

## Hackney City Fringe

15 February 2018

[https://consultation.hackney.gov.uk/streetscene/city-fringe-ultra-low-emission-streets-1/consult\\_view/](https://consultation.hackney.gov.uk/streetscene/city-fringe-ultra-low-emission-streets-1/consult_view/)

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.

This scheme is supported as the changes proposed improve the area and CS1 which passes along Paul Street. However, there appears little clarity or good reason why such a complex technological solution is the ideal solution for these streets.

### **Specific points about the scheme:**

- Increasing uptake of electric vehicles will progressively reduce the value of this scheme for walking and cycling and public enjoyment of these streets as traffic volumes will rise – indeed this risks some of these streets becoming preferred through routes for those with electric vehicles.
- Using simpler and more foolproof modal filters, such as bollards and planters, would enable greater public realm gains and cost less, with more certainty of reducing traffic (as many ANPR schemes see significant non-compliance). And such an approach would not restrict vehicle access, just driving directly through.
- The pollution issues the scheme aims to solve will not be solved by the scheme – as they primarily relate to the main roads ringing the scheme, which will not be affected.
- Businesses and residents inside the scheme, in one of the densest areas of transport in London should be encouraged to reduce motor vehicle ownership and use. Bollard etc. modal filters would enable servicing and delivery, but not reduce likely vehicle ownership, delivery movements etc. On top of modal filters, the council should be working with residents and businesses to reduce motor vehicle usage in this area with approaches such as freight/servicing/waste consolidation, cargo e-bike loans, timed motor-vehicle free zones, car/van club bay provision and reduction of general car parking/delivery bays progressively.

### **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.