

Tower Hamlets Cheshire Street area

20 March 2018

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

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 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 and is in support of the response from the Tower Hamlets Wheelers.

General comments:

This scheme is supported, although there are several specific concerns regarding how far the scheme goes that are raised below.

Specific points about the scheme:

- TfL's Strategic Cycling Analysis highlights Bethnal Green Road as a cycling potential corridor. This connects to both the A10 to the west and A107 to the east as two of the Top 25 highest potential corridors in London. And the entire area is marked as one of the areas of highest cycling volumes currently and highest potential future growth.
- In this context, this scheme is welcome as it should reduce motor vehicle through traffic and therefore dominance in this area. However the proposals do not go far enough to create a "low traffic neighbourhood". Brick Lane, St Matthew's Row and Chilton Street should also be considered. St Matthew's Row should be upgraded if necessary from width restriction to full modal filter; Chilton Street has an existing filter, but this does not appear to be marked on the consultation plans; and Brick Lane should clearly have been fully filtered years ago, likely with further restrictions of delivery etc. traffic at busy times of the day.
- On top of this, more should be done for Vallance Road, which borders this scheme. It is already used as a key north-south cycling corridor by many. Yet is incredibly hostile to cycling and walking and more must be done here. Possible solutions include a "bus gate" to restrict through movements to buses, cycling and walking only, with on-street car parking reduction also, or making the road one way, providing cycle tracks and removing much on-street car parking again.

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.