



**Wandsworth Cycling Campaign  
Response to Wimbledon Greenways Consultation  
25 February 2007**

**Introduction**

Wandsworth Cycling Campaign fully supports:

1. the government's declared aim for London 2012 Olympics to be the most environmentally-friendly yet
2. the aim of the 2012 Greenways proposal to make walking and cycling an attractive transport option for spectators and workforce in order to reduce the road and public transport congestion customary at these events, and to encourage 'active spectatorship'.

WCC is pleased that Sustrans has responded to the challenge by proposing a mixture of hard and soft measures to provide a lasting sustainable legacy in SW London including:

- a network of cycle-friendly routes to converge on the AELTC
- secure and convenient cycle parking on arrival at event locations & trip attractors
- road calming measures such as 20mph speed limits
- practical incentives for cyclists to events including free Dr Bike maintenance checks on arrival.

**Design ideas for 'Greenways' through Wandsworth**

WCC is interested to see the various design options suggested in the consultation document. We have certain reservations about the relevance of some of them to conditions in Wandsworth.

1. We feel that the consultative and design processes would be greatly assisted by the inclusion of a robust definition of what a Greenway should be. How would a walker or cyclists know they were on a Greenway? How would their experience differ from that on the surrounding streets or paths?
2. We are concerned that some of the designs will conflict with the needs of non-Olympic cycle traffic. We feel strongly that the design of any Greenway should not create barriers for other cycle travel.
3. We believe removing cyclists from the road onto the footway is very rarely the best answer. We would like Sustrans to consider the alternative of making cycle routes along residential roads become relatively free of motor traffic. Many areas in London have successfully achieved this by blocking all through-traffic except pedestrians and cycles.
4. We have concerns that the Greenway 'CRISP' may duplicate, or even conflict with work already completed for LCN+ and that this may result in confusion and represent a poor use of resources. For instance, the suggestion on p17 that a Greenway should run along Thurleigh Road conflicts with this road having

already been rejected by the LCN+ CRISP. The opinion of those on the CRISP is that Thurlough Road would need to be closed to through motor traffic in order for it to be included as a Greenway.

**Magdalen Road** An illustration on p17 shows an off-road cycle lane going uphill on this road inside a line of parked cars. We consider this will not be helpful to local cyclists wanting to turn right into one of the many side roads. As this is an important link in a route from Clapham, and the LCN+ from Waterloo, we suggest here is an opportunity to explore other solutions to making it more cycle-friendly, such as that described in 3 above.

**Wimbledon Park** We welcome the incorporation of a cycle path through this. It will not only complete the route from Waterloo and Westminster to AELTC but provide an important link for many others.

**Traffic-calming strategies** We strongly support the principle of incorporating measures, such as a 20mph speed limit, on all Greenways.

**Paths across parks, commons and other green spaces** Where these are shared with walkers we believe that cyclists should be encouraged by soft measures, including education, to ride carefully and respectfully and that walkers should have priority. In our experience segregating shared paths does not achieve its purpose and has the undesirable effect of creating conflict.

### **Points of particular interest**

1 Many of the Greenways proposed for Wandsworth lie on LCN+ links which have already been the subject of CRISPs in which WCC have been key stakeholders. Work to realise the plans will be completed well before 2012 and should make cycling through Wandsworth a much more attractive transport choice.

Consideration should be given to using some of the funding allocated to Greenways to review and increase the extent to which the CRISP recommendations can be implemented on such links, rather than to undertake a wholly new study.

2 WCC would like to suggest as priorities the following opportunities for 'quick wins' in the proposals for Wandsworth:

- Thames Path to have cycle status all along the Wandsworth bank including implementation of the tunnel under Wandsworth Bridge connecting the developments on either side.
- The Wandle Trail link under the rail bridge at Earlsfield to be completed – all the proposed Greenways converge on Earlsfield. The Wandle trail cannot be called an Olympic Greenway until this barrier has been overcome.
- Putney Park Lane to be surfaced for cycling using environmentally acceptable material with good crossings at Putney Heath and Upper Richmond Road. This is the direct route to AELTC from the Hammersmith Thames crossing via Wimbledon Common.

- Good quality secure cycle parking, not only at AELTC but at all shops, restaurants, bars and places of interest and entertainment along the routes.
- A bridge crossing the A3 linking Wimbledon Common and Richmond Park that is wide enough to accommodate walkers, cyclists and horses without conflict will be of great benefit to Wandsworth residents by completing the route into the park.

All these when completed will make many journeys in and through Wandsworth by cycle and on foot considerably safer, quicker, more convenient and pleasant than at present.

### **Funding**

We hope that, in addition to the funding of the actual work, a budget for a formal review of the work, any necessary alterations and ongoing maintenance has been identified in the planning.

### **Timing of delivery**

We see that the Green CRISP' process, to be delivered by Mayer Brown consultants, will be completed by 2007/08 together with preparation of soft measures and cycle parking plans. We note also the projection that any necessary works will be completed by March 2012 giving a 2 year operational testing period. In view of the tight schedule we look forward to viewing the Wimbledon Greenways Feasibility Study that is due to be published by the end of this financial year (March 2007).

### **Summary**

Wandsworth Cycling Campaign fully supports the Sustrans proposal to establish attractive ways to cycle and walk to the Wimbledon Olympic site that will encourage 'active spectatorship' and leave a permanent legacy.

WCC intends to participate fully in the consultation process to achieve this goal. We wish to see the Greenways initiative, together with the Green CRISP studies, build upon and extend the work that has already been completed as part of the LCN+ and TLRN CRISP studies in order to facilitate sustainable transport access to Olympic and other sporting events.

More importantly, we wish to see this initiative leave a real lasting legacy by enabling the people of SW London to walk and cycle easily to, and through, our green spaces.

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for Wandsworth Cycling Campaign  
25 February 2007