

London Cycling Campaign

28 February 2017

https://www.hounslow.gov.uk/info/20096/consultations/1502/church_street

This letter is sent on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. And it was written with input from the co-chairs of LCC's Infrastructure Review Group and in support of the previous response from Hounslow Cycling Campaign, the borough group.

The London Cycling Campaign supports making the closure of Church Street permanent. It has resulted in a calmer and safer environment for those who cycle and walk on Park Road and Church Street and has already encouraged more people to walk and cycle. This has been achieved with no significant impact on bus journey times or motor vehicle volume in the surrounding areas.

Our view based on the data published by LBH and our experience of similar schemes elsewhere in London as follows:

- Motor vehicle movements on Church Street decreased by around 70% between November 2014 and November 2016 demonstrating a big decrease in through traffic.
- Cycling (19%) and walking (39%) have both increased between October 2015 and November 2016.
- Minor changes in peak flows of traffic in surrounding areas.
- Varied impacts on bus routes with most routes showing small increases/decreases in journey times depending on the time of day but with no significant increases in average journey time.
- While not yet demonstrated by the data, LCC expects an improvement in air quality will be seen in Church Street. Given the data from other schemes, it's also likely that there will be no significant decrease in air quality on other roads nearby.

The scheme is of strategic importance for cycling, as it provides a safe and comfortable environment which links to the proposed traffic reduction scheme in Linkfield Road and in turn to the currently proposed route of CS9 along London Road.

Across London, councils are facing significant resident opposition to "modal filter" schemes such as this. However, it is clear that those expressions are based on fear of change rather than evidence - as the evidence clearly demonstrates that a) overall, there are fewer people driving through such areas - reducing pollution, and increasing health through increased cycling and walking across the area, and that b) fears of delays and increased congestion are not well founded - with minor delays on some streets offset by gains on others etc. and overall no severe delays introduced to those driving in or through the area.

For all the reasons listed above, LCC strongly supports making the scheme permanent. We oppose Hounslow council appeasing those opposed to the current scheme by further modifications to main roads and junctions in the vicinity aimed at increasing motor vehicle capacity, as impacts are not large, particularly in the case where any modifications would decrease amenity for pedestrians or

those cycling. Hounslow Council would be advised instead to look for further improvements to both walking and cycling routes through the area, and to other residential streets blighted by through traffic.