

TfL (in Hackney and Tower Hamlets) Hackney to Isle of Dogs new cycle route

28 March 2019

<https://tfl.gov.uk/modes/cycling/routes-and-maps/new-cycle-routes>

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 route connects central Hackney via Victoria Park and Mile End to Canary Wharf and beyond, and is supported for potentially providing safe and high quality cycling facilities along a line of clearly high cycling potential.

All busy roads will need high-quality, high-capacity cycle tracks, all quieter streets where no physically protected cycle tracks are proposed will need to feature less than 200 motor vehicle movements in the busiest hour, all junctions will need to feel and be safe.

Where traffic reduction measures are implemented as part of this scheme, rather than segregated cycle tracks, post-implementation monitoring to ensure traffic levels on all sections are below 200 motor vehicles in the peak hour (with a commitment to further modifications to the scheme if needed) will be vital.

Specific comments on this scheme:

- The eastern alignment in Hackney is more important than the western, but both should be built in order to create a dense network of cycle routes.
- The scheme should link coherently to planned tracks on Mare Street at the northern end, and to Canary Wharf, the Greenwich tunnel and Rotherhithe bridge at the southern.

In Hackney:

- The eastern alignment goes past shops and connects several local centres – it is far preferable to the western backstreets alignment. But it will require proper cycle tracks, potentially some modal filters and junction treatments.
- The western alignment should be done regardless, and would be an acceptable “quick fix” to do first. But requires several new “modal filters” to stop current motor traffic through routes.
- The scheme should connect to the cycle tracks planned for Mare Street.
- Work on the eastern alignment should remove the roundabout at Victoria Park Road and Lauriston Road, and make this junction safe for those walking and cycling.

In Tower Hamlets:

- The main roads here have high volumes and speeds of motor traffic. Grove Road, Burdett Road, West India Dock Road, East Ferry Road and Westferry Road will all need either radical levels of traffic reduction or continuous, fully protected, high-capacity, cycle tracks.
- The same is true for junctions – they will need to be safe and comfortable for cycling – that includes Old Ford Road, East India Dock Road, Mile End Road, Roman Road, St Paul’s Way, Westferry Circus and others (such as Hamlets Way and Bow Common Lane) where there are significant risks to those cycling. Some of the side road, unsignalised junctions feature high enough volumes of traffic entering/exiting them and aggressive driving behaviour that they may well require further filtering, and with all side road junctions there will need to be further design work to ensure turning movements are slow, calm and safe.
- The scheme must link directly to Canary Wharf, to the planned Rotherhithe bridge and to the Greenwich tunnel.
- The minor roads used in the Isle of Dogs will need to be appropriately quiet in order to be safe and comfortable for all potential users: below 200 motor vehicle movements in the busiest hour.
- Tower Hamlets have won Liveable Neighbourhood funding for the Bow area - a holistic view is needed to ensure the schemes are well integrated – so that both schemes result in modal shift away from cars, and avoid worsening current motor traffic through routes significantly or creating new ones.

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, 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.