

**London Cycling Campaign response to TfL (in Tower Hamlets) Safer Junctions: East India  
Dock Road, Canton Street and Birchfield Street**

*19 July 2019*

<https://consultations.tfl.gov.uk/roads/east-india-dock-road/>

**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:**

- The Healthy Streets Check score in the documentation should be far clearer where the two remaining "critical issues" come from. No Safer Junction should retain any critical issues.
- We fully support the response of our local borough group, which contains more specific detail.

**Specific points about this scheme:**

- This junction represents a good solution for reducing motor traffic dominance and improving walking and cycling in the area.
- However, more could be done to separate cycle and pedestrian flows and reduce inter-mode conflict here. Simplest would be to make the crossing "parallel", remove car parking spaces on Canton Street and give clearer delineation for cycle and pedestrian flows there and on Birchfield Street.
- When filtering roads, 1.5m gaps should be provided from building line to building line to enable a wide range of cycles access, but not motor vehicles who might otherwise seek to circumvent the filter.

**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.