London Cycling Campaign

22 March 2016

London Fields/ Middleton Road Traffic Management Scheme

https://consultation.hackney.gov.uk/streetscene/london-fields-middleton-road-traffic-management-sc

This response is made on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and is in support of the response of Hackney Cycling Campaign, our local group.

We welcome the theory of Quietways targeting less confident cyclists who want to use low motor traffic routes, while also providing capacity and maximum route choice for existing cyclists. We also welcome the Mayor's 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.

This proposal is one of the few Quietway proposals to come forward in the last few months that is bold and complete enough to not only offer a vastly improved environment for cycling, but also to offer community-wide benefits as well. We absolutely approve of the approach of area-wide "cell" modal filtering to ensure motor traffic volumes drop.

In general, the London Cycling Campaign want, 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. On top of that, we wish to raise the following specific issues with this scheme:

1. Modal filter "cell" schemes can prove difficult to predict accurately. Ideally, a trial of at least three months with temporary measures and traffic monitoring within and outside the cell, would not only establish the scheme's effects but also allow officers to adjust the scheme in situ to maximise scheme benefits.
2. The scheme as currently envisaged uses two primarily residential streets – Queensbridge Road and Richmond Road – as through routes. These roads both feature single routes with single-deck buses. The aim should be to remove unnecessary through motor traffic on these roads, ideally with bus gates; or, at the very least, calm them.
3. Further filters beyond the scheme boundary, that will further cut motor traffic on Queensbridge Road and Richmond Road, for instance on Darnley Road, should be considered. And the area between Richmond Road and Graham Road should also be considered as a similar "cell" in a scheme.
4. For the Quietway itself, an improved crossing of Queensbridge Road is important. Queensbridge Road carries over 10,000PCUs daily. This crossing should enable cycling for all ages, and all abilities and movements and turns through the junction in all directions to be safe, comfortable and convenient.
5. The same design concerns also need to be applied to the junction of Middleton Road with the A10 Kingsland Road – which likely carries well over 10,000PCUs daily at this point.

6. The same concerns should also be applied to other junctions wherever possible around the cell boundaries, particularly where high cycling and/or pedestrian flows are already observed or expected in the future, including Albion Drive and Queensbridge Road, and Richmond Road and Lansdowne Drive.
7. The current placement of modal filters and bus gates potentially risks some remaining through routes beyond Queensbridge Road and Middleton Road. Grand Union Crescent, is the most obvious example.
8. The bus gate on Lansdowne Drive could be relocated to between Middleton Road and Shrubland Road to maximise its benefits from pedestrians and those cycling exiting London Fields onto the Quietway/Middleton Road and would improve motor vehicle access arrangements for residents living in the south-east of the area. If this is done, a second bus gate would likely be needed on Trederwen or Pownall Road.
9. The scheme should also include a modal filter on Broadway Market, as it is currently over-used as a through route for motor vehicles, while simultaneously being a very popular cycling route.