

Greenwich Trafalgar Road

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<https://consultations.royalgreenwich.gov.uk/KMS/dmart.aspx?strTab=PublicDMart&PageType=item&DMartId=916>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. This response was developed with input from Greenwich Cyclists, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

This scheme is supported as an interim measure only. This route is directly between three corridors that are marked as having the highest possible cycling potential in London in TfL's Strategic Cycling Analysis. It is just beyond the end of the proposed Cycle Superhighway 4 and CS4 is further proposed to carry on to Woolwich in a second phase. The most obvious route alignment would be along Trafalgar Road. Given this, this scheme would have to be redone completely, as it fails to represent facilities to a Cycle Superhighway standard, in the near future. And would as stands also fail to fulfil the potential for increased cycling journeys along this route also.

Specific points about this scheme:

- As an interim measure, ensuring cycle lanes are mandatory, and that parking enforcement ensures the lanes are kept free of free of illegally parked traffic, and ensuring "no loading" peak hours are extended as far as practicable in terms of location and time, would improve conditions for those currently cycling in this location.
- To enable more people to cycle, and a wider range of people, cycling must be physically separated from high volumes of motor vehicle traffic. Trafalgar Road features circa 19,000 motor vehicle movements a day along it (including 400 HGVs and over 1,000 buses and coaches) and already 1,000 cycle flows. LCC policy is to physically separate above 2,000 PCUs and/or 20mph.
- Given bus numbers, even the bus lanes here are likely to feature well over 2,000 PCUs daily. Even if bus lane volumes are lower, bus lanes do not provide appropriate cycle provision to enable a wide range of people to cycle along them.
- Given this, the mix of mandatory cycle lanes and bus lanes as provision for cycling will ensure only those people who currently cycle along Trafalgar Road will continue to do so. Physically protected cycle tracks are required here already, and should be designed to become part of CS4 when it arrives.
- Side road entry/exit treatments are inconsistent – as is the treatment of the residential areas beyond them. Greenwich has already done much nearby to restrict and remove use of residential streets by drivers passing through the area. That "modal filter cell" approach should be applied around the town centre – restricting and removing through motor traffic from side streets across entire networks of residential streets. This will not only remove traffic volumes overall (via "traffic evaporation") from Greenwich town centre, but also simplify many junctions, reducing collisions, and enable more people to walk and cycle in and around the town centre. If this is done, then "continuous footways" (also known as "blended crossings") should be applied to side streets – with tight entry/exit radii and

widths. With cycle tracks, the track can then be run directly across the mouth of the junction, alongside the pavement.

- Cycle tracks should not be interrupted by bus cages, rather bus stop “bypasses” or “boarders” or other such methods should be applied.

General points about cycling schemes:

- LCC requires schemes to 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 mode 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.
- 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 Fails” eliminated.