

Southwark Meymott Street/ Quietway 14

28 January 2019

https://consultations.southwark.gov.uk/environment-leisure/meymott-street-1/consult_view/

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 caveats.

It improves the current routing of Quietway 14 and this street. But in itself it fails to deal with the broader issues of cycling permeability in the area, the routing of Quietway 14 or even deliver the best possible outcome and design for this street.

Specific points on this scheme:

- The areas this scheme runs through or nearby are either of the highest current cycling demand or both demand and future potential growth, according to TfL's Strategic Cycling Analysis. The Cut already features approaching 2,000 daily cycle movements (according to Southwark Council counts), but also notably high levels of collisions with those cycling. The Meymott Street junction with Blackfriars Road also appears to show high levels of cycle-vehicle collisions in the last two years.
- It is absolutely clear that the routing of Quietway 14 onto Great Suffolk Street, Dolben Street, Nicholson Street etc. already significantly compromises the route and is designed primarily to avoid tackling issues with the western end of Union Street and The Cut. The result is the current western end of Quietway 14, beyond Great Guildford Street is neither quiet enough nor direct enough, and that avoids key amenities and destinations in the area that people want to cycle to/from.
- As a priority, Southwark and Lambeth Councils and TfL should be working together to improve conditions on Union Street and The Cut to enable safe, comfortable cycling along this alignment. This is likely to mean further modal filters or other traffic restrictions to stop taxi drivers particularly using this alignment as a through route to access Waterloo Station. Failure to do that would ensure the Quietway continues to fail to deliver the potential for more cycling and walking in the area and remains of limited use to most of those who currently do, and those who don't, but might, cycle in the area. Realigning the Quietway to The Cut would also fix the issue of crossing Blackfriars Road, which is far too hostile (certainly for anything badged a

“Quietway”) on this alignment from Nicholson Street to Meymott Street, and a site of collisions with those cycling.

- The scheme also fails to tackle either the eastbound through motor traffic route of Theed Street, into Roupell Street or the westbound through motor traffic route avoiding the Stamford Street/Blackfriars junction of Meymott Street into Hatfields or Columbo Street and Paris Gardens. Given this, further filtering or traffic restrictions are required on these streets too to ensure those cycling on a Quietway are not facing significant volumes and speeds of aggressive through motor traffic. This requires collaboration with Lambeth Council, as a priority, if this scheme is to move forward.
- The scheme is weak even taken in isolation: paid parking is likely to encourage more driving movements to/from the area, and should not be a priority for a street like this; the contra-flow entrances at either end of the street are too narrow and the lane appears to be in the “door zone”.

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, 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.