

## London Cycling Campaign

12 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 in support of our local Wandsworth Cycling Campaign group and with input from the co-chairs of our Infrastructure Review Group.

We welcome the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace. We also welcome the Mayor's vision for Quietways that are direct, designed as whole routes, segregated from motor traffic where they briefly join busy roads and make use of "filtered permeability" that restricts through motor traffic etc.

Sadly, our assessment based on the first routes to reach public consultation is that Quietways thus far fail to fulfil these ambitions to the degree needed to genuinely boost cycling numbers. This is the case with too many sections of this Quietway.

So, while we support the principle of a direct cycle route along this alignment, avoiding major roads, we wish to raise several serious concerns regarding this route and the detail associated with it:

1. The section around Clapham Common includes Windmill Drive – which is very busy. Windmill Drive could and should be modally filtered, or another method of reducing traffic volumes and speed should be found.
2. We are concerned that Thurleigh Road is long, straight and features pedestrian refuges – and is clearly busier than desired for a Quietway. More needs to be done here to reduce driver/cyclist conflicts. The ideal would be a modal filter on Thurleigh Road (along with potentially further filters on Broomwood, Wakehurst etc. if needed).
3. The crossing of Bolingbrooke Grove is simply not acceptably designed for a Quietway. All ages, all ability cyclists will find riding from the common into Blenkarne via the advisory lane, and crossing from Blenkarne to the shared use path, intimidating manoeuvres – and therefore a barrier to using this route. Blenkarne Road could be closed with a modal filter at the junction with Bolingbrooke Grove and the signalised crossing could then be relocated to this location. Failing that, some other design must be found to provide safer and less intimidating crossing facilities for cyclists at this location.
4. Any section of Quietway that requires cyclists to dismount will obviously remain a barrier and offputting to cyclists. Therefore we do not support cyclists being forced to dismount on Cat's Back Bridge – if pedestrian and cyclist flows are too high, then an alternative route for one or other group should be found, or the bridge should be widened. We also far prefer the use of bollards to staggered gates throughout – at a width to ensure inclusive cycling, with the widest range of cyclists possible catered for.
5. The redesigned crossing of Trinity Road is welcome – however there is a concern that the design of the entrance to Dorlcote Road might encourage some drivers to perceive this as a carriageway. Of greater concern is the wait times currently associated with this crossing – that are far too long. The vast majority of pedestrians cross informally when wait times are over 30 seconds. This crossing's wait times are currently far higher than that – delaying cyclists and pedestrians.
6. Heathfield Road is busy and narrow, and again, there seems little proposed to deal with this. We would suggest a modal filter somewhere north of Magdalen Road would be an ideal solution to this issue. The junction with Alma Terrace also needs further thought – both for visibility and surfacing issues.

7. Magdalen Road features a high proportion of LGV and HGV vehicles according to Wandsworth Cyclists, as well as vehicle flows that are in excess of what would be suitable for a Quietway. This represents a major barrier on the route and would require major intervention for this section to work as a Quietway. The current proposals go nowhere near far enough – 1.5m advisory lanes can be found all over London, routinely encroached upon by all manner of vehicles. Again, a modal filter, for instance between Tilehurst Road and Ellerton Road, would solve this issue (when combined with planned speed humps etc.). The proposed junction with Heathfield Road will also introduce pinch points for cyclists.
8. We are somewhat concerned about the narrow stretch around Swaby Road and Waynflete Street. If Magdalen Road is filtered, then there could also be concerns about traffic redirecting along Tranmere Road to cut off the corner of Garratt Lane and Burntwood Lane. So further modal filters may be desirable in this area – and modal filters generally should be introduced with thought as to area-wide (or “residential cell”) effects and solutions.
9. We would like to ensure that “hook” risks are minimised on all arms of the junction at Garratt Lane. So cyclists accessing the Quietway from Garratt Lane and vice versa, as well as those going straight on, are not exposed to dangerous and intimidating vehicle movements. We welcome the provision of pedestrian crossing points at all arms. And would suggest that right turns might be enabled for less confident cyclists via these being cycle-and-pedestrian crossings.

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.