

London Cycling Campaign

23 December 2016

Quietway 14 - Tower Bridge Road to Canada Water

https://consultations.southwark.gov.uk/housing-community-services-department-community-engagement-team/towerbridgetocanadawater/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. The response is in support of the response from Southwark Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

Broadly, the scheme is supported – and LCC endorses all elements of Southwark Cyclists' response, including comments on priority realignment of some roads, usable width of stepped track, filter locations etc.

Specific points about the scheme:

- The cycle track on Tanner Street is welcome, although further traffic speed reduction measures may be necessary on the street, in the tunnel and to the west. Motor vehicle speeds and aggression should be monitored along the length of the scheme, including post-implementation. There may well be a need for more motor vehicle traffic calming measures – e.g. sinusoidal full-width speed humps – in some locations.
- In the same vein, the current modal filters are supported – but it would be wise for Southwark to consider whether any further ones in the residential areas this scheme passes through would be beneficial, on an area-wide basis, to not only improve the cycling route – but make for quieter, calmer and more community-minded streets.
- CS4 had been proposed to route along Tooley Street. Obviously, a deflection away from this route is of concern. As is the lack of any plans for cycling provision from Druid Street along Tanner Street and Jamaica Road. At this point, Druid Street takes over eight thousand motor vehicles daily including 400 HGVs and 300 bus/coaches. Jamaica Road near the turning off to Dockhead sees around 14 thousand motor vehicles including 650 HGVs and 900 bus/coaches use it daily. Clearly this missing section needs fully separated cycle tracks to cater for the thousands of people who already cycle along it daily, but for the audience Quietways are aimed at also. Otherwise this scheme will fail to significantly boost cycling numbers. And this section could easily represent a “critical fail” on TfL's Cycling Level of Service or Healthy Streets Check scoring systems.
- Is there any possibility of creating a modal filter instead of barrier between King's Stairs Gardens and King's Stairs Close? This would allow for a more direct and

pleasant route with better views of the Thames.

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.
- LCC wants, as a condition of funding, all "Quietways" 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.