

Southwark Camberwell Green junction

22 August 2017

<https://consultations.tfl.gov.uk/roads/camberwell-green/>

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 interim scheme is opposed. While it offers some minor benefits to cycling safety, it fails in any meaningful manner to tackle motor vehicle dominance and the barriers that represents to both walking and cycling in the area. It also misses the opportunity to trial more radical and transformative plans using temporary materials.

Specific points about the scheme:

- Any scheme, interim or otherwise, should not only improve conditions for cycling far more than these proposals do, but also come forward in concert with measures to tackle safety issues on Coldharbour Lane and Orpheus Street. The immediate area is subject to an unacceptably high level of collisions, and the coroner's verdict on the fatal collision with Esther Hartsilver highlights the issues.
- As a bare minimum, if this interim scheme does move forward, bus lane hours should be extended and wherever possible, made continuous, without interruption by parking and loading bays etc. through the scheme. These measures would not be enough to gain London Cycling Campaign support for the scheme overall, however.
- The current approach – far below the bare minimum expected even of an interim scheme, misses the opportunity to use temporary materials to trial more innovative and transformative approaches to the junction. Temporary approaches should also be applied to improve cycling conditions during construction.
- The junction of Camberwell New Road, Denmark Hill, Camberwell Road and Camberwell Church Street will remain a major barrier to walking and cycling in and through the area in the interim scheme. Many lanes of traffic, loading bays and pinch points, staggered pedestrian crossings, ASLs and "two-stage right" cycle turns do not represent appropriate facilities in line with the Mayor and TfL's "Healthy Streets" programme. Nor do they even represent appropriate facilities for the 2,500 people who daily cycle through this area already, against a backdrop of motor vehicle traffic having halved through here in the last 15 years. This junction is designed primarily, clearly to facilitate free-flowing motor vehicle traffic. Two-stage cycle right turns can introduce excessive delays for those cycling, encouraging risky behaviour. And ASLs (even those with "early release") offer no benefit to those arriving as lights are green – leaving those cycling open to "hook" collisions. A more appropriate permanent scheme (see below) must be brought forward immediately

in this location.

- The surrounding residential streets and areas should be considered strategically as part of both this scheme and any more transformational scheme. This should be done not only to ensure through motor vehicle traffic does not displace from the main roads into them, but also to assess potential quieter links and routes through the area, and with a view to generating safer, quieter spaces for walking and cycling on the main roads – by reducing or removing turning movements into and out of the side streets. This includes industrial and heavily-used side streets such as Camberwell Station Road. Side road junction mouths should be narrowed and tightened as far as possible, with pedestrian and cycle priority across the mouth via "continuous footways" or other such treatments where practical and turning traffic volumes are low enough.
- Any longer term scheme should reflect the Mayor's new Transport Strategy and its promotion of the reduction of motor vehicle traffic and dominance and the potential for cycling as clearly highlighted in TfL's Strategic Cycling Analysis. Safe, comfortable cycling facilities, physically separate from motor vehicle traffic, should be a priority to and from all directions – possibly using bidirectional cycle tracks. These should be an absolute priority given cycling numbers already seen at the junctions, and considered alongside bus movements and walking. This may mean radical plans involving making some main roads one way or bus-only (with cycle tracks), removing lanes etc. or widening roads using compulsory purchase powers at pinch points (for instance, could the bridge be widened?). The scheme should also consider not only the surrounding residential area, but high-priority walking and cycling connections in all directions, including Coldharbour Lane.
- Medlar Street and the left turn from Camberwell New Road into Camberwell Road should be considered in concert. The left turn lane at the main junction should be banned with a view to creating protected space for cycling.
- The crossing between Grove Lane and Artichoke Place potentially enables a quiet north-south cycle route via Kimpton Road. The crossing proposed actually reduces amenity for those cycling. A parallel crossing, closer to the junction mouth, should be considered.
- Inset parking bays should be moved to side streets or "floated" out to create protected space for cycling instead.
- The entire scheme should feature a carefully-enforced 20mph speed limit and designs to reflect that.

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.