

London Cycling Campaign

18 July

Southwark Sampson Street application 17/AP/2345

<http://planbuild.southwark.gov.uk:8190/online-applications/applicationDetails.do?activeTab=details&keyVal= STHWR DCAPR 9573436>

This objection is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of the response from Southwark Cyclists, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

This proposal is for a series of steps, with a cycle wheel gutter, as the link between the North-South Cycle Superhighway and a key "Grid" route, and existing National Cycle Route 4. This approach, as a link, cannot be supported and should be rejected immediately.

Specific points about the scheme:

- Many types of cycle will not be usable on this link, even by those dismounting and wheeling their cycle in the gutter. For instance, family trikes, cargo bikes and adapted cycles for the mobility-impaired would all be unable in many circumstances to use this link.
- Examples elsewhere in London demonstrate what happens when you encourage users of wider or longer or heavier cycles to use a lift, or dismount and carry bikes down flights of steps. They don't do it – and the link remains a barrier.
- The proposed lift appears to be too small for exactly the kind of cycles that it is expected would not be able to use the wheel gutters or steps. Of course, as per the point above, lift provision is not a suitable approach for a key cycling link in central London anyway.
- Whatever scheme is advanced here should enable a wide range of cycles to use this link in all weathers and assuming a high flow of cycles in both directions, in comfort, and without dismounting. The developers here should not have proceeded with other design elements to the detriment of a scheme that they were mandated to bring forward and it is now for them to dramatically improve their proposals.
- The reports estimation of an alternative routing for NCR4 fails to take into account delays introduced by signals at Blackfriars Road/Southwark Street.

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.
- 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 Fails" eliminated.