

## London Cycling Campaign

23 January 2018

### Tower Hamlets Cable Street (Cycle Superhighway CS3)

<https://www.pclconsult.co.uk/projects/cable-street/>

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups, including Tower Hamlet Wheelers, LCC's local branch.

This scheme is supported as it improves aspects of the walking and cycling environment in and around Cable Street. However, much more work and ultimately a more radical approach is required to ensure that walking and cycling in the area is enabled and encouraged for as wide a range of people as possible, and that motor vehicle traffic dominance is reduced. Key to this is likely to be Tower Hamlets council acting to remove all through motor vehicle movements from areas and neighbourhoods where it is not suitable or desirable.

#### Specific points about the scheme:

- The Martha Street and Tarling Street proposals risk creating a de facto one-way system between Sutton Street and Watney Street. On top of this, "point no entry" signage can in some locations be ignored by drivers on a frequent basis. This element of the proposal therefore risks increasing motor vehicle speeds along these streets, failing to cut volumes and may even result in more aggressive driving. Instead, modal filters should be used to remove cut-through traffic from streets such as these – there is little good reason local residents should continue to suffer from motor traffic dominating their streets here.
- The Shadwell Station, Dellow, Lowood and Bewley Streets area of the scheme offers improved cycling and walking opportunities in the area. But the proposals should be further improved: all streets should generally be designed for two-way cycling, but this is particularly important here for Dellow Street; the crossing to Shadwell Station should be converted to a "tiger" parallel crossing from the CS3 track; the crossing at The Highway should be converted to a toucan; given low traffic volumes, both Dellow and Bewley Streets are also prime candidates for raised tables and "continuous footways" (also known as "blended crossings" or "Copenhagen crossings") with tightened turning radii reinforced by placement of street furniture to ensure pedestrian priority and encourage calm driving behaviour.
- Sutton Street and King David Lane both feature too high volumes of motor vehicles, driving too aggressively, and primarily driving through the area. Both of these streets should be modally filtered (potentially with "bus gates") in a future scheme, as part of an area-wide strategy to remove through motor vehicle traffic from the area bounded by Commercial

Road, The Highway, Butcher Row and (likely) Mansell Street.

- Within the scope of the current proposals, more should be done to encourage calm and slow turning movements across the cycle track at Sutton Street – tightening kerb radii at King David Lane and narrowing Sutton Street. This would also enable a shorter, better pedestrian crossing.
- On King David Lane, the contraflow cycle lane should be physically demarcated from the pavement and roadscape – ideally using a “stepped track”. The provision of a “tiger” crossing of Cable Street is also welcome.

**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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- 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.