

London Cycling Campaign

29 January 2018

Hackney West Bank Cycle Superhighway CS1 improvements

<https://consultation.hackney.gov.uk/streetscene/west-bank-environmental-and-cycle-improvements/>

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 Hackney Cycling Campaign, LCC's local branch.

This scheme is supported as it improves conditions for cycling on this section of Cycle Superhighway CS1, as West Bank is currently used by far too many vehicles as a through route.

Specific points about the scheme:

- The scheme would be better using modal filters instead to stop all through motor vehicle movements on both East and West Bank (and across the entire network of residential streets in the area). Failing that, it could be feasible to deliver two "with flow" cycle tracks on both West and East Bank.
- At a minimum, more should be done to control motor vehicle speeds on both West and East Bank, and more should be done to improve crossing Amhurst Park and Dunsmere Road to reach this section, with improvements at the junctions needing to go further within the bounds of this scheme.
- There is also concern as to whether use of armadillos will be significant enough to a) provide the optimum feeling of safety, b) prevent overrun from cars and c) prevent parking out of daytime hours. Clear markings and potentially use of stepped tracks instead should be considered.

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.