

**Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Rotherhithe Movement Plan - Rotherhithe Cycleway**

02/10/2019

<https://consultations.southwark.gov.uk/planning-and-regeneration/rotherhithe-cycleway/>

**About Lewisham Cyclists**

Lewisham Cyclists are the local borough group of the London Cycling Campaign (LCC) with more than 1500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.

**General comments on this scheme:**

Lewisham Cyclists strongly supports the proposals for the Rotherhithe Cycleway. We know this, combined with the Control Parking Zone and Lower Road scheme, are key to unlocking active travel in North East Southwark. We hope these plans represent the start of transforming all of Southwark from car dominated to a place for people, prioritising active travel, be that by foot, bicycle or public transport. This will make our roads safer and our streets better places to live, work and shop as well as helping us deal with the climate crisis the council so wisely declared.

We have some suggestions about how the proposed changes could be further enhanced and we hope the council will take them into consideration.

**Specific points about this scheme:**

**Section 17**

- We suggest the addition of a Parallel Crossing (A Zebra that can be used by both those on foot and bicycle) at the location of the moved bus stop. This would provide a useful link into the existing National Cycle Route 425. If this is deemed too close to the Zebra crossing then this crossing should be upgraded to a Parallel Crossing and the short section of the path leading to it should be marked as a shared path for people on bicycles and people on foot.

**Section 18**

- We ask the council do not remove the speed camera and suggest in this section on the North West side there might be an opportunity to plant more trees. This would further add to the net gain of trees the plans provide. We also suggest there should be a gap in the kerb line to provide for access to and from Shipwright Road.

## Section 19

- We ask the junction be narrowed and squared up as much as possible. We are aware the local bus C10 needs some of the wider angles but those arms/directions not used by the bus should be square as possible to ensure motorists taking the turns do so as slowly as possible as this will reduce the risk to those in the cycle lane. As well as encouraging drivers to follow the designed intent and give way to the cyclelane and those on the crossing

## Sections 20 and 21

- We ask the council to look at the parking bays that are not inset and consider removing or reducing them. As when used they will cause a narrowing in the roadway that will mean people on bike and the bus will be forced into close proximity. This will impact the comfort and safety of those using the route and will discourage many of the people the council wishes to move to using active travel from doing so.

## Section 22

- We suggest the addition of a bus gate just north of Acorn Walk to reduce the numbers using Rotherhithe Street as a rat run.

## General Suggestions for All Sections

- We suggest continuous footways should become the default for all crossings of low traffic side roads. This will reinforce the desired pedestrian priority and ensure motorists are more compliant to giving way to the cycle track when turning.

### **General points about infrastructure schemes:**

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.