

Tower Hamlets South Dock (Canary Wharf) bridge

20 March 2018

https://www.towerhamlets.gov.uk/lqnl/council_and_democracy/consultations/South_Dock_Bridge_consultation.aspx#ad-image-0

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 with one significant concern.

Specific points about the scheme:

- The consultation materials state "the bridge must be a minimum of 7.8m wide for pedestrians and cyclists to use comfortably... the pedestrian and cycle paths will not be divided as this would require a wider approach path than is available." Likely flows of those cycling and walking here will be very high, with the consultation predicting over 70,000 pedestrians and over 2,500 cyclists using the bridge daily by 2030. The bridge will also be located very close to one of TfL's Top 25 highest potential cycling corridors in its Strategic Cycling Analysis and in one of its highest growth areas, nearby to major planned cycling schemes such as the Canary Wharf – Rotherhithe bridge.
- Given the above, it is difficult to see how 7.8m without any separation will be comfortable for anyone to use. It is also difficult to see why wider approach paths are not "available".
- The bridge should be wider, with wider approach paths, and with clear demarcation (using a raised strip such as found on Blackfriars Bridge) between walking and cycling areas. Failure to do this would likely result in far lower cycling flows and amenity as pedestrians will otherwise dominate here, and similarly, would result in a far less comfortable environment with more conflict for those walking and cycling.

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.