

London Cycling Campaign

30 November 2016

Hoxton Area – Cycle Route Improvements

https://consultation.hackney.gov.uk/streetscene/hoxton-area-cycle-route-improvements/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 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the response from Hackney Cycle Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

Overall, LCC is supportive of the scheme. However further improvements in particular at the New North Road, Poole Street and Eagle Wharf Road junction should be undertaken. These are described in more detail below.

Specific points about the scheme:

- The closing of Poole Street and Eagle Wharf Road to motorised traffic at the New North Road junction except for cyclists is welcome. For this filtering to be effective it must be implemented with physical lane closures (e.g. bollards and trees) rather than “no entry signs”, to ensure motor vehicle access is discouraged strongly enough (lockable bollards can be used to retain access for emergency services).
- With physical filtering, the proposed signalised pedestrian crossings across Eagle Wharf and Poole Street will not be required. Rather than having two signalised pedestrian crossings across New North Road north and south of the junction with Eagle Wharf Road and Poole Street, a signalised cycle crossing across New North Road between the mouths of Eagle Wharf Road and Poole Street and a parallel and adjacent signalised pedestrian crossing south of it would be possible. The timing of these crossings must minimise delay for cyclists and pedestrians (e.g. through sensors or cyclist activation) thus reducing the risk of crossing against the lights. The physical filtering of Eagle Wharf Road and Poole Street and the cycle crossing will also enable safe two-stage right turns for those cycling on New North Road and this should be clearly signposted. The central waiting area in New North Road for those people cycling and wishing to turn right would then also not be required.
- The introduction of a two-way traffic system at Murray Grove between Shepherdess Walk and New North Road is welcome and will open up a new eastbound route for cyclists and facilitate calmer traffic flows. However, in the longer term, an area-wide review of through traffic routes is required, especially given the potential for high levels of traffic on Murray Grove and Shepherdess Walk (redistributed from Eagle Wharf Road and Wenlock Road/Sturt Street) and the concern that some traffic wishing to go between City Road and New North Road may now avoid the lights at

Murray Grove and use other smaller roads such as Wenlock Street, Cropley Street and Wimbourne Street.

- People cycling should be able to turn comfortably, conveniently and safely in all directions and from all directions. The changes in the proposal, enhanced with the comments above, address this for the New North Road, Poole Street and Eagle Wharf Road junction. However the Murray Grove, East Road and New North Road junction will see increased turning risks due to Murray Grove becoming two-way. Serious left hook risks are retained in the scheme for three movements: for those cycling into New North Road from Murray Grove, East Road into Murray Grove and from New North Road into East Road. Measures are required to mitigate these risks. Similarly all right turns for cycling at this junction should be enabled.
- The proposed raised cycle track in New North Road South must be implemented in a way which avoids the risk to those cycling southbound, turning left into New North Road South, encountering a sudden change of surface height at an acute angle.

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 "Quietways" 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.