

London Cycling Campaign

10 January 2017

Hammersmith and Fulham Effie Road

https://lbhf.citizenspace.com/transport-and-technical-services/effie-road-barclay-road-point-closure-consultation/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 Hammersmith and Fulham Cycling Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The proposal is to stop cars cutting through from Harwood Road to Fulham Road. LCC supports the proposed options 1 or 2 for the modal filter position as they will both offer improved cycling access to Eel Brook Common and beyond, and control through traffic seeking to avoid traffic lights on Fulham Broadway.

Specific points about the scheme:

- Collapsible or lockable bollards rather than a gate should be used to maximise cycling access for the widest possible range of cycle users – including cargo bikes, adapted cycles, handcycles etc.
- LCC is content with either Option 1 or 2 for the modal filter position with a minor preference for Option 2 (between Erin Close and Effie Place) which appears to provide better turning places for motor vehicles.

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 highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.