

London Cycling Campaign response to Southwark Sydenham Hill 20 mph consultation

17 March 2020

<https://consultations.southwark.gov.uk/environment-leisure/sydenham-hill-20mph/>

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 strategy:

- These proposals are supported, as they will significantly improve comfort for walking and cycling in the area, and decrease motor traffic dominance. However, there are some specific issues, below, which we wish to see considered further.
- We fully support the more detailed response from our borough group, Southwark Cyclists.

Specific comments on this strategy:

- This scheme should be urgently extended at both ends to fully connect into the network of safe, comfortable cycle routes, and to ensure more people cycle here by dealing with the hostile junctions at each end of this scheme. This will mean Lewisham Council also working to extend the scheme as well as Southwark.
- Crossovers of those side roads with low motor traffic flows should ideally be done as continuous footways (with tactile paving design as per Dutch CROW manual guidance for people with visual impairments), including the entrance to the St Clement's Heights development. Such side road entrances should encourage slow and calm driver behaviour.
- Parallel crossings should generally be used where possible instead of zebra crossings.
- Bus stops should be designed to minimise interaction between those cycling and either pedestrians or buses/motor traffic. Routing those cycling through the "bus cage" will reduce the take-up of cycling along this scheme, particularly to a wider range of people. Instead, bus stop "bypasses" should be used ideally, or where there is not space, bus stop "boarders" with the bus cage put into the general carriageway lane. For this approach, bus stops should be situated so that they are not directly opposite each other on the two sides of the road.

- The Wells Park Road junction should be reconsidered, as it is a bus route and appears designed for a medium to high level of turning motor traffic at speed. A raised table across the entire junction or other method of calming turning movements and reinforcing cycle priority should be strongly considered.
- It may be necessary, following scheme implementation, to consider motor traffic speed and/or volume control measures for Crescent Wood Road.
- The layby retained near Droitwich should be removed to ensure a consistent width, feel to the road and to avoid parking here. Car parking in general, given the changes proposed, should be strongly marked and enforced following implementation.

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.