

Hackney Cycle Superhighway CS1 Balls Pond Road

4 December 2018

<https://consultation.hackney.gov.uk/streetscene/balls-pond-road-cs1/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 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.

General comments on this scheme:

This scheme is supported.

This long overdue scheme should have been installed three years ago and TfL, Hackney and Islington Councils should reflect on how to avoid such delays in the future. However, it improves Cycle Superhighway CS1 and its (late) arrival is welcome.

That said, there remain specific caveats associated with the scheme as originally consulted on as Option B in February 2015 – largely, that long-term, there is a need to enable cycling not just across Balls Pond Road, but along it too.

Specific points on this scheme:

- The specific points from LCC's response to the original February 2015 (as readable here http://s3.amazonaws.com/lcc_production_bucket/files/9696/original.pdf?1444652073) remain valid.
- Most obviously, any long-term scheme at this location should not only enable safe and comfortable cycling along the CS1 alignment (effectively north-south), but also east-west (and vice versa) continuing along Balls Pond Road itself. The likely best approach would be “with flow” protected cycle tracks, probably “stepped”, and changes to the signals to enable those cycling separation in time and/or space. And, obviously, further changes to Balls Pond Road and St Paul's Road to connect to other schemes as part of a network of safe, high-quality strategic cycle routes.
- It is worth noting that TfL's Strategic Cycling Analysis also highlights Mildmay Park as an approximate alignment for a corridor of high cycling potential towards Clissold Park and on to Manor House, Finsbury Park and indeed Crouch End. And also King Henry's Walk is at the end of the highest potential future route from Dalston Kingsland to Lea Bridge Road. Both of these routes are set to connect near to this scheme to CS1. On top of this the analysis highlights the area the scheme is in as a

zone of “highest cycle demand and growth”. All of which further underlines the requirement for a fully-integrated cycling scheme at this location – not one that simply solves one route in one alignment.

- There are also clear patterns of collisions to those cycling nearby on Balls Pond Road. Again, to achieve Vision Zero Mayoral aims, again this highlights the need for further work beyond the bounds of the current scheme.
- In the current proposal, ideally the entry to the track coming eastbound along Balls Pond Road should be made easier – with a shallower entry. The design should also be tweaked to enable cyclists to enter the track eastbound, then turn right to cross Balls Pond Road southwards, more easily.
- Finally, it is worth considering enabling pedestrians to cross Balls Pond Road east of Culford Road if possible, rather than the current two-stage crossing necessitated in this design.

General points about infrastructure schemes:

- LCC requires infrastructure 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.

- 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.