

## **Lewisham Blackheath Common Quietway Q1 extension**

*7 January 2019*

<https://consultation.lewisham.gov.uk/planning/blackheath-quietway/>

### **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:**

We support the implementation of these crossings in order to extend Quietway 1.

### **Specific points on this scheme:**

- While wider paths between the crossings remain under discussion with the landowner, it is clear the current path width is insufficient for even low volumes of cyclists on a shared pedestrian path. A bare minimum 3m width should be adopted, but target width here should be 4.5m or above, as per TfL's London Cycling Design Standards.
- Prince Charles Road/Prince of Wales Road - both of these crossings need to accommodate cyclists joining or leaving Q1 at this point from the road (e.g. dropped kerbs leading onto the new build out and onto paving allowing turn onto the crossing). Sufficient space is needed to ensure these cyclists do not conflict with cyclists or pedestrians waiting at the crossing.
- South Row - the kerb splay on Morden Road is likely to encourage motor traffic to join South Row at high speed. The opportunity this scheme represents should be used to realign and significantly tighten the entrance to Morden Road so that it joins South Row at 90 degrees.

### **General points about infrastructure schemes:**

- LCC requires infrastructure 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 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.