

This response is made on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and our local group, Southwark Cyclists.

We welcome the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace. We also welcome the Mayor's vision for Quietways that are direct, designed as whole routes, segregated from motor traffic where they briefly join busy roads and make use of "filtered permeability" that restricts through motor traffic etc.

We broadly support the design for this junction but would like to raise the following issues:

- a) The design for Union Street fails to deal fully or appropriately with the heavy through traffic found on Union Street – that often blocks not only entry to the ASL and can be aggressive to ride around, but even often blocks the contra-flow cycle track. We would argue that a similar closure to the one on Newcomen Street would be of value for the end of Union Street. On top of that, further to the west on Union Street, there are issues with the contra-flow track that need rectifying, particularly between Southwark Bridge Road and Great Guildford Street.
- b) Cyclists wishing to turn right from Borough High Street into either Newcomen Street or Union Street should also be facilitated in a safe and easy manner – with two-stage right pockets and appropriate signals as a minimum.
- c) We strongly support the closure of Newcomen Street – this will transform a narrow, aggressive and unpleasant street used by a large quantity of through traffic. Obviously, further works may be needed to the east to ensure cyclists do not face fast-moving oncoming traffic at the junction of Snowfields etc.

In general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling (current LCC policy sets out an expectation for new schemes to achieve a CLoS rating of 70 or above), and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation. In the case of this scheme, that means ensuring all junctions have eliminated serious "hook" turning conflicts etc.