

## **Lambeth Quietway Q5 Pathfield Road**

*2 November 2018*

<https://www.lambeth.gov.uk/consultations/have-your-say-on-the-quietway-5-pathfield-road-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:**

It is disappointing to see such a weak approach from Lambeth Council to solving issues highlighted around Quietway 5. The scheme is supported, but a better approach would be for officers and councillors to show political leadership and clear understanding of the Mayor's Transport Strategy, and guide residents towards further, better interventions, rather than largely repeating resident concerns back to them. That would likely lead to upgrading the current point no entry on Estreham Road to a full modal filter and introducing parking restrictions around the station as a matter of urgency.

### **Specific points on this scheme:**

- The specific proposals in the consultation are not unwelcome, particularly the full-width sinusoidal speed humps.
- The point no entry on Estreham should be upgraded to a full modal filter, using bollards and/or planters etc. And this should be done in concert with parking restrictions around the station as needed, to deter most pick-up/drop-off by car. It is likely these car journeys will form the majority of through and fast traffic on Pathfield Road. But the current proposals are likely to simply redirect such journeys to other nearby roads (possibly Barrow Road or Eardley Road). An area-wide understanding of the issues is vital to create proposals that won't just allay issues facing residents but also improve the area for walking, cycling and public transport use, while reducing car use, aggressive driving etc.
- Full-width sinusoidal speed humps should also be used on Estreham Road and any other road where speeds are routinely too high for comfort.

### **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 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.
- 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.