

London Cycling Campaign

11 March 2016

QW5 Waterloo - Croydon: Cavendish Road and Estreham Road

This response is made on behalf of the London Cycling Campaign, 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 the co-chairs of our Infrastructure Review Group and is in support of the response of Lambeth Cyclists, our local group.

We welcome the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing capacity and maximum route choice for existing cyclists. 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. In these two schemes, we again see some minor positives, but the big issues largely not tackled.

We support the proposal on Estreham Road to filter out northbound traffic between Barrow and Pathfield Roads. However we would prefer to see a full "modal filter" at this location for three reasons: a full modal filter would remove even more through traffic, making the road even quieter; the current design risks drivers starting to treat Estreham as a de facto one-way – and this could increase speeds and aggressive behaviour; finally, the current design may be easily circumvented by determined northbound drivers without proper camera enforcement – drivers may enter the footway or drive on the wrong side of the road.

While we support the introduction of raised tables and other traffic-calming measures on Cavendish Road, we object to the scheme in general. Most importantly, Cavendish Road is a popular through route for motor vehicles. Cyclists report aggressive driving and busy road conditions – this means this road, as currently designed, is not suitable for a Quietway. It needs a modal filter or other method to dramatically reduce through traffic – ideally as part of an area-wide "cell" scheme.

On top of that, the current traffic-calming measures proposed on Cavendish Road are not as good as they should be. Pinch points, as already found on Cavendish Road (but not apparently planned for removal) put those cycling into direct conflict with drivers – with a width that is likely to be a "Critical Fail" under TfL's LCDS CLoS framework. We would also want to see raised crossings and tables across the entire junction generally, rather than raised side streets that would not slow down traffic on Cavendish Road.

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 (current LCC policy sets out an expectation for new schemes to achieve a CLoS rating of 70 or above), and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation. In the case of this scheme, that means ensuring all junctions have eliminated serious "hook" turning conflicts etc.