

## **Lewisham Cyclists (local borough group of the London Cycling Campaign) response to Better Bus Journeys Consultation**

*04 August 2020*

<http://consultations.tfl.gov.uk/buses/better-bus-journeys/>

### **About Lewisham Cyclists**

Lewisham Cyclists are the local borough group of the London Cycling Campaign (LCC) with more than 2000 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 (LC) welcome and support the opportunity brought forward to improve bus journey times through the implementation of 24/7 operation of bus lanes.

We see that this plan, along with the removal of some car parking, will also be of benefit to cyclists, although in the medium term we would prefer the installation of segregated cycle lanes wherever feasible.

LC would also encourage TfL to implement 20mph speed limits on the TLRN roads within the London Borough of Lewisham (LBL) as part of the Mayor's Transport Strategy (MTS), Vision Zero Campaign and the LBL Local Implementation plan and Transport Strategy.

We do however have a number of concerns as detailed below:

### **Specific points about this scheme:**

- Any construction vehicles undertaking works related to these changes should meet TfL's highest possible Direct Vision Standard (5 stars).
- Any modifications along the A21 road in Lewisham should not prevent the installation of the Covid19 proposed segregated cycle lanes from Downham to Lewisham Gateway.
- Any changes must allow for the access for any future plans for cycle lanes along the A20 from Lee Green to New Cross Gate.
- Any changes must allow access for any TfL Cycling Future Routes (subject to alignment) as detailed in TfL Cycling Action Plan and continue to provide a fully protected route for cyclists before, throughout and after any future construction if the scheme being consulted upon were to become permanent.

## 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.