

London Cycling Campaign

3 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 our local Wandsworth group and from the co-chairs of our Infrastructure Review Group.

We do not believe bus stops or short-term parking bays in the path of a Cycle SuperHighway are good infrastructure design. Nor do we believe the redesign of this junction eliminates hook risks, for those cyclists using CS7. This may well mean the junction features a CLoS "critical fail" (see below). Finally, we would prefer to see other methods of removing left hook risks on Malwood and Cathles Road exits than ASL feeder lanes on the right side – as these will involve cyclists potentially crossing in a moving stream of traffic from left-hand-side of motor vehicles to centre/right. On a QuietWay this manoeuvre could be very difficult to complete calmly for many of the intended user base.

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.