

London Cycling Campaign

19 March 2016

<https://mrproposals.commonplace.is/>

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 Waltham Forest Cycling Campaign, our local group.

We strongly support these proposals to bring high-quality cycling infrastructure and improvements for those walking and living in this area. That said, we wish to raise a few key issues:

- "Shared" pedestrian/cycling space only generally works when there are either very few pedestrians or very few cyclists. We are concerned about several areas here which are marked as such – notably: the bus stop "boarder" outside Kelmscott Leisure Centre and near Kelmscott School (could a "bypass" be got from leisure centre land); the bus stop "boarder" opposite Markhouse Avenue (where there appears to be enough room for a "bypass" instead); other shared space such as near Ashford Close and St Saviours should also be minimised (as per Waltham Forest Cycling Campaign's suggestions).
- Pedestrian footways should be maintained at a reasonable width for likely pedestrian flows – this is a particular concern on South Grove – as if pavements are too narrow, we are likely to see more use the cycle track. We also believe pedestrians should have a crossing at the entrance to St James Street.
- We want to see the cycle track next to the road in general, as this is a standard treatment throughout the area – and there is no clear design rationale for its reversal on South Grove, nor at the "linear park" near Boundary Road.
- The track on South Grove near Gosport Road should be straightened to align with the track passing under the bridge (and also because cycle tracks should be direct and not feature strong angles and deflections).
- While we support the use of "blended" crossings, we believe based on previous experience and emerging concerns that their implementation should a) be used for side streets with very low traffic volumes (i.e. after, rather than before, modal filters have been installed), b) feature very tight radii and entry/exit carriageway widths – usually a single car's width for entry and exit – with physical protection such as bollards, bells or planters to enforce appropriate driver behaviour.
- Until the "Markhouse Village" scheme is implemented, the junction of Queen's Road, Markhouse Road and Downsfield Road remains a major concern – and we believe more could be done to address safe, convenient and comfortable cycling movements and turns through it in all directions.
- We do not believe making Theydon Street one way for motor vehicles will improve cycling on it. One ways such as this can speed up motor vehicle traffic. Other design options should be considered here.

In general, the London Cycling Campaign also wants, as a condition of funding, all highway development designed to TfL's London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, and all "Critical Fails" eliminated.