

London Cycling Campaign response to Southwark Borough Road Cycleway

4 November 2019

<https://consultations.southwark.gov.uk/environment-leisure/borough-road-healthy-streets/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

- This scheme is supported, as it will deliver significant improvements for those cycling and walking in the area, and enable more people to cycle and walk. However there are some concerns with the detail of this scheme, as below.
- We fully support the response of our local borough group, which contains more specific detail.

Specific points about this scheme:

- Cycle track widths appear to vary considerably in the drawings. Lane width should be both consistent, and also built for high volumes of cycling – 2m (or more) in each direction throughout.
- The designs do not currently ensure that those cycling are able to access the tracks in both directions from key amenities, side roads, Cycle Superhighway CS7 on Southwark Bridge Road, Borough High Street/Newington Causeway etc. Revisions should include two-stage right turns at main roads, kerb gaps for those crossing Borough Road from side roads and amenities to join the track and parallel rather than zebra or toucan crossings etc.
- Side roads treatments have scope for improvement throughout the scheme. Modal filtering should be strongly considered to reduce traffic in the residential areas abutting the scheme, and to reduce turning movements across cycle lanes etc. Where “one ways” are added, as with Stones End Street, they should include a cycle contraflow as standard.
- Side road entry treatments should, at a minimum, include a full-width raised table. Where traffic volumes are low, continuous footways with stepped cycle tracks should also be strongly considered (with tightened entry/exit radii and entry/exit

width, using street furniture placed strategically to ensure slow and calm driver behaviour).

- Schemes to provide protected space for cycling on the main roads crossing this scheme should be urgently moved forward. For Southwark Bridge Road, carrying Cycle Superhighway CS7, this is a particular priority – as the scheme junction design at present will not enable more and a wider range of people to cycle in the area along CS7.
- Modally filtering Harper Road (and the residential area it passes through) to remove through traffic would simplify the junction and continue this route for a wide range of people cycling and walking.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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 issues” eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.