

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 4000 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.

Royal Borough of Greenwich Consultation September 2026 - Cycle, Walk and Wheeling: Eltham to Greenwich

“As part of our aim to improve cycling, walking and wheeling routes, we are proposing a new link between Eltham and Greenwich.”

<https://communityconversations.royalgreenwich.gov.uk/transport-and-parking/cycle-walk-and-wheeling-routes/cycle-walk-and-wheeling-eltham-greenwich>

Lewisham Cyclists' (LC) Response:

Part of this route, across Blackheath, is in Lewisham borough and many of our Lewisham members and supporters will commonly use this route leading out towards Eltham.

We strongly support these proposals as they significantly improve the route with more permanent infrastructure but have the following comments:

A1 Blackheath Common - Duke Humphrey Road/Shooters Hill Road

We previously identified issues with the design of the Duke Humphrey Road junction and the Toucan crossing on Shooters Hill Road in our response to the Blackheath Gate consultation.

The Blackheath Gate junction is hazardous and requires further safety improvements. Reducing the speed limit to 20mph and adding a STOP sign for eastbound traffic on Charlton Way would significantly reduce the hazards. Ideally through traffic should be removed altogether (bus and coach access only) from the west section of Charlton Way which would also reduce bus delays.

The Toucan crossing on Shooters Hill Road should be widened to create separate pedestrian and cycle sections for crossing. The crossing delay times should also be adjusted to reduce the long wait for pedestrians and cyclists. It is unnecessary to add

an extra delay to the time between the button press and light changes if the set delay between light sequence changes has already been exceeded.

We are fully supportive of the proposed two-way segregated cycle track across Blackheath starting at the Toucan Crossing. With the proviso that it meets LCDS design standards for width of a dedicated bi-directional track.

A2 – A5 Blackheath Common

We are fully supportive of the proposed two-way segregated cycle track across Blackheath. With the proviso that it meets LCDS design standards for width of a dedicated bi-directional track.

The cycle track at the Millenium Circle should run behind the existing seating (A1/A2).

The cycle track at the pond should also run behind the existing seating (A5).

The junction to South Row should be half cycle and half pedestrian rather than the proposed narrow right-angle cycle entry. A wider cycle access will allow those entering and exiting the cycle track to turn in more easily. A central pedestrian refuge opposite the pedestrian section would improve both pedestrian and cyclist safety at this point. Even better, particularly given the high eastbound motorised traffic flows in the evening peak hours (which could be alleviated if Lewisham banned the right turn into South Row from Montpelier Row) provide a Parallel crossing here to ensure cyclist and pedestrian safety (A5).

FYI. The PDF downloads for Sections A4 and A5 appear to be duplicates.

B1 – B2 Kidbrooke Park Road

Ensure there are double yellow lines either side of the cycle bypasses on Kidbrooke Park Road to ensure unobstructed access for cycles (some sections of bypass on drawings B1 and B2 are missing double-yellows). Cycle bypasses also need to be an adequate minimum width for cyclists to negotiate comfortably and to be road-swept – say 1.5m.

Heading northbound on Kidbrooke Park Road shows no left turn for motor vehicles – this should include ‘except cycles’.

We are supportive of the new no right turn restriction on motorised traffic eastbound on Westbrooke Road. Presume cyclists are expected to use the new parallel crossing if they wish to turn right.

The give-way priority interventions on Kidbrooke Park Road should help reduce vehicle speeds at the junction but a 20mph limit would also help.

B3 Wricklemarsh Road

We are supportive of the new no right turn restriction on motorised traffic southbound on Rochester Way.

C1 – C6 Kidbrooke Way – Rochester Way

We're very supportive of the cycle track being highlighted in green tarmac throughout so pedestrians are aware it's a segregated track.

We also fully support the provision of bus stop bypasses along this section of track. Belisha beacons should be installed on the zebra crossings at the bus stop bypasses to make the pedestrian priority clear.

