

London Cycling Campaign response to City of London Gresham Street Healthy Streets scheme

12 November 2019

Re: Healthy Streets 2019/20

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 on this scheme:

- This scheme is opposed. While we fully support pedestrian improvements to Gresham Street, this scheme does little to create the kind of pedestrian and/or cycling environment envisaged in the City of London's own Transport Strategy.

Specific points about this scheme:

- Pedestrian refuges are not high-quality pedestrian crossings. Instead a zebra crossing should be installed as a minimum on a raised, full-width table. This would also avoid creating a dangerous and hostile "pinch point" for those cycling along Gresham Street which would put those cycling into conflict with those driving.
- While the entry treatments for Old Jewry and Basinghall Street are supported, if turning movements into and out of them are low, the raised tables should be upgraded to continuous footways.
- Loading bays being moved from the main street to side streets is a welcome approach.
- Gresham Street is partially used for a Cycle "grid" scheme that is highlighted on the City of London's core cycle network map in its Transport Strategy (<https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy.pdf> p66). As such, it is reasonable to expect that there will be people cycling along even the sections of Gresham Street that are not part of this route – and indeed this is borne out by the collision records for Gresham Street for those cycling. It is also reasonable to assume a growing number of people will cycle here if the Transport Strategy is properly enacted.
- In the Transport Strategy all the streets in these proposals - Old Jewry, Basinghall Street **and** Gresham Street are highlighted as "local access" streets. These should be

made “pedestrian priority” with through motor traffic removed via the use of modal filtering etc. This scheme misses the opportunity to move forward this approach – which if applied correctly, would likely ensure no pedestrian refuge is required in the medium term.

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 and enable all ages and abilities to cycle, 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.