

London Cycling Campaign

10 October 2016

Old Kent Road Quietway Crossing

<https://consultations.tfl.gov.uk/roads/old-kent-road-quietway-crossing>

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 Southwark Cyclists, the borough group.

Specific points about the scheme:

- The routing of this Quietway is very welcome as it will form an important part of a proposed Quietway cycle route linking Honor Oak Park to the existing Quietway 1 cycle route in Bermondsey.
- The banning of non-emergency motor traffic from the southern section of Mawbey Road is also very welcome.
- Vision is restricted by the high wall on the southwestern corner of Mawbey Place and Mawbey Road and measures to address this should be considered.
- In addition to the current proposals, given traffic counts on Old Kent Road (in particular HGVs), consideration should also be given to implementing segregated cycle routes on Old Kent Road as urgently as possible. It is understood Southwark Council are already currently and actively considering this in their Old Kent Road Area Action Plan. Therefore any scheme here should not impede progress of the options in the Area Action Plan that include segregated tracks as well as bus lanes.
- Glengall Road is used as a north-south through motor vehicle route and existing calming measures are unlikely to be sufficient to encourage larger numbers and a broader demographic to cycle the route. A modal filter across Glengall Road, allowing cyclist and emergency access, is therefore important and would enable increased numbers of cyclists to use the Quietway in comfort. Ideally this should be just north of Bianca Road to allow residents to retain convenient motor vehicle access to nearby distributor roads, without enabling through access. Given the proximity of Trafalgar Avenue/B215, it's unlikely this filter would impact on motor vehicle traffic in the broader area.
- If the above proposal of a modal filter on Glengall Road is implemented then the 'Early Release' lights for cyclists should be effective in reducing risk for cyclists.
- In the absence of a modal filter on Glengall road the 'Early Release' feature of the low-level cycle-specific traffic lights in Glengall Road and Mawbey Road will not be adequate. Instead there should be a separate phase for people cycling to reduce risk

of “hook” collisions.

- Turns for people cycling in all directions should be safe, convenient and comfortable – from and to the Quietway, and from and to Old Kent Road. This could include two-stage rights, it should also include a left-turn ban for motor vehicles from Old Kent Road into Glengall Road to avoid hook risks there.
- Southwark Cyclists have observed that the current phasing of lights has large gaps between green periods for traffic crossing Old Kent Road. More frequent short phases are required and should be calibrated for the predicted increase in cyclist volumes.
- Measures to address the above-average number of turning collisions at the Ossory Road junction are welcome, however the corner could be further tightened and built out, to slow traffic turning (particularly into) Ossory Road.
- The lead in cycle lane to the ASL the junction of Old Kent Road with Malt Street should be retained as there is no risk from left turning traffic and it will promote movement into the ASL.

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.
- 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.
- LCC wants, as a condition of funding, all “Quietway” 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.