

London Cycling Campaign response to Hackney Green Lanes consultation

16 March 2020

<https://consultation.hackney.gov.uk/streetscene/green-lanes/consult> [view/](#)

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 strategy:

- These proposals are supported, as they will strongly increase walking and cycling in the area, and decrease motor traffic dominance. However, there are some specific issues, below, which we wish to see considered further.
- We fully support the more detailed response from the Hackney Cycling Campaign.

Specific comments on this strategy:

- A modal filter should be installed on Woodberry Grove (and potentially Riversdale Road and Highbury Quadrant). Further, Woodberry Grove should also be a "School Street" to reduce motor traffic around the several educational establishments there and to reduce associated risk of motor traffic crossing the cycle tracks and continuous footways of the scheme.
- The second phase moving forward as quickly as possible, provided it is to the quality of the first phase, would be very welcome. The scheme should reach Dalston Kingsland and Cycle Superhighway CS1 to the south, and indeed be urgently extended northwards by Haringey Council and/or TfL to connect to Enfield's Green Lanes scheme.
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- This scheme underlines the urgent need for action on the Green Lanes/Seven Sisters Road junction by TfL to provide safe and comfortable cycling and walking to and from all directions. This junction is particularly important as it connects corridors highlighted in TfL's Strategic Cycling Analysis as highest, high and medium (northwards) potential priority for increasing cycling.
- Cycle tracks should be wide enough for a high capacity cycle route. They do not appear to be currently, throughout.

- It is difficult to fully assess the proposals for bus stop designs as they do not appear to be sufficiently detailed. Bus stop “bypasses” are generally the best approach, with the cycle track running behind the shelter and stop. Failing that, bus stop “boarders” with a waiting area for those getting on and off buses can be acceptable. With both, careful design for those with visual impairments and other disabilities is required. Shared space designs without clear delineation for where those cycling go should not be used.
- Similarly, where possible, parallel crossings with clear delineation are preferable to “toucan” crossings etc.
- The design for Myddleton Avenue particularly, given the removal of signals for it, needs to strongly reinforce cycle and pedestrian priority.
- The Brownswood Road and Lordship Park junction is not sufficiently treated to enable a wider range of people to cycle here and needs further improvements to ensure comfortable crossing of these roads. At a bare minimum, along Green Lanes, separate signal time for those cycling rather than Advanced Stop Line (ASL) boxes should be provided, ideally with early release signals east-west on Lordship Park and Brownswood Road.
- The Stoke Newington Church Street/Collins Road junction is far from clear in the current drawings, but does not again appear to be sufficiently treated to enable a wider range of people to cycle here. It is very unclear why the cycle track has been marked across one side of the junction, but not the other, and how signals phasings and ASLs might work. This junction is particularly important to enable more cycling in the area to consider cycling to and from all directions, as it is highlighted in TfL’s Strategic Cycling Analysis as being the intersection of high priority corridors for cycling in all directions.

General points about infrastructure schemes:

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.