

## London Cycling Campaign

20 December 2016

### Re-consultation on Quietway 4 proposals

<http://www.wandsworth.gov.uk/quietways/q4>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the response from Wandsworth Cycle Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The principle of a direct cycle route along this alignment, avoiding major roads, is good. But it is extremely disappointing that the majority of serious concerns regarding this route raised in LCC's response of 12 February 2016 have not been addressed. Furthermore the changed routing in these new proposals, via Summerley Street/Garratt Lane/Magdalen Road, will further increase risk and conflict.

The Council should re-think this scheme and develop alternative proposals in real partnership with local residents and stakeholders. As it stands, these proposals cannot be supported.

Specific points about the revisions to the scheme:

- Narrow, shared use pavements in Magdalen Road and Garrett Lane will lead to increased conflict between large numbers of cyclists using the Quietway and pedestrians accessing Earlsfield Station.
- There is a net loss of cycle parking in the Earlsfield Station area. Our borough group say existing cycle parking on the corner of Garrett Lane and Magdalen Road is already heavily used. Given the aims of the Quietway the plan should increase rather than reduce parking at this key destination.
- Magdalen Road does not meet the criteria for selection as a Quietway owing to high motor traffic volumes and heavy use by goods vehicles. The Council's proposals will not change these conditions or enable cyclists to use this road with any degree of safety or comfort.

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.
- LCC wants, as a condition of funding, all "Quietways" 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.