

TfL (Southwark) Borough High Street, Marshalsea Road, Great Dover Street junction

8 December 2017

<https://consultations.tfl.gov.uk/roads/a3-borough-high-street/>

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

This scheme is opposed. It offers little in the way of improvements for those currently cycling or walking here and is not in line to help support the local Low Emission Neighbourhood, or the principles of the Mayor's Transport Strategy.

Most worrying for this scheme is that despite high volumes of those cycling already using this junction, and high numbers of collisions, it will remain an aggressive, motor vehicle-dominated junction with "hook risks" retained. It will not help the borough or TfL progress towards the Mayor's "Vision Zero" aims of reducing serious injuries and fatalities on London's streets.

Specific points about this scheme:

- Currently there are over 4,000 cycle movements through this junction daily north-south and well over 1,000 east-west along Marshalsea Road/A3201. Given there are few other cycle schemes planned in the immediate vicinity, it is unlikely this high volume will drop – rather it is likely to increase. Those cycling mix with up to 1,000 HGVs (Marshalsea Road) and thousands of buses and coaches, plus well over 10,000 vehicle movements total on every arm of the junction (source: DfT). LCC policy is to physically separate cycling flows from motor vehicle flows where volumes of motor vehicles exceed 2,000 PCUs daily. Current vehicle flows offer real dangers to those currently cycling through the junction and suppress a wider range of people cycling in this location.
- The current scheme does virtually nothing to improve safety conditions for vulnerable road users at this location. And given traffic volumes, the only likely solution to reduce collisions to achieve "Vision Zero" here would be complete separation of cycle flows from motor vehicles in time and/or space and physical measures designed to reduce motor vehicle speeds to 20mph.
- Pedestrian crossings should be direct, with short wait times and long crossing times, wherever possible. And pavements should be widened wherever possible also. Again, without such actions, it is likely pedestrians will be killed or injured by drivers at this location.
- Bus journey times should not be improved by improving capacity of a corridor for general motor vehicle traffic. This is explicitly against the aims of the Mayor's Transport Strategy.

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.