

**London Cycling Campaign response to TfL (in Greenwich) Greenwich to Woolwich  
Cycleway**

*11 February 2020*

<https://consultations.tfl.gov.uk/cycling/greenwich-to-woolwich>

**About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

**General comments on this scheme:**

- This scheme is supported. It will enable many more people to walk and cycle here, but it urgently needs extending at both ends. And there are some improvements we would like to see added to the scheme, as below.

**Specific comments on this scheme:**

- This first phase of the scheme stops significantly short of Greenwich and connecting to Cycleway 4. It urgently needs extension to and through Greenwich town centre. And as befitting a highest priority route as identified by TfL's Strategic Cycling Analysis, it must be very high quality throughout.
- Similarly, it is vital that the welcome indicative designs for the Angerstein junction rapidly translate to an on-the-ground high-quality scheme to save lives at this currently hostile, dangerous roundabout.
- As with most bidirectional tracks, connections to the other side of the road need to be carefully considered and enabled. Similarly turns onto and off the tracks from some of the signalised junctions need further consideration (for instance Anchor & Hope Lane/Charlton Church Lane, Warspite Road/Ruston Road), as indeed cycle tracks going north and south need further consideration at these junctions – particularly Anchor & Hope Lane and Warspite Road connecting to Q14.
- Remaining roundabouts in the scheme remain designed for high-speed and hostile driving turns. Instead, the scheme throughout should be seeking to reduce motor traffic speeds and aggression to help achieve "Vision Zero".
- The entire road should be designed for and/or enforced for 20mph.

- Numerous low traffic roads the cycle track crosses do not give priority to cycling or walking sufficiently. Rather than “bent in” crossings, continuous footways and cycle tracks should be considered.
- Filtering should be done with physical measures (bollards, planters) wherever possible, or ANPR camera systems. Prospect Vale and Charlton Lane filtering designs are likely to be flouted routinely by drivers. Kingsman Street and Church Hill should also be considered for further filtering. And ANPR camera enforcement may also be required to enforce no entry sections, banned turns, weight limits etc.
- The scheme should be improved both to enable those cycling to reach the Woolwich ferry, but also to reach Plumstead via the cycle scheme nearby, as per Greenwich Cyclists’ response.
- Bus lanes should generally be 24/7.
- Pedestrian crossings should be direct, wide and with minimal delays from button press wherever possible.

#### **General points about infrastructure schemes:**

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider

range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.

- 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 issues” eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.