

Do you have any further comments about the impact on pedestrians?

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 Wandsworth Cyclists, our local borough group, and from the co-chairs of our Infrastructure Review Group.

We welcome the replacement of the existing gyratory/one way system with two-way vehicle routing throughout as a means to reduce the hostility of the area to pedestrians and cyclists – although it should be noted clearly that gyratory removal in and of itself is not enough to dramatically improve conditions for pedestrians and cyclists and should always be done alongside many other measures to improve the area.

While pedestrians get improved crossings, there is much in this scheme that is still far too negative for pedestrians and cyclists. This includes:

- a) Far too many staggered crossings, which disadvantage pedestrians in terms of time and convenience. Also far too many junctions without crossings on all arms.
- b) Some very narrow pavements. Space for cycling and pedestrian movements should be prioritised over space for vehicle movements, in general. And certainly appropriate space for pedestrian movements should not be taken from cycling tracks (nor vice versa) in general.
- c) While the lower traffic areas on Wandsworth High Street are welcome, they have been heavily compromised by the design of the junction at Wandsworth Plain/Buckhold Road.
- d) Many other opportunities have been missed here – linkages to routes through the Ram Brewery site, linkages to the Wandle Trail etc. (There should be a pedestrian and cycle-friendly route from the King George's Park, Buckhold Road and Spectrum Way area to The Causeway & the Bell Lane Creek bridge).

Do you have any further comments about the impact on cyclists?

This scheme appears to have little of benefit for cyclists. In general the entire scheme barely seems to consider cycling – and fairly obviously several of the key proposed junctions will likely feature "Critical Fails" under the London Cycling Design Standards' Cycling Level of Service matrix. Further than that general point, we highlight the following specific issues:

- a) The roundabout off Wandsworth Bridge Road (A217, A3205, A214) presumably retains its current poor segregated cycle facilities, but these are not marked on drawings and therefore also presumably not improved. We would like these brought up to LCDS specifications urgently.
- b) We welcome the "modal filter" between Old York Road and Swandon Way modal filter.

- c) While we welcome the replacement of most of the one-way streets with two-way working. But there has been far too little traffic capacity reduction overall. Delays to drivers are minimal (indeed some drivers will experience a faster journey), while delays to cyclists are severe (an estimated 25 percent increase on journey times through the area for cyclists!). This is not acceptable.
- d) Likely some of the worst delays to cyclists will be from using Wandsworth High Street – multiple junctions have clearly been designed maintain motor traffic capacity, at the cost of pedestrians, cyclists and bus passengers. Combining traffic into one of these junctions, or rerouting it away from the High Street would be far preferable to the current arrangement.
- e) On Old York Road and Fairfield Street it's likely traffic flows will remain far too high for less confident cyclists – the current proposal will not likely remove enough traffic from these roads. There is no protected space proposed on either, yet this is still the proposed route for CS8. Again, this is not acceptable. Traffic modelling of how quiet these streets, and others without protected space for cycling, are is needed to ensure traffic will be low enough for it to be acceptable for cyclists of all ages and abilities to share the road with drivers.
- f) CS8 also finishes at Buckhold Road – when it should clearly continue. So while the lower traffic volumes on Wandsworth High Street are welcome, the scheme here is very negatively affected by the treatment of the Wandsworth Plain/Buckhold Road junction – apparently in an attempt to maintain traffic capacity over pedestrian and cycle safety and convenience. And the High Street will see cyclists continuing to mix with buses, which is to be avoided ideally.
- g) Cyclists travelling to and from Putney will be expected to use Smugglers Way to the bridge over the Wandle river. Yet there is no good provision in this plan to reach Smugglers Way, or ride safely along it (it's heavily used, including by HGVs). The current on-pavement track on Armoury Way is apparently to be removed in this scheme – reducing amenity for cyclists, rather than improving it.
- h) The London Cycling Campaign would like in general 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 (current LCC policy sets out an expectation for new schemes to achieve a CLoS rating of 70 or above), and that eliminates all “critical fails” in any proposed design before being funded for construction, let alone public consultation. In the case of this scheme, it's incredibly unlikely that the scheme would significantly improve its CLoS score and certainly risks multiple "critical fails", for instance for forcing cyclists to share with heavy traffic, inappropriate nearside lane widths and significant "hook" risks at junctions.

Do you have any further comments about the impact on bus users?

We welcome the reduction of motor traffic on Wandsworth High Street. But by prioritising north-south traffic movements across it, the positive effect is severely lessened.

Do you have any further comments about the impact on cars and other motor vehicles?

Motor vehicle movements are clearly prioritised in this plan. But all that will do is maintain current traffic levels in this town centre. That's not sustainable, community-friendly, place-

making or environmentally-friendly. It simply results in a scheme that will continue to facilitate people driving, while not enabling people to make the choice and change to walk, cycle or take the bus.

Do you have any further comments about the impact on streets and public spaces?

The High Street sees marginal improvements by removing some motor traffic. But too much has been retained via the north-south routes and junctions. And the Wandle and associated Trail has been utterly missed from these plans.