

London Cycling Campaign

10 August 2017

Lambeth Waterloo roundabout

<https://consultations.tfl.gov.uk/roads/waterloo-roundabout/>

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. The response is in support of the response from Lambeth Cyclists, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

This scheme is partially supported. The protected space for cycling on the roundabout itself is supported, as are improvements for walking and to public realm. However the connections beyond the roundabout itself are in urgent need of further improvement to enable this scheme to do more than marginally improve safety for those cycling already at this location. As it stands, the scheme is unlikely to widen the diversity of those cycling through this location. Waterloo Road is highlighted as a particularly problematic element of the scheme.

Specific points about the scheme:

- Stamford Street and York Road urgently need consideration for further schemes to link cycling journeys onwards. But even within the scope of this scheme, there are problematic elements to turns into and out of these streets.
- It is unclear how those cycling will be enabled to turn right into Stamford Street, or right out of it. And turns out of Stamford Street in either direction look set to risk collisions between those cycling and turning motor vehicles.
- On York Road, the vehicle turn into Mephram Street may enable high-speed turns. Far clearer priority should be given to cycling provision crossing at this point, the turn radius should be tightened and a raised table or other method should be introduced to control speed. York Road, within the scheme bounds should also see more physically protected space for cycling, rather than mandatory lane markings. This includes eastbound, east of the pedestrian crossing and west of the exit from Concert Hall Approach.
- The bridge itself represents a major missed opportunity – motor vehicles will continue to drive at high speeds and aggressively on it in this design, and there is a “pinch point” heading north onto the bridge. Physically separated space for cycling is required to broaden the appeal of this scheme and cycling in this location. Waterloo Bridge is currently designated part of Quietway 1. It should not be designated as a Quietway until either those cycling are physically separated from motor vehicle traffic, or vehicle volumes are reduced dramatically. There is an opportunity, for instance, to create a cycle track on the eastern side of the bridge by installing a footbridge between the approach to the pedestrian ramp on Waterloo Bridge and the pavement outside Kings College near Stamford Street. See

<http://kenningtonpob.blogspot.co.uk/2017/07/is-it-time-for-new-thames-walking.html>

- Also, whatever scheme moves forward, counter-terrorism concerns should be considered from the outset, but any design modifications in their light should improve matters for cycling and walking, not make them worse.
- Further improvements should be made to link the scheme to the South Bank, Upper Ground etc. And to Waterloo Station – with Station Approach requiring urgent attention, and further work on cycle parking, cycle access etc. to the station also urgently required.
- On Waterloo Road there are multiple and serious issues. Most importantly, the total lack of cycling provision on Waterloo Road will remove potential growth in cycling from this route, and risks worsening cycling conditions for those currently using this route. The need for greater pavement is clear, but pedestrian refuges at crossings and extra motor vehicle lanes to navigate around bus stops ensure there is no physically protected space for cycling. These elements should not only be removed, but more radical approaches should urgently be considered such as making Waterloo Road one way, or bus/cycle only, or relocating bus stops. These measures would provide space for cycling without impacting negatively on pedestrians (or bus users).
- The alternative route alignments suggested for cycling are utterly unrealistic for those currently riding in the area. They also will not be clear or legible enough for less confident riders to see and understand. Instead of providing circuitous and low quality routing for those cycling, it is vital to directly provide for cycling on Waterloo Road.
- Whatever solution is provided for Waterloo Road, the area to the east of it also needs consideration alongside this scheme, with a view to removing through motor traffic vehicle movements, most likely via the introduction of a “modal filter cell” including Exton Street, Alaska Street and Sandell Street.
- Forcing those cycling northbound on Waterloo Road to cross a bus lane will also eliminate all but the most confident and assertive people from cycling in this direction. This element should be redesigned to remove or minimise the likely conflicts that will be experienced at this point.

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.
- 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.