

Bromley Greenwich to Kent House Quietway

http://www.bromley.gov.uk/info/200123/cycling/1183/quietways_consultation

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups.

This Quietway is supported, however in order to enable more people to cycle in the area, and specifically those unwilling to cycle in medium flows of motor vehicle traffic and/or at speed, and those unwilling to cycle in isolated and potentially dark locations, this scheme requires further improvements.

Specific points about the scheme:

- It is presumed this scheme is meant to link to the Waterlink Way northwards via Farmbridge Close. The crossing of Southend Lane needs further improvement if that is the case.
- At Kangley Bridge Road, the road is divided clearly into two differently characterised areas, with residential properties to the north and industrial premises to the south. It may be advantageous to separate these two areas of the road and their traffic movements. A modal filter could potentially ensure motor vehicles servicing the industrial area do not drive the length of Kangley Bridge Road, including past the Lower Sydenham train station. If this is done, then low volumes of traffic and speed restrictions could enable those cycling to cycle in the carriageway in the northern half. In the southern half, separation from large vehicles would be required.
- Given the type of vehicles using Kangley Bridge Road, more should be done to slow vehicles to 20mph even where cycling is separated from motor vehicle traffic – potentially sinusoidal speed humps. Similarly, seeking to widen space by using inset parking bays and parking restrictions may result in faster, rather than slower, safer and calmer motor vehicle movements. Road width should be minimised to provide more space for walking and cycling, ideally with the two modes separated, ideally using stepped tracks.
- All side roads around the Kangley Bridge Road section should feature raised entry treatments to avoid faster motor vehicle turning movements – eg Westerley Crescent also. And entrances to industrial premises the route passes should be designed very clearly to favour pedestrian/cycling priority and to encourage slow and calm driving.
- Current pavements on Kangley Bridge Road are overgrown. And the area appears isolated and not well lit. It is vital that Quietways, designed to encourage people who are more risk averse to cycle, feel safe. This road does not – and more work needs to be done to ensure those cycling the route feel safe and secure, with lighting and other measures.

- The same issues hold true for the River Walkway, plus there may also be issues of bushes, sightlines etc. Many people will simply not use this route if they feel isolated, are asked to ride in shadow or darkness etc. The path also seems far too narrow for shared use on sections of the River Walkway, and should be widened.
- Lennard Road should be designated 20mph, and the crossing should at a minimum be on a raised table. Crossings along this road appear too infrequent, particularly given schools, sports academies etc.
- Similarly, there appears little reason why Aldersmead Road and Ringwold Close are designed for high motor vehicle speeds. A raised table and reduced kerb radii across the entire junction would be of value. Similarly, at a minimum, the entrance to Aldersmead Road should be on a raised table.
- Kings Hall Road appears to be designed again for high speeds of motor vehicle traffic. This is inappropriate for not just cycling along it, as scheme expects people to do, but for people walking and cycling and living in the area. The current infrastructure proposed will not enable those who are risk averse to cycle here, a key failing point on this Quietway.
- Kings Hall Road is also aligned with corridors deemed to feature high potential to increase cycling on TfL's Strategic Cycling Analysis (which aligns Kings Hall Road approximately as part of a corridor from Beckenham Junction to Kent House, Penge, Penge West etc.). As such, any scheme on Kings Hall Road should either separate cycling from motor vehicle flows in high-capacity, high-quality tracks or consider major measures to reduce motor traffic volumes and speeds.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all “critical issues” eliminated.