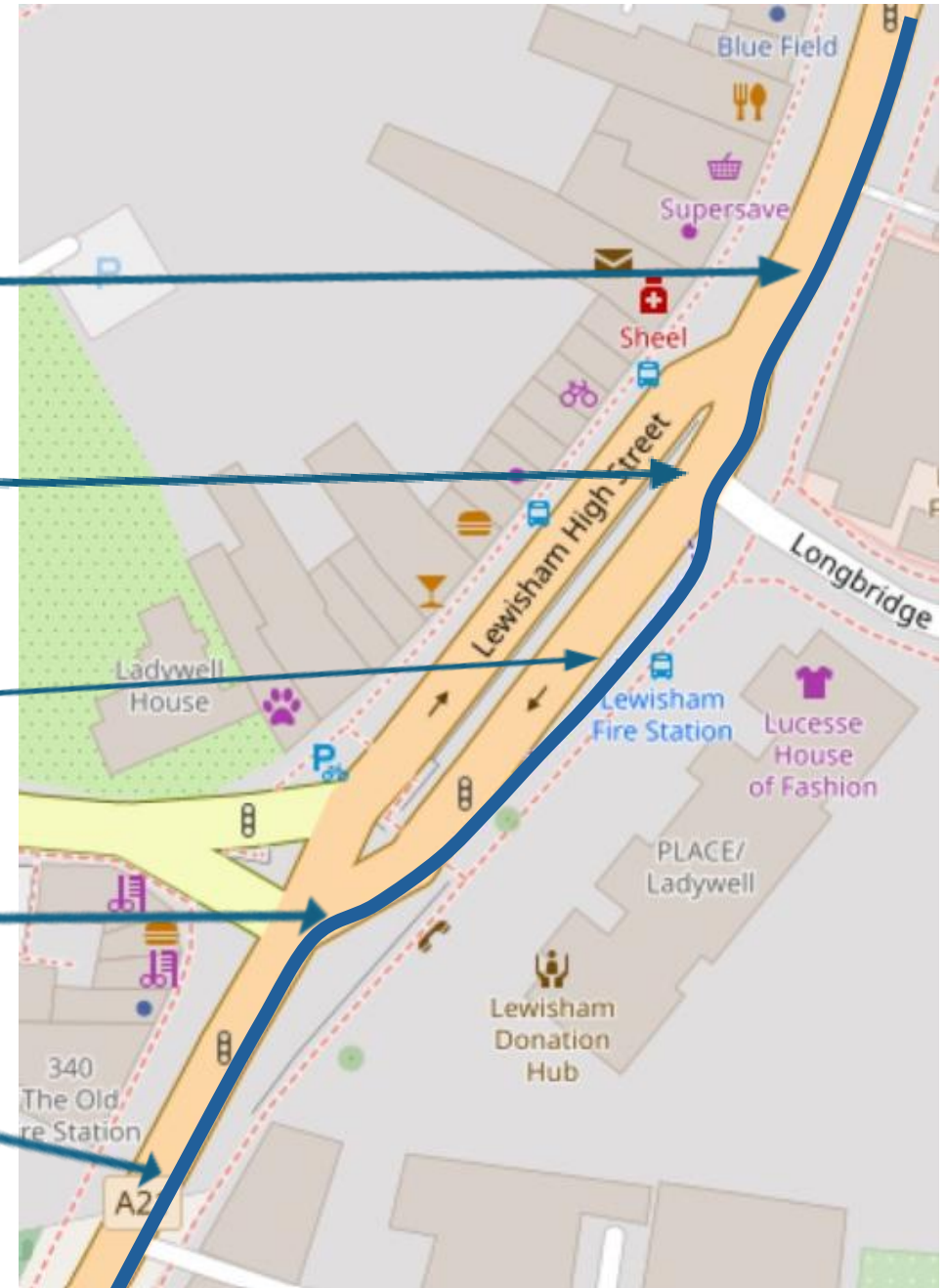
Existing section of uni-directional cycle track converted to bi-directional track.

Safety modifications to Longbridge Way junction to prioritise bi-directional cycle track.

Existing bus stop bypass brought up to current TfL standards and minor modifications to accommodate bi-directional track.

Access allowed to cycle track from Ladywell Rd. Potentially no access from cycle track – use Whitburn Road instead.

Southbound bus lane south of Ladywell Road used to accommodate bi-directional cycle track. Never queuing traffic southbound on this section so no impact on bus times.



