

London Cycling Campaign

9 September 2016

Lambeth Brixton Hill consultation

https://consultations.tfl.gov.uk/roads/brixton-hill/consult_view

Oppose

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and in support of the response from Lambeth Cyclists, the borough group.

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.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). It is also strongly suggested that all schemes including cycling provision should be of comparable quality to similar schemes found in cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

Lambeth Council's Cycling Strategy (2013) holds the ambition that: "Lambeth will be the most cycle-friendly borough in London where 1-100 year olds feel safe enough to cycle." The strategy adopts the aim of a modal share of 6% for cycling of all trips by 2020.

Brixton Hill/the A23 sees over 2,000 people cycling on it daily, mixing with over 20,000 motor vehicles daily and over 600 HGVs (via DfT Traffic Counts). It is also the route for multiple bus routes (DfT gives nearly 2,500 bus/coach movements along this stretch daily). And the location of regular cycle-vehicle collisions.

As such, it's clearly a route that requires physically segregated cycle tracks to enable safe cycling along it for those who already ride this route, but also to enable a much broader range of people to cycle along it, shifting mode. To be clear, bus lanes as the sole space for cycling do not enable a broader range of people to cycle.

This is particularly the case uphill/southbound – where cycle/vehicle interactions are likely to happen at a greater speed differential and in more fraught conditions.

"Human Streets, The Mayors Vision for Cycling, three years on" (2016 https://www.london.gov.uk/sites/default/files/human_streets.pdf) identifies the A23 as a priority for segregated cycle infrastructure: "After those roads where we are already installing Superhighways, among the TfL main roads with the highest cycling share is the A23 to Brixton, Streatham and Croydon. For much of the way it is a wide road with scope for

segregated lanes. The stretch through Streatham was given motorway-like characteristics in the 1960s which blight the town centre and could now usefully be removed. Lambeth Council has also in the past expressed support for segregated tracks on its stretch of the A23, the Kennington Road."

On top of that, there is a lack of alternative parallel routes – LCDS recommends a maximum of 400m distance to the nearest parallel route.

For all the reasons listed above, it is imperative that any scheme here considers, at the very least, a future for cycling infrastructure in the area. Given the lanes available and the width of road, there is clearly space that could be used for such tracks. If the proposal goes forward, the one vital thing it should do is ensure road layouts remain flexible enough for the future addition of cycle tracks.

For any bus priority scheme going forward without cycle infrastructure, it is also imperative that the bus lanes are in operation at all times, that parking within the bus lanes is eliminated and that far more is done at the junctions to ensure those cycling can avoid hook risks and aggressive driver behaviour, while making turns onto and off Brixton Hill comfortably and safely. There are numerous CLoS "critical fails" retained at the junctions in the current plans.

One option would be to consider modal filter cells for the side streets here, removing through traffic and therefore reducing turning movements into or out of these streets – improving conditions for those cycling, walking and bus priority. And creating low vehicle volume healthy neighbourhoods and communities at a stroke. At that point, it would also be recommended to include raised tables, tight junction radii and entry/exit width, with "blended crossings"/"continuous footways".

It's also imperative measures are introduced urgently to bring motor vehicle speeds down to 20mph. This will have huge benefits for everyone – drivers, buses, people cycling and walking. What is currently an "urban motorway" should be a town centre high street and healthy place to live and work.