

## **London Cycling Campaign response to Islington Highbury Crescent proposals**

*4 February 2020*

<https://www.islington.gov.uk/consultations/2019/consultation-on-the-proposed-highbury-crescent-road-closure>

### **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 supported. However, further modal filtering is required to fully transform the area, removing through motor traffic.

### **Specific comments on this scheme:**

- Given the long-term closure of Highbury Crescent without issue, Islington Council should here, as with other similar situations elsewhere in the borough, seize the opportunity to make the situation permanent.
- However, this moment is also an opportunity to further consider the role of motor traffic in the area that the scheme falls in. Through motor traffic currently uses several residential, non-distributor streets in the area as "ratruns" and this driving behaviour should not be enabled. Given this, Islington Council should extend the scheme to include further filtering to remove through traffic and boost walking, cycling and community outcomes in the area.
- One approach would be to also filter Highbury Place just south of Calabria Road with potential minor changes to Ronalds Road likely required as a result. But there are other approaches available too worth considering.

### **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.