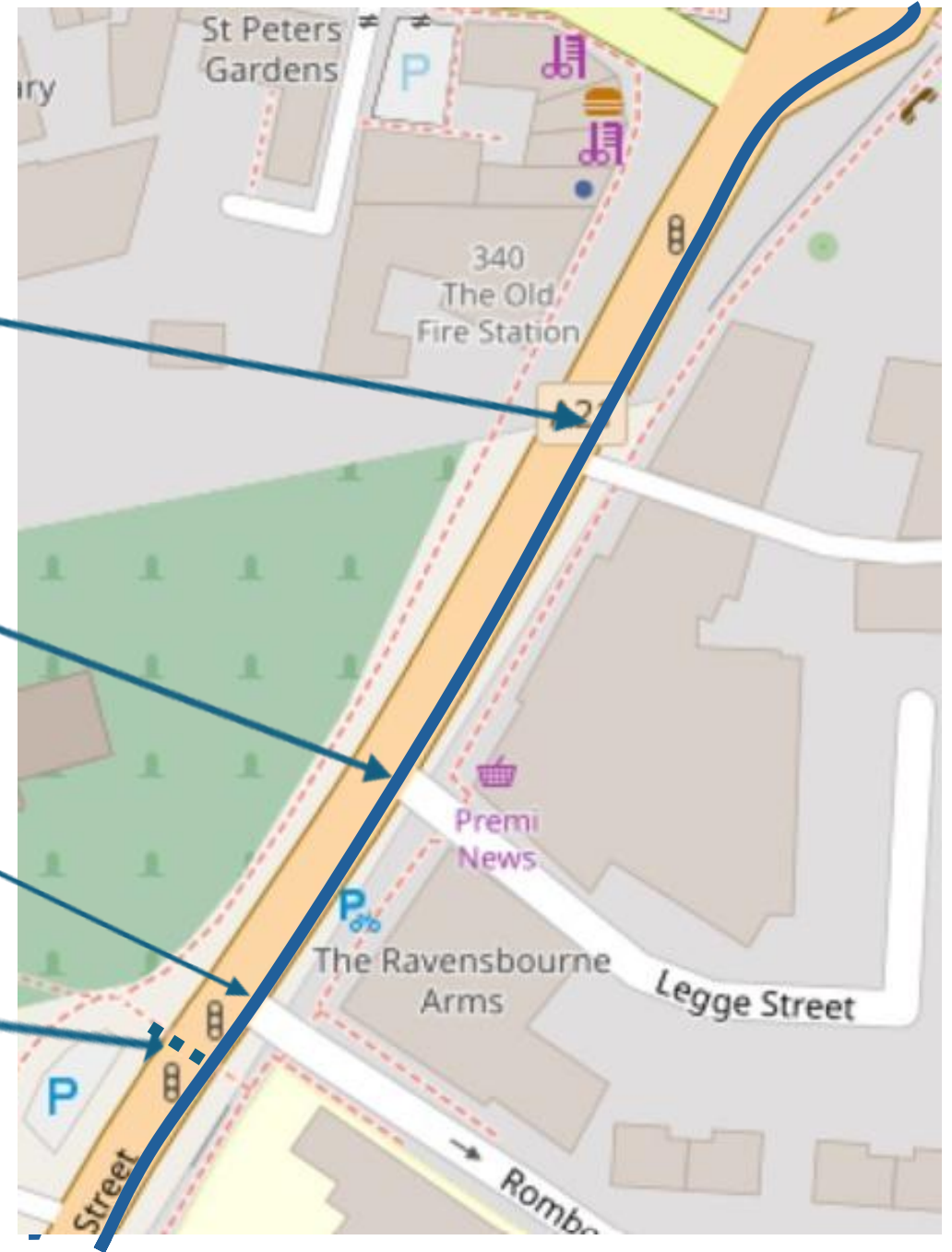
Section 5 Ladywell Road to Romborough Way

Southbound bus lane south of Ladywell Road used to accommodate bi-directional cycle track.

H.E. Olby access road and Legge Street both cul de sacs so no significant junction modifications needed.

Romborough Way relatively low traffic flows. Consideration should be given to filtering Thornford Road to reduce through traffic here and on Lewisham Park.

As an alternative to the proposed scheme convert Pelican crossing outside St Mary's School to provide northbound cyclists access to bi-directional cycle track and terminate the track here.



Section 6 Romborough Way to Lewisham Park

Carriageway works at Lewisham Park junction to prioritise bi-directional cycle track. Consider filtering Thornford Road to reduce through traffic on Lewisham Park.

Relocate southbound bus stop to south of
signalised pedestrian crossing to avoid
need for construction of bus stop bypass.

Convert two stage Pelican crossings to straight across Toucan crossing to allow northbound cyclists to access bi-directional cycle track.

