

Bromley Council consultation on Quietway: Lower Sydenham to Bromley (January 2018)

Response by Lewisham Cyclists (the London Cycling Campaign group for the London Borough of Lewisham)

Comments refer to the 'consultation drawings pack' (January 2018)

Worsley Bridge road - Broadly supportive of the widened shared use footway approach, but with strong concerns about the safety of some of the driveways and residential exits where visibility is not good.

Visual speed humps should be sinusoidal speed humps as set out in TfL London cycle design standards.

Continuous shared footway over Station Road needs clear warning signage to motor vehicles approaching from Station Road and at roundabout about raised footway and shared path priority.

Where the route on Worsley Bridge Road meets Copers Cope Road, a full joint pedestrian and cycle zebra crossing should be implemented across Worsley Bridge Road and a speed table at the junction with Worsley Bridge Road, Greycot Road and Copers Cope Road. The proposed design is dangerous due to poor sight lines and an abundance of speeding motor vehicle traffic, inconvenient for cyclists as the sharp turn cannot be negotiated by a cargo bike or disabled bikes. Current design will be seldom used and not encourage more people to cycle as set out in the aims and objectives of Quietways.

Lack of infrastructure and traffic calming on Copers Cope Road is unacceptable. The plans for this section should include sinusoidal speed humps to control traffic speed, which is already excessive and dangerous. Segregation is justified for these traffic speeds and volumes. One option is a segregated cycle track in each direction similar to that on Royal College Street (LB Camden) whilst retaining parking – there appears to be sufficient road width for this. Less satisfactorily a shared footway approach as in Worsley Bridge Road also appears to be feasible. These significant infrastructural measures would encourage an increase in people cycling as per the London Mayor's Transport Strategy and also Bromley Council Cycle Strategy.

In Park Road traffic speeds are too high for a Quietway route, so we believe that sinusoidal speed humps should be installed to control traffic speeds. Furthermore, a segregated lane similar to Royal College street could be accommodated here whilst retaining working if traffic island pinch points are removed.

The design for the Park Road, Foxgrove Road junction with Southend Road fails to provide a safe, convenient access to Beckenham Place Park and is also inconvenient for both pedestrians and cyclists. This design needs to be rethought with a full four way signalised crossing provided with a yellow box junction to control motor traffic in Southend Road from blocking crossing points.

We strongly support the conversion of the Ridley Road path to shared access, but believe Trixie mirrors are required at each end to prevent blind spots and potential conflicts between cyclists and pedestrians.

Ravensbourne Road has varied types of motor traffic, including vans and trucks, travelling at speed downhill. Cyclists travelling in contraflow to this motor traffic are particularly at risk at the apex of the turn outside 24 Ravensbourne Road. This conflict could be avoided by relocating two parking

bays to elsewhere on Ravensbourne Road, and building a refuge island at this apex, with a short section of lightly segregated mandatory cycle lane. This along with sinusoidal speed humps to control traffic speed would make the route safer than the current proposed design.

The success of this Quietway will be determined on the treatments at the junctions as described above, as more than 50% of collisions involving cyclists take place at junctions. Lewisham Cyclists believe there are still major flaws in the current design. If necessary changes are made to consulted design, this would provide a safe route to/from Sydenham High school and also to/from Beckenham Place park and nearby Beckenham Town Centre.

Compiled by Alex Raha pp Jane Davis (Lewisham Cyclists Coordinator) 1/2/18