

## **TfL (Wandsworth) Tooting Bec Road**

7 September 2017

<https://consultations.tfl.gov.uk/roads/tooting-bec/>

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

The Tooting Bec Scheme scheme is supported, with caveats. The proposal to provide physically protected space for cycling on the road is welcome, but there are several specific issues to raise with the scheme.

### **Specific points about the scheme:**

- The scheme should be continuous, end to end. It is therefore not appropriate to revert to "shared space" solutions on one side of the road, with nothing substantive on the other side, nor advisory lanes or nothing on the eastern edge of the scheme approaching Garrad's Road. Ideally, the scheme should be continued fully to each major junction bordering the common at the least.
- The scheme should be linked to further schemes designed to improve walking and cycling and reduce motor vehicle dominance in the area, in line with the Mayor's draft Transport Strategy. Bringing forward further reduction of traffic on Dr Johnson Avenue, and potentially the residential area south of Tooting Bec Road (including Aldrington Road, Church Lane etc.) would further improve this scheme.
- Bus stop cages interrupting cycle tracks do not represent appropriate facilities and will limit the potential for the scheme to bring new people to cycle in the area of all ages and abilities. Alternative approaches such as bus stop "bypasses" or "boarders" should be considered instead.
- Side road crossings should reinforce pedestrian and cycle priority more strongly, e.g. at West Drive – with raised tables and/or continuous footways and cycle tracks.
- The Aldrington Road junction requires further work to ensure traffic movements are calm and cycling movements feel safe and comfortable for all users in all directions.
- Using wands on a 1.9m track will limit the capacity of the track for future use. In the medium to long term, "stepped" track or other provision will likely be superior.

### **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.