

TfL (Wandsworth) Tooting Town Centre

3 December 2018

<https://consultations.tfl.gov.uk/roads/tooting-town-centre/>

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 opposed.

While it offers many welcome benefits for pedestrians, it cannot be ignored that this scheme a) badges itself as going to achieve Mayor's Transport Strategy aims on both "Healthy Streets" and "Vision Zero" and b) is directly along the alignment of Cycle Superhighway CS7. TfL's own Healthy Streets for People document says schemes will be "looking not at single transport modes as we have done in the past, but taking a wider view of how streets function to deliver best for people." This scheme fails on that approach, fails to create a Healthy Street and fails on Vision Zero.

If this scheme is allowed to move forward as is, not only will it fail to achieve key Mayoral Transport Strategy objectives including on Vision Zero and Healthy Streets, but as a permanent scheme it risks locking in this failing for decades. This corridor has been a source of a high number of collisions, many serious, to those cycling here – and this scheme will fail to significantly improve safety for those already cycling here, and fail to enable more people to cycle here.

Schemes such as this should no longer be acceptable to be signed off by any part of TfL. And any scheme of this size should feature a publicly-accessible and scrutinisable Healthy Streets Check score as part of the overall consultation.

Specific points on this scheme:

- The rate of collisions on this stretch of road for cycling, after the construction of CS7, is far too high to be acceptable today, let alone for a Vision Zero future. It should be a source of shame to Wandsworth Council and TfL that this scheme has been allowed to move ahead without major changes to cycle infrastructure here. Hook risks at all major junctions, and all side roads with significant turning movements and/or collision history should be mitigated much further – with separate lights phasings for those cycling and likely physically-protected cycle tracks along the length of this scheme. Given the fall in motor traffic volumes the Mayor's Transport

Strategy is predicated on, this should be achievable too.

- The last DfT traffic counts for this road were in 2013. These counts indicate high levels of cycling (circa 1,000 movements daily) but also nearly 10 percent of movements being by large vehicles – HGVs, buses etc. on overall traffic volumes of over 20,000 vehicle movements daily. This indicates there are likely at least two unanswered “critical issues” in this scheme. A scheme this size and badged as a “Healthy Streets” scheme should have a publicly accessible Healthy Streets Check score that clearly highlights any “critical issues”. The current consultation does not allow assessment of the scheme for other likely critical issues such as lane width, turning movements, kerbside activity, but it seems likely the scheme features critical issues on several of these. Given this, how it can be also badged as “Vision Zero” is an utter mystery.
- There does not appear to be a coherent plan for dealing with through motor traffic currently accessing the many side streets along the scheme. Continuous footways should not generally be installed on side streets with more than low volumes of traffic accessing them. And the current scheme only very partially deals with likely ratruns – indeed, signalling Derinton Road as the current plan does, without further changes to other parallel streets, risks simply displacing more motor traffic to those side streets without signal control. The scheme should be implemented alongside “low traffic neighbourhoods” (or “filtered permeability cells”) on either side of the main road.
- The proposal for Totterdown Street is the worst example of the failure to deal with through motor traffic. This currently appears to be a key through motor traffic route. And the application of a “shared space” approach here without removing through traffic will result in results similar to Exhibition Road – drivers will simply dominate the space. This approach should only be applied if the through route is filtered.
- It is likely the only suitable cycling provision for this location, given volume of motor traffic, will be protected tracks and junctions where those cycling are separated in time and/or space from motor vehicles. This scheme instead proposes cycle logos in the “door zone”, lane widths that look likely to be “critical issues” at numerous points, advisory cycle lanes and Advances Stop Lines (“ASLs”) without even early release lights.
- TfL’s own Strategic Cycling Analysis highlights Garratt Lane, Tooting Bec Road and Trinity Road as likely locations for high priority routes on the cycle network. The entire area is one of high cycle demand already. These corridors should be considered as part of this scheme as a bare minimum.
- The scheme includes design elements which fail to take into consideration the need to enhance connections between Cycle Superhighway CS7 and surrounding residential streets and could worsen these. For example, it is not clear why people cycling are being included in the restricted turns associated with new signalised crossings (e.g. exiting Selkirk Road and Lessingham Avenue), and why one-way

working rather than point no-entry treatments have been proposed for the loop formed by Hereward and Moffat Roads.

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.