

TfL (in Southwark) Bricklayers Arms Roundabout, New Kent Road and Old Kent Road

21 January 2019

<https://consultations.tfl.gov.uk/roads/bricklayers-arms/>

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. It will not help achieve the aims of the Mayor's Transport Strategy at this location on Vision Zero, mode shift, strategic cycling network etc.

This is a hostile junction with a very poor safety record, with five serious injuries in the last five years just in the area bounded by this scheme, with many more across the roundabout as a whole. The current scheme fails to significantly improve safety and may indeed introduce new Healthy Streets Check "critical issues" to the existing ones this roundabout features.

The junction is also at the nexus of two of the 25 highest priority corridors for potential for cycling in London by the Strategic Cycling Analysis yet the proposed changes will not unlock the potential for more cycling.

Specific points on this scheme:

- The proposed change to a bus gate would introduce a new area of conflict - those traveling along the bus lane will be put at risk by those joining the bus lane from the roundabout, with the likelihood that many will be doing at speed. This issue will be further exacerbated by allowing taxis and motorcycles to use this facility.
- In the Mayor's "Vision Zero Action Plan" it was proposed this section of the TLRN will feature a 20mph speed limit. This should be done as part of this scheme. Shifting bus lanes to 24 hour use should also be done.
- This scheme barely amends existing and deeply hostile road design and cycle infrastructure. Unless this scheme is brought forward after a high-quality alternative to fulfil the evidenced desire lines and potential for cycling in the area, it is likely to lock out more cycling for years, if not decades. It is simply unacceptable for TfL to continue to show such narrow thinking going forward.

- It is also unacceptable to devalue the Healthy Streets approach by suggesting that this scheme is somehow good for cycling. It is a “bus priority” scheme, solely, and should be consulted on as such.

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, 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.