

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 Cycling Campaign group and 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 this Quietway.

Firstly, huge swathes of the actual Quietway plans in Wandsworth do not appear to be available in this consultation. We particularly would like to see more detail on Cavendish Road and for the crossing of Fernlea and Emmanuel Roads.

On top of that we wish to raise some significant concerns:

- Cavendish Road does not appear to have any major proposals for it. This is not at all acceptable. The road is busy, with a high proportion of HGVs accessing nearby industrial estates etc. A modal filter would be ideal, but failing that, major interventions are required to bring down motor traffic speeds and volumes and remove the HGVs – otherwise this is not an appropriate road for any type of Quietway.
- The junction of Nightingale Lane and Nightingale Walk should be further improved to facilitate safe and easy crossing – perhaps using shared space to access a Tiger crossing, rather than encouraging cyclists to make turns in traffic when the presence of speed humps and cushions at or near the junction already demonstrates there is a speed issue at this location.
- Given there is demonstrable demand (and space and falling traffic volumes) on Tooting Bec Road, we would like to see safe space for cycling provided on the road, as well as on the Horse Ride.
- While we welcome the realignment of the crossing on Bedford Hill, we would ask the current speed humps at the gates are replaced with sinusoidal ones for better access and comfort for a wider range of cyclists.

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.