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London Cycling Campaign response to TfL (in Hackney) Dalston to Lea Bridge Cycleway

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https://consultations.tfl.gov.uk/cycling/dalston-to-lea-bridge/

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

- This scheme is supported. Provided it is followed rapidly by the second phase to connect across the Clapton roundabout to reach to the Lea Bridge Road Waltham Forest cycle tracks in a high-quality manner throughout, this scheme should enable many more people to cycle here, particularly if the improvements suggested below are added too.

Specific points about this scheme:

- The junction of Mildmay Road, Boleyn Road, Crossway and John Campbell Road will remain complex and even hostile to navigate while cycling. Cycle Superhighway CS1 also requires further improvements here and nearby to make it a viable cycling route for a far wider range of people. Specifically, and just in terms of minor tweaks to improve this scheme within the scope of these proposals, it might well be worth providing "with flow" cycle tracks on Crossway, and encouraging those cycling to perform a two-stage right from Crossway northbound into Boleyn Road rather than use a bidirectional track, shared space and then toucan crossing. This would also avoid encouraging those cycling out of John Campbell Road to cross oncoming traffic lanes to reach the parallel crossing.

- The cobbles on John Campbell Road should also be replaced or modified so that those cycling who cannot stand, those using wheelchairs and mobility scooters and those walking with shopping trolleys etc. are able to navigate the road in comfort.

- The contra-flow cycle lane just east of the Sandringham Road junction with Kingsland High Street appears to risk putting those cycling in the "door zone" (albeit, presumably for passengers). These parking bays will also presumably see drivers crossing the cycle contra-flow facility oncoming to park and move away. This is hardly an ideal approach, and removing all parking here and relocating it nearby should be considered.

- The treatments of the route crossing St Mark's Rise and Cecilia Road are not sufficient considering the volume and speeds of motor traffic here. More work needs to be done at both locations – the ideal would be to significantly reduce motor traffic volumes using filtering, and also speeds, at both. The change of priority at St Mark's Rise is of particular concern, as drivers could continue to drive at this location as if they have priority still crossing Sandringham Road. There is a risk also that motor traffic levels on Downs Park Road west of Amhurst Road will still be too high for comfortable cycling for a far wider range of people. An area-wide approach to modal filtering should be considered to reduce motor traffic volumes throughout, including avoiding any displacement of motor traffic from filters on roads such as Cecilia Road, St Mark's Rise etc. or from Sandringham Road to Downs Park Road.

- Downs Park Road east of Amhurst Road is only appropriate for the Cycleway scheme if it remains permanently closed to through motor traffic (as it is set to be temporarily).

- Further improvements to Hackney Downs itself should be considered as part of this scheme to ensure any conflicts between those walking and cycling through the park are minimised.

- "Shared use" pavements are far from ideal for such high potential cycling routes. Given this, the corner of Downs Park Road, Cricketfield Road and Queensdown Road should be considered for further improvements. It should, given the road being closed to through traffic, be possible to remove the right turn pocket on Cricketfield Road, for instance – giving enough space to the western pavement to provide separate walking and cycling demarcated facilities.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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 modes 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.

- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.

- 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 issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.