

London Cycling Campaign

28 October 2016

City Of London: "Improving access for cyclists"

REF: DBE/CT/TMO-GL

<http://www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Pages/Improving-access-for-cyclists.aspx>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and is in support of the response from Jean-Pierre Laake, of City Cyclists, the borough group.

Specific points about the scheme:

- The proposals are welcome and similar treatments elsewhere in the City would be welcome also. That said, there are a few specific and additional measures that are worth considering implementing in this scheme to minimise any interaction between pedestrians and those cycling. They follow below.
- Dropped kerbs or raised tables should be used throughout to ensure those cycling can pass through schemes easily and in comfort. However, pedestrian priority at key points should be emphasised – and filters should where necessary feature tactile surfacing etc. to indicate the likelihood of pedestrians with visual impairments encountering people cycling. This should be particularly considered at those locations where sightlines are truncated by tight turns or close buildings.
- "Give way" or "stop" markings at points where these streets access the already-congested East-West Cycle Superhighway would reduce interaction complexity.
- "Closure" points should be designed to be navigable by those cycling – including those using adapted cycles (see TfL's London Cycling Design Standards). This has implications for steepness of any ramps and width of bollard spacing etc. But at the same time, bollards etc. should ideally be spaced and modal filters should be designed so as to allow pedestrians and those cycling easy access but discourage motorcycles, scooters etc. from passing through.

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.
- 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.
- LCC wants, as a condition of funding, all "Quietway"/"Grid" highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.