

London Cycling Campaign

23 January 2018

Hackney Lansdowne Drive and Westgate Street School Street

https://consultation.hackney.gov.uk/streetscene/lansdowne-drive-and-westgate-street-school-street/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, including Hackney Cycling Campaign, LCC's local branch.

This scheme is supported as it aims to reduce through motor vehicle movements through primarily residential, narrow streets and will enable more people to walk and cycle in the area. It should, however, be part of an ongoing strategy to progressively remove all through motor vehicle traffic from areas and neighbourhoods where it is not suitable or desirable in Hackney.

Specific points about the scheme:

- There is a risk that those driving currently on Lansdowne Drive and Westgate Street will simply adapt their motor vehicle journeys to alternative, nearby routes through similarly inappropriate streets. It is vital that Hackney plans for this issue and addresses it rapidly if happens – with further modal filtering, across the whole residential “cell” of nearby streets. Sheep Lane and potentially Triangle Road are particular concerns.
- Broadway Market is a clear and prime candidate for modally filtering as a matter of urgency, to improve the amenity of the market and the use of the already-popular street by those walking and cycling. This scheme will take a step towards delivering that. But further schemes should be rapidly brought forward to fully remove motor traffic from the market and realign the crossing of Lansdowne Drive to enable direct movements across it for those walking and cycling.
- The proposed measures on Lansdowne Drive and Westgate Street are welcome, but for maximum benefit should be in place constantly, 24 hours a day. This is particularly important for the “bus gate” on Lansdowne Drive.

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.