

## **London Cycling Campaign response to TfL (in Hackney) Lea Bridge – Dalston proposals phase 2**

*12 December 2019*

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

### **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. While it could, and should, be bolder around Lea Bridge Roundabout and the Chatsworth area, it will enable more people to walk and cycle here.

### **Specific comments on this scheme:**

- The modal filter on Powell Road is strongly supported. It should feature physical barriers from building line to building line at 1.5m gaps.
- The crossing of Kenninghall Road west of Powell Road should be a parallel crossing ideally.
- Pedestrian crossings around the roundabout are "staggered", wherever possible these should be redesigned to be direct and single-stage, or at a minimum, ensure pedestrian (and cycle) wait times are low.
- Given DfT traffic counts and collision data, it is clear that both Upper and Lower Clapton Road are also priority roads for protected space for cycling. Schemes should be brought forward for these as soon as possible.
- While the space for cycle tracks around the roundabout comes mostly it appears from areas of hard landscaping, and pedestrian crossing areas are enlarged, a small amount of green space is lost. The scheme could and should be far bolder in removing motor traffic lanes and/or capacity to provide both wider pavements and protected cycle tracks.
- Routing the eastbound lane through Millfields Park risks isolating cyclists and may not feel safe for all potential cyclists. Ideally this would instead take lane space from the carriage to deliver cycle tracks and pavement outside of the tree line. Failing

that, as a minimum, the park fence line and lighting should be improved – a good approach and design detail can be found just further east on the Waltham Forest cycle tracks near the ice rink. Further,

- On Chatsworth Road (and Powerscroft Road, route of Quietway Q2) levels of through motor traffic are too high. Further changes to the area south of Lea Bridge Road should be considered in parallel with this scheme to restrict through motor traffic and reduce overall motor traffic levels - a “bus gate” on Chatsworth Road would be one way to achieve this .
- Semi-segregation of cycling over the bridge by the Princess of Wales pub (between Waterworks Lane and the Waltham Forest borough boundary) is not enough protection, given the bridge’s central structure and high kerbing. Use of semi-segregated measures also can impact usable track width. Fully segregated or stepped tracks should be continued (ideally using the “trief” kerb between track and carriage) to fully link to the Waltham Forest scheme. And the effective track width of the tracks used in Waltham Forest should be maintained across the bridge.

#### **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.