

## **Southwark Dulwich Wood Park**

9 March 2018

<https://consultations.southwark.gov.uk/environment-leisure/dulwich-wood-park-speed-reduction/>

### **About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 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 and is in support of the response from Southwark Cyclists.

### **General comments:**

Measures to reduce motor traffic speeds are to be welcomed. But this scheme will ensure a hostile and dangerous street to cycle on will remain hostile and dangerous to those cycling here, when it could be reconfigured to reduce speeds and provide high-quality cycling facilities here.

### **Specific points about the scheme:**

- 20mph enforced through physical design including raised tables is welcome.
- However, the retention of a central reservation and mini-roundabouts is unwelcome – these features increase speeds and aggressive behaviour, and represent major barriers to cycling. The design of the junctions on this scheme also is for speed and driving priority throughout. And carriageway widths vary throughout the scheme and are likely to include “critical issue” widths under TfL's “Cycling Level of Service” matrix. Farquhar Road is a particularly problematic turn for those cycling and features a noticeable cluster of collisions – and this scheme will not deal with that issue.
- Southwark Council should therefore move forward with a far better scheme instead of this one. As well as 20mph and raised tables, the scheme should feature: consistent carriageway widths; removal of the central reservation; replacement of pedestrian “refuges” with regular pedestrian/cycling parallel crossings on raised tables; modal filters for Farquhar Road and potentially College Road; all junctions tightened and raised, with continuous footways and stepped cycle tracks across junctions. There appears to be plenty of width available for such an approach.
- If Southwark Council are to modify this scheme, further discussion with local Southwark Cyclists group and London Cycling Campaign on appropriate layout improvements would be welcome.

### **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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- 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.