

## **London Cycling Campaign response to Southwark Lower Road Cycleway consultation**

*4 October 2019*

<https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/>

### **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, with some caveats as detailed below. It is vital the gap in Cycleway 4 moves forward rapidly to enable more people to cycling in the area.
- We fully support the response of our local borough group, which contains more specific detail.

### **Specific points about this scheme:**

- Bidirectional cycle tracks require careful planning to ensure accessing the tracks from the other side of the road is simple and convenient throughout, using gaps, crossing positions etc.
- Bidirectional cycle tracks also require careful design at side roads with more than very low volumes of motor traffic to ensure cycle safety. Where side road traffic movements are very low, continuous footways and cycle tracks across the mouth of the side road should be the default treatment.
- On section 11, an appropriate link to Oldfield Grove/NCN425 is needed. And the junction design requires significant revision, as Southwark Cyclists highlight.
- A contraflow cycling facility on Cope Street should be retained.
- Measures to remove or reduce through motor traffic on Trundley's Road should be considered – such as a “bus gate”.

### **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.