

London Cycling Campaign

9 August 2016

Hackney Q2 Morning Lane crossing

<https://consultation.hackney.gov.uk/streetscene/morning-lane-crossing-quietway-2>

This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group and in support of the response from its borough group Hackney Cycling Campaign.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). It also expects all QuietWays schemes to be of comparable quality to similar schemes in cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for growth in cycling, to accommodate such journeys.

LCC welcomes the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing capacity and maximum route choice for existing cyclists. It also welcomes the vision for Quietways that are direct, designed as whole routes, segregated from motor traffic where they briefly join busy roads and make use of "filtered permeability" that restricts through motor traffic etc.

LCC considers that these proposals fail to fulfil the Quietways programme requirements to the degree needed to genuinely boost cycling numbers. In this scheme, as in too many Quietway schemes, there are some minor positives, but the big issues remain largely not tackled.

LCC supports this scheme with reservations and would make the following specific points:

- **Quietway routing** – The implication from this crossing is the Quietway route will pass along both Churchwell Path and Chatham Place. Neither are suitable routes for a Quietway.
- **Churchwell Path** – is narrow, features uneven flagstone paving and poor sightlines and so is not suitable to take high numbers of people cycling – which one would expect with a successful Quietway. These issues will be very hard to solve – so we believe a routing using segregated tracks along Mare Street will likely yield better results for people cycling. Although without Quietway status, this route should still receive such an improved crossing.
- **Chatham Place** – is an aggressive through route – and will likely remain it given the proposal only provides a "point no entry" at the junction with Morning Lane. The likely result of the point no entry will be that the north end of the street will become a de facto one way, while further south, the street will continue to be blighted by high levels of aggressive driving in both directions, in sections narrowed by car parking on both sides. It's unlikely anything even close to 50% of the traffic will be removed – and speeds may go up in some sections. This street is already very hostile to cycle on. An area-based modal filter cell scheme would be appropriate including Chatham Place. Failing that, removal of car parking to provide space segregated tracks and calmed junctions would be an acceptable solution.
- **Chatham Place cycling south** – Another issue with the design of the crossing at the Chatham Place junction is that people cycling south will need to cross streams of northbound traffic on Chatham Place itself after the junction. Again, a modal filter at this point would be far preferable.