

Quietway 5: Waterloo to Croydon (Baylis Road and Hercules Road areas) consultation response

21 December 2015

From London Cycling Campaign

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 have developed plans in conjunction with our borough group and the chairs of our Infrastructure Review Group.

The proposed arrangement does not go far enough to deal with the several interlinked junctions around Waterloo Road.

- a) The left turn into Baylis Road from the southern side of Waterloo Road is tight – and vehicles turning in, or crossing from The Cut, often overrun the current lane. This corner, untreated, remains a hook risk and concern.
- b) In the same vein, streams of congested and/or aggressive traffic come out of Baylis Road in all directions. The current ASL and central feeder lane carries significant risks for cyclists. But the new semi-segregated “wand” design doesn't solve many of the hook risks. Nor will it likely make the junction feel much safer. A left hand segregated track to the junction would be far better.
- c) The semi-segregated approach on the bend on the south side, but there's little provision on the north side of Baylis Road, from either of the two congested side roads – Lower Marsh and Spur Road.
- d) Given this, it's likely this junction still includes Cycling Level of Service (CLOS) “critical fails” that need urgent attention.
- e) Also the current taxi arrangement accessing Waterloo station via Baylis is highly problematic and adds a huge weight of dangerous turning movements and aggressive traffic to this road that could be more safely accommodated elsewhere. We would support moves to remove through traffic from Spur Road. We would also welcome further moves to encourage more active travel and less use of taxis by passengers.

On Baylis Road, It's also vital that the semi-segregated protection extends as close to the side road junction entrances as possible to ensure cyclist-vehicle interactions are at as slow vehicle speed as possible. Raised tables or “blended” crossings should also be considered. Frazier Street is a particular concern as a frequently used through route for motor vehicle traffic. We support the introduction of two-way cycling on the street, but also want further measures to reduce or prevent through traffic use of Frazier Street.

The semi-segregated approach used along Baylis Road should be continued to the junction with Westminster Bridge Road, where currently drivers again routinely overrun cycling provision as they come off the junction.

We also believe this scheme is an ideal opportunity to see both the Waterloo Road and Westminster Bridge Road junctions treated as a priority – with cyclist movements separated in time from motor vehicle traffic via appropriate signals and tracks/lanes

There are several elements of this scheme that we think are highly worthwhile. We welcome the increased width of cycle lanes on Baylis Road, the use of bus stop bypasses and the plans to close Hercules Road to through motor vehicle traffic. This modal filter will be a significant improvement for the significant number of people cycling along the LCN3 route.

That said, modal filters should be introduced on a “cell” or residential area-wide basis to ensure through traffic is removed, rather than simply funnelled onto fewer residential streets.

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.