

Tfl (in Southwark) Tooley Street

14 December 2018

[https://consultations.tfl.gov.uk/roads/tooley-street/consult view/](https://consultations.tfl.gov.uk/roads/tooley-street/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, as an interim approach prior to a full Cycle Superhighway CS4 extension scheme, which should reach not just to London Bridge Station but extend to link to Cycle Superhighway CS3, Bank Junction and other City schemes proposed in the new City Transport Strategy, across London Bridge itself.

It is imperative a full extension to Cycle Superhighway CS4 is brought forward as rapidly as possible.

There is also significant scope to improve this scheme even in the short-term, as listed below.

Specific points on this scheme:

- There seems little to protect cyclists from fast-moving and hostile traffic conditions east of Duke Street Hill and little to slow motor vehicles down to 20mph along the entire scheme. At these volumes of motor traffic, even on an interim scheme, wands or other temporary measures could be used far more widely along the scheme (and far fewer advisory lanes) to protect those cycling. And a robust 20mph enforcement regime will be vital if the street is not to be redesigned physically to be self-enforcing.
- There is significant amounts of loading/delivery bays along the scheme. This should be reduced as much as possible, consolidated to coherent stretches and relocated to side streets wherever possible. Where it is not possible to remove parking, it should be "floated" to provide protected space for cycling between the parking and the pavement wherever possible. There appears to be significant scope for this approach with the bays east of Magdalen Street. There also appears to be significant potential to use rear access for a significant number of businesses along this stretch too.
- The right turn from Tooley Street into Bermondsey Street is not appropriately designed and will be a hostile experience for many. A further scheme on

Bermondsey Street to give the contra-flow lane purpose (and greater protection) is also required – to enable contra-flow cycling to continue along Bermondsey Street south of St Thomas Street.

- The scheme once again highlights the lack of an area-wide approach to traffic management and access across this part of Southwark. This scheme should be considered within the context of reducing through motor traffic across the area – with this likely to include modally filtering several streets in the vicinity (potentially including Bermondsey Street, which is blighted by through motor traffic). In preparation for a future Cycle Superhighway CS4, the scheme could also consider reducing motor traffic to/from many of the side streets along Tooley Street and upgrade current raised tables etc. to be “continuous footways”.
- It is vital that taxis are not allowed access to Duke Street Hill eastbound, as many drivers and their unions are clearly asking for. Indeed, making Duke Street Hill bus/cycle only in both directions would be a far better approach to beginning to enable an area-wide approach and preparing the ground for Cycle Superhighway CS4.
- Both Fair Street and Queen Elizabeth Street need urgent attention – and this scheme would be an ideal time to consider improvements for them.

General points about infrastructure schemes:

- LCC requires infrastructure 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.

- 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.