

## London Cycling Campaign

30 May 2017

### Central London Cycling Grid - Shoreditch High Street between Hackney Road and New Inn Yard

<https://consultations.tfl.gov.uk/roads/shoreditch/>

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.

The intention to provide a safe, comfortable Quietway/Grid link across Shoreditch High Street is supported, however the proposals in their current form do not go anywhere near far enough to realise the potential of that link.

Specific points about the scheme:

- Given traffic movements on the main road (in 2015, DfT traffic counts were 12,562 motor vehicle movements daily along Shoreditch High Street at this point), these proposals do far too little to enable those who currently don't cycle in the area to cycle – this audience was the stated aim of the Grid/Quietway programme.
- The proposals also fail to tackle meaningfully Shoreditch High Street itself – despite circa 5,000 people cycling along it daily in often high-speed and aggressive traffic conditions. People cycling on this street should be separated from high traffic volumes and/or speeds – and measures to do this should be brought forward urgently. But as an immediate, interim measure, and within the scope of the current consultation and scheme, the street should be designated and enforced as 20mph.
- A signalised cycle crossing of Shoreditch High Street, likely run in concert with the nearby pedestrian crossing, is the bare minimum that should be considered here.
- The networks of streets on both sides of Shoreditch High Street need considering on an area-wide bases to ensure that those cycling do not immediately face hostile conditions away from the main road crossing – “modal filters” should be seriously considered to restrict and remove through motor traffic in these two areas.
- Quietway/GRID routes should be considered as a whole, and are only as good as their weakest link – therefore consultations and designs should be considered in one go, even if not timed to go out at the same time – to ensure there is a viable scheme along the entire route alignment. This does not appear to be currently happening to the level required.

## 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.