

Southwark Spine – East Dulwich to Peckham

4 December 2017

<https://consultations.southwark.gov.uk/environment-leisure/eastdulwichtopeckham/>

This consultation response 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. This response was developed with input from Southwark Cyclists, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

This scheme is opposed. The scheme aim is to provide appropriate cycling facilities for "anyone who wants to use quieter, lower-traffic routes, providing an environment for those cyclists who want to ride at a more leisurely speed". Yet many of the roads the scheme uses are dominated by large volumes of motor vehicle traffic, often moving at speed with aggressive driving the norm; the residential areas the scheme passes through are also dominated by through rather than local motor vehicle traffic; and the proposed interventions do not go far enough to enable those who seek quieter routes to cycle this route.

Specific points about this scheme:

- Primarily, any cycling or walking scheme in this area should consider the entire area – which features high volumes of through (or "ratrun") motor vehicle traffic. The primary solution for this scheme and to vastly improve the lives of residents in the area it passes through, should be the development of at least two "low traffic neighbourhoods", most likely using "modal filters". Each area should be bounded by main or distributor roads where through traffic should be directed to, with filters or other methods ensuring there is no direct connection through between main roads for motor traffic. The northern cell in this scheme should likely be bounded by Peckham Road/A202, Copeland Road/A2215, East Dulwich Road/A2214 and Dog Kennel Hill/A2216. The southern cell in this scheme by Lordship Lane/A2216, East Dulwich Road/A2214 and Barry Road or Forest Hill Road (with a potential "bus gate" on Barry Road). Such an approach would require Southwark Council to engage in a conversation and consultation exercise with residents to co-design a scheme based on clear principles of removing through traffic throughout the area(s), not just for one or two streets.
- Given this area has seen several cycling and walking schemes presented by Southwark Council and yet none have successfully moved forward, one answer could be to design an area-wide scheme with residents, then rapidly move to an area-wide trial for a minimum of three months, ideally for six – to properly gauge new and settled traffic patterns. An area-wide approach is vital to move this scheme and others successfully forward, and will deliver a broad range of benefits to residents. But it's vital that schemes now do move forward and rapidly – a trial approach could, if done properly, bring residents on-board and generate forward momentum without further dangerous and frustrating delays.
- Where motor traffic volumes are above 2,000 PCUs daily and/or speeds are above 20mph physical protection for those cycling is definitely required, particularly to enable those who for whom "quieter, lower-traffic routes" are vital for cycling. The scheme as currently envisaged features intermittent elements of physically protected cycle track – but junctions retain turning movement conflict with motor vehicles and the track is not continuous. This is true not just in the gyratory section of the scheme, but at the junctions with the main roads also. This means the scheme will fail, as currently proposed, to enable a wider range of

people to cycle in and through the area. Any successful scheme here must avoid turning movement conflicts between those cycling and motor vehicles, and it must provide coherent and continuous cycling facilities that feel safe throughout, to, from and through the area. This could be achieved by several means – reducing motor traffic volumes to below 2,000 PCUs and using cycle tracks being the most obvious two.

- Given cycling levels already witnessed, and the potential for growth in cycling predicted (including in TfL's Strategic Cycling Analysis) in the area, any tracks in this scheme will need to be wide (2.2m or greater) and high-capacity with appropriate signal timings at junctions.
- As currently proposed, car parking bays introduce several problematic issues for both cycling and walking throughout the scheme. Car parking bays throughout the scheme should be rationalised to provide clear sightlines for those crossing roads, space for cycling (with cycle tracks behind "floating" bays), with due consideration to eliminating dooring risks and ensuring sight of those cycling at junctions etc. This could, for instance, mean placing parking bays on only one of two parallel streets or only on one side of a street etc.

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 Fails" eliminated.