

London Cycling Campaign

19 March 2016

https://consultation.hackney.gov.uk/streetscene/chatsworth-road-and-brooksby-walk/consult_view

This response is made on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and is in support of the response of Hackney Cycling Campaign, our local group.

We do not support this scheme. It offers some safety and streetscene improvements, which are welcome, but overall does not fundamentally tackle the main issues affecting the area.

We do not believe Chatsworth Road/Brooksby's Walk is an "important strategic transport link between Lea Bridge Road (A104) and Homerton High Street (A102)", at least for private motor vehicle usage.

Chatsworth Road is already crossed by a large number of people cycling, and that is set to increase. And it has the potential to be a strategic link for cycling. However, as there are likely far more than 2,000PCUs traffic on it daily (the threshold above which our policy demands safe space for cycling, in line with Dutch CROW manual guidance and recommendations in TfL's London Cycling Design Standards), it currently represents a hostile barrier to cycling uptake.

Given this, and given all ward Councillors in both Lea Bridge and King's Park wards supported London Cycling Campaign's "Space For Cycling" ward asks, which included reducing traffic on Chatsworth Road and Brooksby's Walk, ideally by modally filtering them, we would ask Hackney Council to go much further than this scheme.

We would support area-wide measures to reduce traffic on Chatsworth Road, Brooksby's Walk and surrounding streets bounded by Lea Bridge Road, Homerton High Street, the Lee river, Urswick Road and Lower Clapton Road. Ideally these would be "modal filters", but could also include "bus gates", opposing one-ways (with cycling contra-flows) or other methods to reduce traffic. Failing that, then making Chatsworth Road and Brooksby's Walk one-way for motor vehicles with safe space for cycling in both directions.

Turning to the proposed scheme specifically, we particularly want to highlight concerns about likely "critical fails" under TfL's Cycling Level of Service (CLOs) matrix relating to effective carriageway widths between 3.2 and 4m. Several points where the pavement is built out into the carriageway may fall into this width category.

The junction of Powerscroft Road and Millfields Road urgently needs consideration too – and should work in concert with any scheme going forward, and take into consideration the plans to construct high-quality tracks along Lea Bridge Road as part of Waltham Forest's "mini-Holland" schemes – which will likely result in increasing numbers cycling along Chatsworth Road and across South Millfields.

Also, while we welcome the provision for two-way cycling on roads made one-way for motor vehicle traffic, this should be default across the entire area for maximum permeability for cycling.

In general, the London Cycling Campaign also wants, as a condition of funding, all highway development designed to TfL's London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOs) rating of 70 or above, and all "Critical Fails" eliminated.