

London Cycling Campaign

29 February 2016

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and from our local group Hackney Cycling Campaign.

We do not support this scheme as it offers few real improvements for pedestrians or cyclists. In fact, the key elements of the scheme seem primarily designed at improving motor vehicle traffic capacity at the expense of cycling and walking.

In the Ravensbourne Road/Blythe Hill Lane area, given how busy and at times fast Stanstead Road is, and the mix of vehicles (including HGVs and buses) using it, we would expect to see far more done to protect vulnerable road users including pedestrians and cyclists and to encourage these modes. Speed control measures such as a raised table at the zebra crossing or junctions, as well as removal of the centre line, would be good. Also, on this type of road it is likely current designs feature several "critical fails" on TfL's CLoS "Feeling of safety" section – and we would expect much greater separation of cyclists from HGVs etc. Remaining loading bays should be shifted to side streets and advisory lanes should be replaced with, at a minimum, semi-segregated measures.

At the Brockley Rise junction, staggered crossings introduce delay and lead to informal crossing for pedestrians, so are to be avoided. And ASLs add little to safety, and certainly will not encourage new cyclists to use this area. So the junction will remain a barrier to cycling. Lea Bridge Road in Waltham Forest carries similar amounts of traffic to this stretch of the south circular – and is as wide as this in some sections – yet is planned to receive international-standard cycling infrastructure, including safe junctions that separate cyclists in time and/or space from motor vehicle traffic. Similar designs could easily be replicated here. Instead, broader junction radii will encourage higher motor vehicle speeds; staggered pedestrian crossings maintain motor traffic flow at the expense of pedestrian comfort; and there is nothing new at all for cycling.

Finally, and in general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.