

## **London Cycling Campaign response to Bromley Crofton Road consultation**

*10 October 2019*

[https://www.bromley.gov.uk/info/100011/transport\\_and\\_streets/1349/crofton\\_road\\_proposed\\_transport\\_improvements\\_scheme](https://www.bromley.gov.uk/info/100011/transport_and_streets/1349/crofton_road_proposed_transport_improvements_scheme)

### **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, with some caveats as detailed below. It should, particularly when linked to further schemes, enable more people to walk and cycle in the area.
- We fully support the response of our local borough group, which contains more specific detail.

### **Specific points about this scheme:**

- Surrounding roads are highlighted by TfL's strategic cycling analysis as medium potential connections and therefore should be upgraded to be high-quality cycling routes before 2041. Specifically this includes Crofton Road to the Croydon Road junction in the west, and to Orpington in the north east, as well as Crofton Lane, onto Towncourt Lane and on to Petts Wood.
- This scheme therefore needs to be designed with the assumption of cycling enabled on these roads using physical separation or on direct parallel alignments.
- Carriageway lane widths should never be between 3.2 and 3.9m where people cycling are mixing with motor traffic (as highlighted in TfL's London Cycling Design Standards and Healthy Streets Check).
- This scheme is likely to lead to increased numbers of people cycling on Crofton Lane and on the sections of Crofton Road without any separated space for cycling. As designed, both roads currently feature carriageway lane widths that are "critical issues". Reducing carriageway widths to 3.2m consistently would enable more space to be used for walking, cycling and/or public transport.

- Similarly, removing central hatching and replacing pedestrian refuge islands, which cause conflict between those cycling and those driving, with either zebra crossings or signalised pedestrian crossings, would improve the scheme for those walking and better use space to provide for modes other than driving.
- Pedestrian zebra crossings should also be converted to parallel crossings (or other cycle-friendly crossings) wherever possible, and placed so that residents can access the cycle tracks in both directions and other amenities both safely and comfortably. For instance, west of Newstead Avenue, converting the pedestrian refuge to a parallel crossing and moving it eastward towards the junction would enable residents from the Avenue and beyond to access the cycle track more easily (for example using a short section of shared space pavement).
- Given Ormondie Avenue leads to a small estate with no motor traffic through route, it should be possible to redesign this junction to radically reduce the space used for private motor traffic. Similarly, it is unclear that a separate turn lane into Ormondie Avenue is justified on Crofton Road, given that turning movements should be infrequent. Both of these changes would free up space for cycling, walking and/or public transport or for additional greening and would reduce the dominance of motor vehicles at this location.
- Where roads or service accesses feature very low turning movements, continuous footways (and cycle tracks) should be considered. These could include Woodview Close, and possibly Ormondie Avenue, Oakwood Road, Pound Court Drive, Allington Road, Andover Road, Newstead Avenue and York Rise. At a minimum, all side road crossings where the cycle track passes the mouth of the road should include raised tables, tightened kerb radii and lane widths and other design features to reduce the speed of turning movements by drivers.
- Modal filtering should be considered for some of the busier residential roads in the area to reduce turning movements into and out of these side roads further, and to create “low traffic neighbourhoods” in residential areas where through motor traffic is discouraged or removed. Newstead Avenue and Oakwood Road would be particularly obvious contenders.

#### **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.