

Wandsworth to Teddington Quietway

20 November 2017

http://www.wandsworth.gov.uk/info/200535/quietways_consultation/2086/quietways_consultation

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of the response from Wandsworth Cyclists, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

This scheme is not supported. Quietways are meant to provide alternatives to cycling on main roads for those who feel less confident in such conditions. It is imperative that any Quietways offer calm, comfortable and safe environments to cycle on if they are to enable a wider range of people to cycle along them than currently. This scheme fails fundamentally to address the key issues likely to be barriers to more cycling along this route. This is particularly a failure considering TfL's Strategic Cycling Analysis clearly suggests a very high potential for much more cycling in the area.

Specific points about the scheme:

- Heathfield Road will remain far too busy for a Quietway. As it also is the link point between two, this point is even more important. Motor vehicle traffic volumes must be reduced to far below 2,000 PCUs daily, as well as speeds, for this scheme to be successful. An area-wide modal filter cell treatment is likely the appropriate answer for this and other sections of the route. There does not appear to be any proposal for the bridge crossing, which is a major barrier to cycling.
- The Heathfield Road, Windmill Road and Earlsfield Road junction design fails to offer safe, comfortable turning movements through it. If traffic volumes on Heathfield Road cannot be reduced to low levels, then cycle movements at least on this alignment should be separated in time and/or space from motor vehicle movements.
- There is nothing on the current proposals indicated for Allfarthing Lane or the northern end of Heathfield Road, including the mini-roundabout joining the two and the pedestrian refuges that narrow the carriageway on Allfarthing Lane, leading to frequent, dangerous and aggressive vehicle-cycle interactions. This section clearly needs much greater levels of intervention to enable a wider range of people to cycle the route. (Depending on exact route alignment, further work may also be required on the link between Allfarthing Lane and Borrodaile Road also.)
- Shared space schemes should only be designed where levels of cycling or pedestrian use are low and wherever possible, far clearer delineation should be used between space for cycling and space for walking. Given the journeys and routes Mapleton Road serves, it seems likely more space for walking and cycling could be taken from motor vehicles, while on Garratt Lane, the space being taken anyway indicates a potential to extend the scheme and create physically separated space for cycling along the Lane.
- It should be recognised there are few issues with cycling through parks that are remedied by humps, setts or other vertical deflections that are designed to slow those cycling. And these measures can and have introduced barriers for those using some types of cycle, and those

unable to stand out of their saddle etc. On top of that, in King George's Park, the brick surfacing on sections of the Wandle Trail are too slippery in poor weather conditions and that should be remedied. Cycling throughout the park, where practicable, should be permitted to enable a wider range of routes.

- The signalisation of the Merton Road junction is welcome, but more could and should be done to ensure those cycling can turn to and from all directions in comfort, and pedestrians are also catered for as a priority above motor traffic movement – with short wait times and diagonal crossing options ideally. “Early Release” for cyclists is not a junction treatment that is inclusive and provides little benefit to those who cycle slower and no benefit to those arriving at the lights during a green phase.
- The section along Granville Road apparently fails to remove the mini-roundabout at the junction with Wimbledon Park Road, and introduces a further one at the junction with Sutherland Grove. These designs are utterly incompatible with a Quietway routing. On top of this, pedestrian refuges introduce “pinch” points that represent a barrier to more people cycling. These junctions need further work.
- Girdwood Road and other nearby streets could easily form part of a modal filter cell. This would likely be an ideal solution to reduce motor vehicle volumes and speeds to the levels needed for a Quietway. Alternatively, given the incline of Girdwood Road and volumes, physical protection for those cycling at least uphill, but likely in both directions, is required.
- It seems unlikely enough measures are in place on Beaumont Road or on Castlecombe Drive to enable a wider range of people to cycle in comfort.
- Withycombe Road and Princes Way should, given the way they connect to the streets around them, feature very low traffic volumes. If traffic volumes and/or speeds are too high for on-street cycling – which seems very likely given measures currently in place and the proposal here to use “shared space” – then measures should reduce traffic volumes and/or create separate space for cycling. Making these streets one-way around the bend would create space for cycling, or a modal filter cell in the area or “bus gate” could well remove through motor vehicle traffic to enable cycling in the carriageway in comfort. Whatever is done, the current proposed solution would increase cycle/pedestrian conflict and represents a poor approach.
- The underpass between Withycombe Road and Telegraph Road is an intimidating environment, particularly at night and requires upgrading to form an acceptable part of this scheme.
- The crossing of Putney Heath is useful for anyone cycling from Putney Park Lane. However Putney Heath itself cannot be considered suitable as presently configured for a Quietway route. This is an absolute failure of the scheme – which requires either physically protected space for cycling here or radical measures to heavily reduce both traffic speeds and volumes heavily. The addition of advisory lanes is far from the minimum required standard of intervention here.
- The junction of Treville Road requires further work to reinforce priority – most likely extending the raised table to include Treville and tightening the turning radii. In a similar vein, Dover House Road requires further treatment, as do likely several other side street turnings into/out of Putney Heath – possibly with modal filters placed on an area-wide basis

to reduce turning movements from through motor vehicle traffic, but at a minimum, raised tables and tightened motor vehicle turning movements to reinforce priority for both pedestrians and those cycling.

- Roehampton High Street could also benefit from a modal filter or time restrictions to reduce motor vehicle traffic dominance. Removal of through motor vehicle traffic here could be hugely beneficial to the retail environment here – as it has been for Orford Road, similarly, in Waltham Forest.
- The crossing of Roehampton Lane obviously needs urgent attention.
- Danebury Avenue is also not a fitting route for a Quietway at present – with buses, complex road designs including a mini-roundabout and pinch points, as well as regular issues with aggressive driving and volumes and speeds of motor traffic being too high in general. Further speed control and traffic reduction measures are required here, or the route will fail to enable more people to cycle in the area. Priory Lane, similarly, features too high volumes of motor vehicle traffic, and often speeds too, to enable a wider range of people to cycle here.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, 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.