

TfL (in Southwark) Druid Street and Tanner Street junction

20 November 2017

https://consultations.tfl.gov.uk/roads/tanner-druid-street/consult_view/

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 Southwark Cyclists, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

This scheme is supported, providing a useful link to and from Cycle Superhighway 4 and Quietway 14. That said, design for contra-flow cycling on the one-way sections of both Druid and Tanner Streets must be considered to enable the widest range of people to feel safe cycling along them. And space should be taken from motor vehicles over pedestrians. Given buses on Tanner Street are infrequent, the bus cage should potentially be in the carriageway, enabling pavement to be fully retained on both sides of the street as well as cycle track. Finally, few motor vehicles turn left from Druid into Tanner Street. Banning this turn could be considered to avoid any hook risks, but this should not be considered at the cost of moving this scheme forward for delivery with the rest of Q14 and/or CS4.

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.
- 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 Fails” eliminated.