

Lambeth Quietway 7 Elephant & Castle to Crystal Palace

16 November 2017

<https://www.lambeth.gov.uk/parking-transport-and-streets/cycling/quietway-7-cycle-route-elephant-castle-to-crystal-palace>

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 Lambeth Cycling Campaign, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

In March 2016, during the last round of consultation over this proposed scheme our position was, broadly, that "we cannot support these proposals unless motor traffic flows on these streets are dramatically reduced to well below the 2,000PCU target, or protected and safe space for cycling is included in the designs."

The scheme has not been modified to significantly reduce motor vehicle volumes and make cycling here appealing for the types of users a Quietway is meant to appeal to. Car parking has been consistently reinstated, while measures to create cycling provision in lines with Lambeth's adopted plan to be the most cycle friendly borough have been denied.

The plans go directly against the original intention of Quietways, to provide routes for people who are less confident on busier streets. This Quietway is not quiet, it will not offer major benefits to those cycling and it will not enable many more people to cycle in or through the area. As such it should not be funded under TfL's Quietway budget or any cycling budget at all.

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.