

London Cycling Campaign

29 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 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 – where minimal interventions are unlikely to boost cycling numbers or significantly improve safety for those cyclists who already use the Thames Path in this area.

So, while we support the Thames Path as an important cycling and walking route – for both leisure and journey purposes – we wish to raise several serious concerns regarding this route and the detail associated with it:

Scheme 1

We would like to see more done to the junction of Old Woolwich Street and Lassell Street to ensure vehicle speeds remain low and driver behaviour is alert, calm and courteous. This is particularly a concern given HGVs and LGVs regularly access the nearby industrial units. A raised table would be an appropriate start.

This entire section to the Thames (Scheme 3) can feel fairly isolated also – there needs to be appropriate lighting and other security measures throughout to ensure cyclists feel safe riding around this area.

Scheme 2

We wish to better understand why the junction of Banning Street, Enderby Street and Gibson Street is treated to improve visibility but others are not. Surely the junction with Pelton Road also needs treatment? Is there any history of collisions at the Enderby Street junction? If so, we would suggest at the very minimum, a raised table there – and at Pelton Road also.

Between Scheme 2 and 3

We would also consider potential improvements to Christchurch Way as it appears to be fairly heavily used by LGVs and HGVs again.

There also appears to be absolutely nothing proposed for the crossing of Blackwall Lane. This is absolutely not appropriate or acceptable. The current crossing is awkward, unclear and represents a major barrier and diversion on the route.

Tunnel Avenue also needs further consideration – particularly the first corner on it with a spur road off to the north – the wide radii on this side street should be significantly narrowed and likely a raised table introduced. This is also where the cycle track on the pavement just stops – it should be continued, or designed to seamlessly transition to the carriageway. Tunnel Avenue is clearly in use as a through route also – and a modal filter should be strongly considered to reduce traffic here dramatically. One between Fingal Street and Glenforth Street would be ideal.

The crossings of Commercial Way and Bugsby's Way are also confused and far from ideal – and need further proposals to be appropriate for a Quietway.

Between Scheme 3 and 4

Tight corners and an isolated feel from the boating club onwards make appropriate security measures vital, particularly on the track running through the Tarmac site to Riverside, and on Riverside itself.

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.