

London Cycling Campaign

1 November 2016

Quietway 8 – Kennington Park to Burgess Park

https://consultations.southwark.gov.uk/environment-leisure/qw8/consult_view

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 is in support of the response from Southwark Cyclists, the borough group.

Specific points about the scheme:

- The alignment of this Quietway is welcome as part of the overall network of cycling routes that do or should exist in Southwark. As such, the route should be extended to the junction of Kennington Park Road and Kennington Park Place as a minimum.
- St Agnes Place – this street had been closed for a number of years without any significant traffic issues. It should be modally filtered to reduce through traffic that will worsen the Quietway at this crossing. The junction design should also include a full raised table across the junction, not just at one side – so that motor vehicle speeds are slowed appropriately coming from all sides. A more formal crossing for the Quietway should also be considered, giving clear priority to those walking and cycling to/from the park, with clear sightlines for both those entering/exiting the park and drivers.
- Several streets in the scheme need further speed reduction measures – full-width sinusoidal speed humps – to fully enable this Quietway to be enjoyable by a broader range of people cycling. This includes St Agnes Place, Kennington Park Gardens, Otto Street, Meadcroft Road, Hillingdon Street, John Ruskin Street, Bethwin Road, and at Addington Square (or potentially a raised table at the junction with Kitson Road).
- Car parking is also an issue in this scheme – near Kennington Park when sport is being played, that requires better enforcement, but also in the Brandon Estate, where the car park design currently leads to unpredictable and problematic driving behaviour.
- Consideration should be given to isolation and user experience on the off-road paths around the Brandon Estate – with appropriate lighting and ideally increased width for the path at the end of Meadcroft Road, and consideration of running the route closer to Trevelyan House with a modified ramp onto John Ruskin Street to avoid diverting the route into poorly-lit and isolated parkland.
- John Ruskin Street features two “pinch points” retained – the pedestrian refuge and buildout at the zebra crossing. Through traffic could also be removed here with use of a modal filter. Either way, this street is currently designed to be too fast and carry too many motor vehicles for it to feel safe and comfortable for likely Quietway users.

- More could and should be done at the Camberwell Road junction. This road features high cycling flows already, with some likely to divert to the Quietway, while others will turn into it from the Quietway. To enable this clearly desired route to improve its potential, an appropriate scheme should be brought forward for Camberwell Road as soon as practicable, and in the interim, this Quietway scheme should seek to improve conditions to ensure turns to and from all arms of the junction can be performed safely and comfortably by a wide range of people cycling.

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.