

London Cycling Campaign

21 October 2016

Hackney Whiston Road Central London Cycling Grid

https://consultation.hackney.gov.uk/streetscene/central-london-cycle-grid-whiston-road/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. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and is in support of the response from Hackney Cyclists, the borough group.

Specific points about the scheme:

- The scheme represents a huge missed opportunity. While it will more effectively control motor vehicle speed along this street, it will not tackle the volume of motor vehicles using this alignment as a through route. As such it will remain a barrier to cycling and walking in the area. One appropriate approach would be to remove through traffic bar buses – using “bus gate” cameras, or ideally rising bollards – with access to properties retained, but all through traffic bar buses removed. Such an approach should be done as part of an area-wide approach in a “cell” bounded by the nearest distributor roads. Because the scheme fails to provide either safe and separate space for cycling or reduce motor vehicle volumes to appropriate levels, it cannot be supported.
- Lane widths are a concern here – there are numerous locations that could fall within the 3.2-4.0m width that TfL's LCDS/CLoS system (see below) defines as a “critical fail”. Of particular concern are around the bus cages, parking and pavement buildouts.
- The raised table at Summers Lane should be extended across the junction with Thurtle Road to provide safer passage north-south for those cycling.
- The junction with Queensbridge Road remains a concern – particularly for those cycling along and/or turning off onto Whiston Road to join the route. Turns in all directions, from all directions, should be calm, comfortable and safe for cycling of all abilities and ages. This scheme currently does not deliver that. Removing turning lanes or turns on Queensbridge Road, and providing cycle tracks with their own stages, could be appropriate treatments.

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.
- 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 "Quietway"/"Grid" 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.