

London Cycling Campaign

14 April 2016

Dr Johnson Avenue, Wandsworth

<http://www.wandsworth.gov.uk/DrJ>

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 Wandsworth Cyclists, our local group.

We welcome the proposal to close Dr Johnson Avenue on a trial basis. That said, we wish to raise the following concerns:

1. Any surface for cycling "in keeping with the common" should be designed as to ensure safe and comfortable cycling – in other words it should not be a material or design which is overly bumpy or loose or causes those cycling to risk skids in any conditions.
2. That through motor traffic may still be an issue on Elmbourne Road under current proposals, and the council should be prepared to include further temporary measures (large planters etc.) to also close this road if necessary during the trial period.
3. That the design of continuous paving crossings of side streets has been found to work elsewhere in London a) where traffic volumes using the side street are very low and b) where the turning radii and entry are tight and narrow. Final designs should reflect this to reinforce driver behaviour, if necessary using temporary obstructions to tighten the junctions.
4. That enforcement or modifications are considered if drivers are found to be routinely circumventing the closure methods – by driving on the pavement or ignoring signs.
5. We particularly welcome the six month trial as an opportunity to test and refine proposals, and to establish a "settled" state for traffic conditions – something that will not be visible after a few months. We would, however, ask Wandsworth council to be clear before the trial goes ahead under what conditions the trial will be amended or stopped. We want these to be robust – as other similar modal filter trials elsewhere in London have been subject to a large amount of opposition and misunderstanding in recent months.

Finally, and in general, the London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all "Critical Fails" eliminated.