

## **Southwark Bermondsey to Peckham Quietway**

9 March 2018

<https://consultations.southwark.gov.uk/environment-leisure/bermondsey-to-peckham-quietway-qw83/>

### **About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 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 and is in support of the response from Southwark Cyclists.

### **General comments:**

This scheme is opposed because as it stands it offers a poor alternative to the Surrey Canal Path, is on streets that are too busy to sustain or enable lots of new cycling journeys (and new people to cycling) and will therefore offer poor value for money for the cycling budget. If modal filtering or another motor vehicle traffic reduction strategy was added for a few streets on this scheme, it would be supported.

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

- TfL's Strategic Cycling Analysis shows the proposed Quietway runs through areas with very high walking and cycling potential, crossed by corridors that feature the highest potential for cycling in London. It is therefore imperative that schemes in this area are completed to the highest possible quality to ensure they deliver that potential into reality.
- The crossing of Rolls Road and the turn into Cooper's Road will not be comfortable for those cycling who are more risk averse (the target market for Quietways), but will also be too slow and awkward for experienced cyclists. "Two-tier" provision is not a good way to design schemes for capacity and comfort for cycling.
- As with far too many Quietways, there are too many streets here that will not be appropriately "quiet". Traffic volumes will remain too high due to a lack of area-wide "cell" planning. Cooper's Road is a primary example – filtering it (alongside potentially Rowcross Street, Avondale Square and Marlborough Grove if needed) would not only benefit residents and the community, but vastly improve this Quietway. If filtering on Cooper's Road is not to take place, far more should be done to reduce aggression and speed at crossings – with all crossings raised as a minimum.
- Similarly, Glengall Road is unlikely, given traffic volumes, to be suitable for a Quietway treatment without traffic reduction (via filtering, including severing any motor vehicle

through route using Bianca Road and/or Latona Road).

- Whatever scheme comes forward at the Old Kent Road, it is vital it feels comfortable for cycling from and to all directions – with separation from turning traffic on the main road particularly vital.
- Sections of parkland are far from ideal Quietway routes – as these will be relatively dark and isolated after dark, and thus again, likely to remain a barrier to more risk averse cyclists.
- Parallel crossings should always be used wherever possible in preference to toucan crossings.
- Bidirectional track should be minimum 3m, ideally much wider given TfL's Strategic Cycling Analysis as above. With low traffic side streets, rather than bend in the track, use of continuous footways and tracks should be considered instead. Whether bent in or continuous, the track and cycle should be strongly highlighted to drivers; with elephants feet in the case of a bent in design, and the design should be that drivers give way to those cycling, rather than vice versa.
- Again, Sumner Road, north of Commercial Way, is an good potential location for a modal filter. This would enable the junction with Commercial Way to be simplified, as well as bringing copious extra benefits for walking, cycling and residents. If through traffic is likely to remain on Sumner Road with the proposed left-turn-only design, then this should be considered strongly.
- An alternative alignment, using Rowcross Street, should also be considered – as this could deliver a better overall scheme. It should be possible to run a crossing of the A2 here in concert with the main junction at the B204/Humphrey Street to avoid impacting on flows on the Old Kent Road.

#### **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 issues" eliminated.