

City of London Eastern Cluster

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www.easternclusterarea.london

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 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.

General comments:

The desire to tame some of the City's most traffic-dominated streets is laudable, as is the desire to provide better walking facilities and better public spaces. However, this entire consultation is notable for the lack of thought and proposals relating to cycling – a transport mode with huge potential to grow in the City, which in the City already makes up a significant percentage of overall traffic, and which suffers far too high a proportion of collisions and injuries.

The City's streets must be tamed not just for those walking, but those cycling – with many more enabled to cycle than currently do. This consultation fails to provide anything for cycling and indeed these proposals could potentially lock cycling out of this area for decades. As such, it is opposed unless much more work is done to ensure cycling is considered as part of these proposals.

Specific comments:

- Bishopsgate – Camomile Street: every arm of this junction is incredibly hostile to those cycling. At some times of the day motor vehicles often reach high speeds, there are complex turning movements and there is no space for cycling. The diagonal pedestrian arms should improve matters for those walking, but for those cycling the junction must include separation in time and space from motor vehicle traffic. The

creation of “wider” central reservations, indeed the retention of central reservations generally, locks cycling out of this junction completely unless motor traffic lanes are reduced.

- “Pedestrian priority” spaces such as the Great St Helen’s link and Houndsditch-Jubilee Gardens area must be planned with cycle permeability in mind to avoid forcing those cycling onto main roads that remain hostile barriers or being forced to dismount or weave among pedestrians. Careful route planning and design for these spaces is required to ensure pedestrians feel and are safe, but so are those cycling.
- Bishopsgate – Threadneedle Street: the pedestrian improvements are welcome, but again as currently designed this junction will remain deeply hostile to those cycling. Cycle tracks along Bishopsgate should be an absolute priority, with turning movements for those cycling and motor vehicles separated at this junction.
- St Mary Axe – Lime Street: This routing would potentially be a useful cycle route through the city. However, it is important that all design measures along the route are designed with cycle permeability in mind. Outside Lloyd’s at the north end of Lime Street there are metal gates that form a barrier to cycling and indeed encourage cycle-pedestrian conflict. North of that, St Mary Axe is currently a heavily-used through route for motor vehicle traffic.
- Timed closures: We welcome the idea of modally filtering certain streets in the City. Our view is that nearly all narrow streets in the city should not enable through motor traffic, but delivery and servicing etc. access, as well as cycling and walking through movements (and for many, this arrangement should be permanent, not timed). However, all timed or otherwise closures should always retain permeability for those cycling.
- Leadenhall Street: We support both options together. However, again, careful design will be needed of pavement build-outs, seating, parklets etc. to enable through movements for those cycling without creating

pedestrian-cycle conflict.

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 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.
- 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.