Relocated Parallel Crossing on Kidbrooke Park Road will be much better for school students as many cross there now rather than walking to the current zebra crossing (C1).

Parallel Crossing on Kidbrooke Way will be much safer for pedestrians and cyclists (C1).

At the Nelson Mandela Road junction the cycle track should be 'slewed away' from Rochester Way to give drivers a car length's space to wait for cyclists on the track thereby protecting cyclists from vehicles turning in (C3).

At the Birdbrook Road junction the cycle track could perhaps be 'slewed away' a bit more from Rochester Way to give drivers a car length's space to wait for cyclists on the track thereby protecting cyclists from vehicles turning in (C4).

It's not clear why the cycle track is interrupted at the Carnbrook Road Toucan crossing (C5) – it should be continuous past this location with a zebra for pedestrians in the same way as at Rochester Way (C2).

At the Briset Road junction the cycle track should be 'slewed away' from Rochester Way to give drivers a car length's space to wait for cyclists on the track thereby protecting cyclists from vehicles turning in (C6). The cycle track should also be continuously highlighted in green and motor vehicles give-way markings should be as at Briset Road. The large open spaces released by narrowing of the junction mouth are a great opportunity for Sustainable Urban Drainage planting areas (SUDS).

The cycle track should be slewed further away from the proposed loading bays to the NW of Briset Road because of the risk of 'dooring' from vehicles parked there and movements of unloaded materials across the cycle track (C6).

Contact: lewishamcyclists@gmail.com

Website: www.lewishamcyclists.org.uk

The Wendover Road Toucan crossing should be wider to accommodate both pedestrians and eastbound cyclists heading back to the north side of the road (C6).

There should be a feed-in lane off Rochester Way for westbound cyclists in advance of the Wendover Road Toucan to access the bi-directional cycle track (C6).

D1 Legatt Road and Keeling Road

Double yellow lines at junctions (e.g. Shawbrooke/Legatt) should be at least 10m in all directions to make safer junctions.

Add two full-width speed humps to Keeling Road to ensure drivers comply with 20mph limit. Drivers tend to drive faster in one-way streets.

D2 Westhorne Avenue

Remove the 'cyclists dismount' sign at the end of Keeling Road and ensure 20mph signage is not obscured by foliage.

The Toucan crossing on Westhorne Ave should be straight-across rather than staggered. It's unreasonable to make pedestrians and cyclists wait for two independent crossings and there is inadequate space for both to wait on the central median.

As with all signalised crossings, the delay on first push of the button should be removed and only the delay between pedestrian phases should remain.

The Toucan crossing on Eltham Hill should also be straight-across rather than staggered.

D3 – D9 Eltham Hill

Cyclists dismount sign on westbound cycle track is superfluous and should be removed from the plans (D3).

Full segregation of the cycle track is necessary throughout, except opposite cross-overs and junctions - either bolt down lane separators with wands or concrete kerbs. The cycle track should meet minimum width requirements under LCDS design standards – say 2m.

Cycle track should be 'slewed away' from Eltham Hill at each junction as far as possible to give drivers turn-in space and protect cyclists on the track from the left-hook risk. The cycle track must be clearly marked as having priority at all junctions.

Sections of narrowed central reservation and removed central reservation to allow motorists to pass buses at bus stops shouldn't have diagonal slashed road markings as

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these imply drivers shouldn't cross into those areas. Where central reservation is removed centre line markings should make it clear which motorists (eastbound or westbound) have access to the released space.

Bus stop bypasses should have belisha beacons on their zebra crossings to emphasise pedestrian priority.

Where parking spaces are outside the cycle track there should be 0.5m clearance between cycle track and parking bay to reduce the risk of cyclists being 'doored' when motorists open their car doors.

Bus stop H is located very close to Bus Stop M and duplicates all buses – 124, 160, 321, 660, B15, B16, N21. Closing bus stop H would allow the cycle lane to start closer to Eltham High Street and avoid conflicts with buses and other vehicles.

Tim Collingridge (LC Treasurer) 8/9/2026