

## London Cycling Campaign

29 January 2018

### Hackney Walford Road area Cycle Superhighway CS1 improvements

<https://consultation.hackney.gov.uk/streetscene/walford-road-area-environmental-improvements/>

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 improves conditions for cycling on this section of Cycle Superhighway CS1 and is likely to improve the area for walking, cycling and the community as a whole by removing through motor traffic. However, neither of the current options appears to go quite far enough in doing so.

#### Specific points about the scheme:

- The aim of all "modal filter cell" schemes should be to remove all through motor traffic. If some through routes are removed, but some are left viable this tends to simply concentrate through motor traffic on fewer streets without triggering "traffic evaporation" that sees overall traffic volume reductions across the area including main roads on the periphery, or "mode shift" from driving journeys to other modes. Some streets can become nicer places to walk, cycle and live; but other streets will possibly get worse. However, if all through motor traffic is removed entirely from a residential area, the benefits include community building, higher local walking and cycling rates etc. And as studies of "traffic evaporation" and results from recent other modal filter cells have demonstrated, the likelihood is that main roads on the periphery of such residential cells will not see significant increases in congestion, pollution, motor vehicle volumes etc. This scheme builds on modal filters that are already in place to complete more of the cell, but the question is whether they go far enough.
- Option A retains the risk of through traffic seeking to avoid the lights at the corner of Stoke Newington High Street and Stoke Newington Church Street using Defoe Road, Nevill Road (in either direction) and roads such as Walford or Brighton Road. This risks not completing the cell and concentrating through motor traffic onto the route of CS1.
- Option B risks drivers heading northbound avoiding a congested Stoke Newington Church Street using Howard Road, Milton Grove (one way, so likely to see increased speeds), Allen Road, Londesborough Road, Barbould Road, Nevill Road, Defoe Road or Dynevor Road or as before but entering on Barbould Road, again risking not completing the cell and concentrating through motor traffic onto the route of CS1.
- The likely best result, then, is to mix elements of Option A and B (and potentially add further modal filters or one-ways) to remove all through traffic from the cell. This may, obviously, be

approached in stages. However it is apparent that progressively filtering roads in a cell over multiple consultations does risk anger setting in among those living on roads yet to be filtered and facing increasing amounts of through motor traffic. Given this, the council should consider carefully how best to reach a fully filtered cell.

**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.