

## London Cycling Campaign

19 January 2017

### Quietway 13 – Rivington Street and Charlotte Road

[https://consultation.hackney.gov.uk/streetscene/rivington-street-and-charlotte-road-pedestrian-cyc/consult\\_view](https://consultation.hackney.gov.uk/streetscene/rivington-street-and-charlotte-road-pedestrian-cyc/consult_view)

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. The response is in support of the response from Hackney Cycling Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC supports the proposals, but they do not go far enough in encouraging more cycling and walking. A more comprehensive system of area based filters for the area bounded by Old Street, Great Eastern Street and Shoreditch High Street is required and must be designed to reduce motor vehicle traffic generated within the area and passing through it, and to enable far more people to walk and cycle in, to and through the area.

This is consistent with the Hackney Cycling Campaign's #space4cycling ward ask <http://action.space4cycling.org/data/ward/1382> that through motor traffic should be removed from Curtain Road and surrounds. A few modal filters would appropriately calm Curtain Road, Charlotte Road and the entire Shoreditch "triangle" – delivering real benefits for pedestrians, people cycling and businesses in that area. Either rerouting the bus, or using a "bus gate", would deal with Curtain Road. The #space4cycling campaign was supported by all three Hackney ward councillors – Tom Ebbutt, Kam Adams and Feryal Demirci.

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 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 "Quietways" 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.