

## **TfL (in Southwark) A205 Dulwich Common and A2215 Lordship Lane junction**

*24 October 2018*

<https://consultations.tfl.gov.uk/roads/a205-dulwich-common-lordship-lane/>

### **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:**

These proposals fail to provide for cycling appropriately at this location. And this is a location highlighted in TfL's own Strategic Cycling Analysis as on one of the corridors of "high potential" for more cycling (along Lordship Lane), and in one of the "zones of highest cycle demand" already.

The proposals ensure the area will continue to remain incredibly hostile to cycling and walking, with fast-moving motor traffic utterly dominating this stretch of road. On top of that, the proposals will fail to fulfil several of the Mayor's Transport Strategy key aims, most notably "Vision Zero". This location and Lordship Lane features far too many collisions, many serious. And this scheme will fail to tackle the causes of such collisions.

The only way, in summary, this scheme could even be vaguely acceptable is as a short-term, temporary or interim scheme until something far more radical and better for walking and cycling is introduced. That scheme should feature protected space for cycling along Lordship Lane, pedestrian signals on all arms of the junction, and appropriate speed reduction designs.

### **Specific points on this scheme:**

- While extra formal crossing provision for pedestrians is welcome, this should be provided on all arms. Failing to provide for a formal crossing on the southern side of Lordship Lane means pedestrians will either need to walk 150m further south (and cross Underhill Road if on the eastern side of the road, which is designed to be hostile to pedestrians) or risk crossing in traffic. The design of the informal crossing will facilitate pedestrian risk.
- Allowing both lanes of traffic exiting Dulwich Common to turn right will introduce further risks to this junction.
- Even as a temporary or interim scheme, the ASLs are far smaller than they should be, and early release lights as a very bare minimum should be provided. But again, this

scheme is wholly inadequate and should never have been moved forward in this state.

**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 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.
- 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.