

London Cycling Campaign

4 November 2016

Old Kent Road Area Action Plan

<https://consultations.southwark.gov.uk/planning-and-regeneration/old-kent-road-aap/consultation/intro/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.

Answer to Q11

- The Bakerloo Line extension will not be usable by the public for decades. As such there is a high priority need to improve overall transport capacity in the area far more rapidly. Cycle tracks could be put in rapidly. And as initial results from the East-West Cycle Superhighway on the Embankment already show – introducing high-quality cycle tracks immediately increases the overall movement capacity of a street.

Answer to Q13

Specific points about the scheme:

- For the Old Kent Road and its surrounds to thrive as an area, the area must be designed in such a manner as to reduce motor vehicle traffic generated within the area and passing through it, and to enable far more people to walk and cycle in and through the area. To achieve this, the area action plan must embrace high-quality segregated cycle tracks along the Old Kent Road, a network of other routes linking it to and from other local amenities and population centres, and vastly improve the experience for those walking and using public transport in the area also.
- One of the simplest, most effective and immediately achievable aims in the Area Action Plan should be to introduce segregated tracks for people cycling along the length of the Old Kent Road as a matter of urgency. Nearly 2,500 people cycle this road already daily – despite it being hostile with no safe cycling infrastructure. Given likely usage patterns, tracks should be 2.5m wide minimum. Note: given the frequency of bus routes along the Old Kent Road, consigning those cycling to bus lanes would not enable many more people to cycle. This point is particularly important to stress given the desire to improve health outcomes for those living in the area. A wider demographic of people cycling, for short journeys, will not happen unless the Old Kent Road has segregated cycle tracks of a high quality.
- The Southwark Cyclists group has identified key "pinch points" where fitting cycle tracks may be an issue, but believe that there are solutions to each which will keep protection for cyclists. At most points, there are significant redevelopment sites where a small amount of land could be identified and held to increase the street's width to that necessary to retain high-quality cycle tracks along the entire length of the street. As part of the Area Action Plan, these sites should be agreed and this should be written into the action plan and developer

agreements immediately. LCC and Southwark Cyclists are happy to discuss any such issues and work to find acceptably safe compromises.

- On top of segregated tracks, 20mph should be the default, crossings for pedestrians should be direct and regular, and cycle routes should cross the Old Kent Road forming a network through the area – and where these intersect with the Old Kent Road, should feature high-quality cycle-specific crossings that enable movements to and from all directions in comfort and safety, and do not delay those cycling (and walking) significantly. Note, this network should include parallel or partially-parallel routes such as Quietway 1 and the Surrey Canal Path – neither of these routes in any way provide an alternative to the Old Kent Road, as demonstrated by the high numbers already cycling on it, despite the conditions they face.
- Other measures highlighted in the Area Action Plan (such as extending cycle hire to the area, provision of cycle parking etc.) are also valuable as long as they are in addition to the above key priorities.
- Cycle tracks are of vital importance. But the space for them should come from private motor vehicle lanes, rather than the pavement. Pedestrian flows are high already, and wider pavements where feasible plus public realm enhancements and improved, direct crossings will make for a healthier street for all users and improve the vitality of businesses.

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 highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLoS) rating of 70 or above, with all "Critical Fails" eliminated.