

## **TfL (in Southwark) Southwark Park Road junction with Jamaica Road**

*1 April 2019*

[https://consultations.tfl.gov.uk/roads/southwark-park-road/consult view/](https://consultations.tfl.gov.uk/roads/southwark-park-road/consult_view/)

### **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 reduce through motor traffic using Southwark Park Road to access the Rotherhithe Tunnel, and improve access to those cycling for Cycle Superhighway CS4.

The scheme, however, should be monitored closely following implementation to not just ensure it has reduced through motor traffic without any unexpected complications, but also to identify if further amendments to the scheme are possible to further reduce through motor traffic in the area (for instance, by filtering all motor traffic bar buses from the junction in any direction).

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

- For those riding into the cycle track in either direction from West Lane or Southwark Park Road, the provision is not good enough to enable all ages and abilities of those cycling to ride with comfort and safety here.
- The presumption is that those turning left into the cycle track from either side will need to ride with ahead/left motor traffic and "take the lane". Given the cycle track is on the opposite side of the road in both cases, this introduces the chance of a left "hook" collision. And certainly will not be a comfortable manoeuvre for many who might wish to cycle onto Cycle Superhighway CS4.
- Similarly, the presumption is the right-turning pocket lights will be phased with those cycling from behind them if there is an "early release" at the lights, or the motor traffic behind them also if not. Reaching these pockets if arriving on a green signal will be uncomfortable and waiting in the one at the end of Southwark Park Road could also potentially feel uncomfortable if ahead traffic from West Lane or left turning traffic from Southwark Park Road is passing those waiting in the pocket.
- Ultimately, this approach will restrict the range of people who will feel confident accessing CS4 via Southwark Park Road and West Lane.

## 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, 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.