

Hackney Wick Road

24 August 2017

<https://hackney.gov.uk/wick-road>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of the response from Hackney Cyclists, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

The Hackney Wick Road Improvement Scheme is supported with caveats. It represents a major improvement on previous proposals and would provide substantial amounts of protected space for cycling on a busy road, with vital links through the area enhanced for cycling.

Specific points about the scheme:

- The major junctions in this scheme need further improvement to provide separation in time and/or space for those cycling to ensure a far wider range of people feel safe and comfortable enough to cycle along Wick Road and through the area. This includes Morning Lane/Kenton Road, Barnabas and the Kenworthy/Cassland/Brookfield etc. junctions.
- Continuous footways and cycle tracks should give far clearer priority to all side road crossings, such as Flanders Way, Hedgers Way, Bradstock Road etc. And any residential side street with higher volumes of traffic should be considered as part of a modal filter cell arrangement for the residential area – this may well be worth considering for Bradstock Road.
- At the east end of the scheme there should be safe cycle access into Brookfield Road which should be two-way for cycling.
- Shared space arrangements around bus stops are not appropriate. "Bus stop bypasses" or for those stops with lower volumes of bus users waiting and entering or exiting buses, "bus stop boarders" are appropriate solutions.
- Cycle tracks should be continuous and coherent along the entire length of Wick Road. There are several gaps at junction approaches and a longer gap at the eastern end. Cycle tracks should be wide enough for future demand and comfortable to ride on for all ages and all abilities of those cycling.

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 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.