

London Cycling Campaign response to Greenwich re: Blackheath Gate (Quietway 1)

12 April 2019

https://consultations.royalgreenwich.gov.uk/kms/dmart.aspx?strTab=PublicDMart&PageContent=PublicDMart&PageType=item&DMartId=989&breadcrumb_pc=PublicDMart&breadcrumb_pg=search&breadcrumb_pn=dmart.aspx&filter_Status=1

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

This scheme is supported as it improves Quietway 1, improves cycling and reduces motor traffic dominance in the area. However there are significant concerns with the scheme, as detailed below.

We support the more detailed responses from both Greenwich and Lewisham Cyclists.

Specific points about this scheme:

- The crossings on Charlton Way may not ensure drivers always give way to more vulnerable road users. If this is the case, at the least, formal (zebra and elephant's feet) crossing markings should be used. Post implementation, monitoring should be carried out to ensure the scheme has delivered safe crossing for those walking and cycling.
- Charlton Way should be 20mph and further reductions of private motor vehicle traffic should be considered, such as making it bus/cycle only.
- Through motor traffic should not be enabled through Greenwich Park, or any of the other parks in London – and removing through motor traffic from the park would further increase the quality of this scheme and the Quietway.
- Cycle paths here, given the potential for cycling, should be a minimum of 2m in each direction. Bollards should be spaced with 1.5m gaps to enable a wide range of cycles to access the scheme.
- Signal times for Shooters Hill Road should not leave those waiting to cross for long periods.

- Greenwich Park is currently closed during the night – this significantly reduces the amenity of this route as it will not be accessible when the park is closed. Given the stated intent of Quietways to enable those who are less confident to cycle, this is a major flaw in the current route alignment/scheme.
- A width restriction on Charlton Way or other method to ensure coaches do not travel on to use the Charlton Way/Duke Humphrey Road crossing area to turn around should be considered.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.