

## **London Cycling Campaign**

21 February 2017

### **St James' Church Open Space**

<https://www.islington.gov.uk/consultations/st-james-church-open-space-prebend-street>

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 Cycle Islington, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC is supportive of the proposal to improve this space and is agnostic regarding which of two options is selected. The adjusted junction to the cycleway at Prebend Street is welcomed.

Specific points about the scheme:

- The adjusted junction to the cycleway at Prebend Street and relocation of associated refuge islands are welcome and should be implemented with the start of the cycleway being flush with the road and with a gradual incline up to the height of the park.
- Prebend Street narrows at the junction with Canon Street creating a pinch point where people cycling exit the track and enter Prebend Street heading south west. Measures to calm traffic, such as a raised table across both carriageways of Prebend Street between Cannon Street and Rector Street, should be implemented to address this.
- Our members have experienced anti-social behaviour in and around this area. The implementation of the scheme must design out anti-social behaviour and given hours of use, good lighting of the cycleway is essential. Planting must not obscure sightlines or encroach on the cycleway.

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.