

## **London Cycling Campaign**

2 February 2018

### **Bromley Lower Sydenham to Bromley Quietway**

[http://www.bromley.gov.uk/info/200123/cycling/1183/quietways\\_consultation](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.

The proposed scheme is opposed – it features large deflections in alignment, major gaps where no interventions are proposed and roads where fast and aggressive driving will not in any way be tamed, plus narrow sections of shared space. In other words, this route will primarily benefit driving, not cycling or walking.

#### **Specific points about the scheme:**

- It is presumed that the scheme is intended to connect to Waterlink Way and the Greenwich to Kent House Quietway at Southend Lane. But the drawings and detail do not explain how this would be done – and current conditions in this missing section are entirely unsuitable currently for a Quietway.
- Given pedestrian flows and amenities along Worsley Bridge Road, a 3m shared path is likely to introduce significant pedestrian-cycle conflicts and represents a poor quality approach. Given the amount of off-street parking, parking reduction should be considered, along with other mechanisms to gain more space for those walking and cycling. In fact, the amount of on-street parking in use on Google Streetview indicates the council could and should be working with businesses and residents here on a car use reduction strategy, as well as potentially car-sharing, car clubs etc.
- Speeds along Worsley Bridge Road should be 20mph to reduce motor traffic dominance, reduce severity and frequency of collisions and to enable more people to walk and cycle. Given this, only speed control measures proven to reduce speeds to around 20mph should be utilised – not “visual” road humps, in other words. Crossings particularly of the main road should be raised.
- All side roads to Worsley Bridge Road should be designed with tight corner radii and “continuous footways” (also known as “blended crossings” or “Copenhagen crossings”).
- The roads leading off Worsley Bridge Road largely lead do not enable through motor traffic to other areas. The exceptions along this route being Meadowview Road and Copers Cope Road – both of which could potentially be candidates for modally filtering to reduce through motor traffic in the area and improve this scheme.

- Mini-roundabouts are often locations hostile to cycling and walking. And the failure to remove this one and provide adequate quality provision here is a major failing of the scheme. If motor traffic volumes on Station Approach are low and slow enough to host a “continuous footway”, then the junction could be redesigned as a T-junction. Given Montana Gardens is likely to have even lower volumes, then both sides could feature continuous footways and the entire roundabout could be removed potentially.
- Quietway routes are meant to be direct, but this route features significant deflections, for instance along Copers Cope Road rather than remaining on Worsley Bridge Road.
- There appears to be no design detail for Copers Cope Road – and it is unclear whether those cycling will be expected to ride with fairly high volumes of fast and aggressive through traffic without speed restrictions, or ride on uneven paving slabs and watch out at every entrance and side road that remains untreated. Neither solution is acceptable. This road is very wide and cycling could be provided for here with separate space. Similarly, Park Road appears to feature no speed restriction or attempt to design out high motor vehicle speeds. This is unacceptable for a Quietway design.
- The Southend Road junction design is not clear on how cyclists will enter and exit the shared space area and requires more clarity. Given the crossing is on a wide bend on straight, fast roads, it must also be raised, or this junction should be signalised.
- Again there appears to be no detail, or no interventions proposed, between Foxgrove Road and Ridley Road, including Crab Hill, Ravensbourne Avenue, the crossing of Beckenham Lane, Station Road and Queen’s Mead Road. Many of these roads will require further interventions to reach even the lowest standards of a Quietway.

#### **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.