

London Cycling Campaign response to TfL (in Lambeth) A23 Streatham Hill consultation

19 March 2020

<https://consultations.tfl.gov.uk/roads/a23-streatham-hill/>

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 enable far more people to walk and cycle safely and comfortably here and represents a welcome major step forward for enabling active and healthy travel for all in the borough.
- The A23 forms a major desire line for cycle trips and is a key route alignment identified by TfL's Strategic Cycling Analysis, running from Oval to Thornton Heath. We look forward to seeing further sections of this route brought to consultation in the near future.
- As a general principle all bus lanes should operate 24/7. Allowing general use at any time increases speeds and encourages dangerous driving at times when the road would flow freely in any case.
- The transitions of the cycle track between the east and west sides of the road mean there is potential that use of the cycle track carries a time penalty compared to use of the motor traffic lanes. So far as possible, signal timings should be optimised to give a 'green wave' for cyclists.

Specific comments on this scheme:

- A number of roads are to be made 'exit only' as part of this scheme. All entry prohibitions should be 'except cycles' with marked contraflow lane. Morrish Road should be included (which has an existing entry prohibition).
- The start of the scheme, on Brixton Hill, requires southbound cyclists to merge from the bus lane into general traffic then turn sharply onto the cycle track to the south of Holmewood Gardens, and the existing cycle contraflow to Holmewood is removed. There appears to be space to start the track to the north of Holmewood and run it across a continuous footway, retaining the cycle contraflow into Holmewood Gardens (since volumes exiting Holmewood Road are very low). Lambeth's Healthy

Routes plan identifies a desire line from Holmewood Gardens (linking to the existing LCN cycle crossing from Cotherstone Road to Palace Road) to Morrish Road. This should be enabled as part of this scheme via a parallel crossing and 'except cycles' entry.

- There is a cycling desire line from Wavertree Road to Telford Avenue. This could be potentially accommodated via a parallel crossing to the south side of the Telford Avenue junction and a short section of pavement level cycle track linking to Wavertree Road (or shared use pavement). A cycle contraflow should be provided on Telford Avenue in any case.

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.