



Operational Review of Wandsworth and Tooting Bec Commons Cycle Routes

Response from Wandsworth Cycling Campaign

Summary

Having reviewed the consultation document, and visited the sites discussed, we would make the following overall observations:

- ✓ We welcome the positive approach of Wandsworth Council in commissioning the paper
- ✓ We recognise the need for amending the provision for cycle and pedestrian usage of the Commons
- ✓ We recognise the underlying support for enabling Healthy Living
- ✓ We approve the way the report was researched and prepared
- ✓ We agree that the report fairly represents the current position
- ✓ We appreciate the use of plain English in the report

The Proposals

In particular, we identify the proposals to remove some of the white lines and widen the paths as examples of good practice, and of clear positive benefit to users of the Commons. These measures will reduce conflict between pedestrians and cyclists, enable pedestrians to walk side by side without 'straying' onto a cycle path and encourage reduced speeds and greater consideration in cyclists. Likewise, the relocation of the pelican crossing on Bedford Hill would be beneficial to cyclists, pedestrians, wheelchair users and motorists as people will be encouraged to cross at the crossing. The proposal to improve the access to the commons with dropped pavements and build out to prevent parking and improve visibility has obvious practical and safety benefits to cyclists, pedestrians with pushchairs and wheelchair users.

However, we have two principal concerns:

1 The retention of the barriers on the railway bridge on Wandsworth Common. These are almost unusable with a child trailer and are awkward with a double buggy or wheelchair, which would cause certain users to reconsider use of the park. Unfortunately for bikes with child trailers, the alternative route of Bellevue Road is very busy with motorised traffic, which cannot pass a bike with a trailer, so these users might be deterred from using the Common at all. We agree with paragraph 3.8 of the safety audit, which recommends that the barriers are replaced by bollards and No Cycling signs. *If the safety audit is to be overridden by other priorities* the minimum necessary provision would be smaller barriers with a wider gap to improve accessibility to those with wheelchairs, child trailers and double and triple buggies.

2 The installation of barriers under the rail bridge south of Cavendish Road. While it is clearly necessary for some barriers at that point, it is essential that they are spaced to allow all legitimate users of the path access, including those with cycle trailers, wheelchairs and double and triple buggies.

Conclusion

Wandsworth Cycling Campaign is broadly supportive of the proposals made in the report, and would be able to be strongly supportive of any proposals which incorporate the minor amendments contained in this response.

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Wandsworth Cycling Campaign
www.wandsworthcyclists.org.uk