

## London Cycling Campaign

9 August 2016

Hackney Q2 Lower Clapton Road and Clarence Place

[https://consultation.hackney.gov.uk/streetscene/lower-clapton-road-clarence-place-gw2/consult\\_view](https://consultation.hackney.gov.uk/streetscene/lower-clapton-road-clarence-place-gw2/consult_view)

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 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 Churchwell Path and Clapton Passage. Both are narrow, with poor sightlines and high pedestrian footfalls, so are not suitable to take high numbers of people cycling – which one would expect with a successful Quietway. Without Quietway status, this route should still receive such an improved crossing – but alternative and higher-capacity routings should also be investigated thoroughly.
- **Modal filters** – we welcome the use of modal filters to remove through traffic from Clapton Square – ensuring easier access to the amenities in the square and better cycling and walking through the square.
- **Refuge** – because there are no dimensions given, we wish to ensure that the refuge in the middle of the road is deep and wide enough to accommodate both high cycling and walking flows, and to cater for the depth of a diverse range of people cycling – including on trikes, cargo bikes, adapted cycles etc.