

London Cycling Campaign

19 July 2017

Hackney Darnley Road – Elsdale Street area

https://consultation.hackney.gov.uk/streetscene/darnley-road-elsdale-street-area-traffic-reduction/consult_view/

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of the response from Hackney Cycling Campaign, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

This proposal to introduce modal filters into the area south of Morning Lane is supported. It directly answers ward issues Hackney residents raised during the London Cycling Campaign's "Space for Cycling" campaign in 2014, that were supported by all three ward councillors in Homerton Ward. The proposal also further improves the Quietway 2 route through the area.

Specific points about the scheme:

- For a "modal filter cell" or "low traffic neighbourhood" to enable the widest possible range of people to cycle, and therefore maximise the potential to modally shift the most people from cars, it is necessary for traffic volumes and speeds in any such area to be very low. All "through" motor traffic from main road to main road should be successfully removed to enable this. There are remaining routes through the area that may be used by some drivers, including those highlighted in the Hackney Cycling Campaign response. These should be considered for further measures and traffic volumes and speeds in the area bounded by the main roads should be monitored before and after implementation to ensure the scheme has worked fully.

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 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.