

TfL (Hackney) Stoke Newington Gyratory

28 November 2018

<https://consultations.tfl.gov.uk/roads/stoke-newington-gyratory/>

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:

The removal of the gyratory is welcome, as are plans that improve matters for those walking, cycling and using public transport in the area. However, these plans are far from being as bold and good for these modes as they could be. And it is important to note that as currently designed, this scheme will be unlikely to help the area achieve key Mayor's Transport Strategy targets, including for resident proximity to the strategic cycling network, Vision Zero road danger reduction and mode shift.

The scheme should be reworked to do more on restricting and removing private motor vehicle traffic, particularly through motor traffic not originating in or terminating in the area. It should also include at least preparation for further work on Stoke Newington Church Street, likely restricting through private motor traffic there also. On the High Street and Church Street, as well as throughout, Hackney Cycling Campaign's response to this consultation and its proposals should be considered carefully. And without such modifications as recommended there, it is unlikely the scheme can be designed to genuinely deliver the best possible benefits, in line with the Mayor's Transport Strategy, for those walking and cycling and using public transport.

Specific points on this scheme:

- Fully protected provision for cycling in both directions north-south here should be an absolute priority. There is little evidence that asking people to cycle in bus lanes enables a larger number of and a wider range of people to cycle. There is also evidence that forcing people to cycle mixed with traffic levels of this magnitude, or to move into the road because of loading/delivery etc. bays in the cycle track, will ensure the scheme will not enable a wider range and larger number of people to cycle here.
- North-south provision for cycling is important here, as Cycle Superhighway CS1 is demonstrably failing to provide for the full potential of north-south cycling in the area (for instance, approximately 1,000 cycle journeys daily happen on the A10 in this stretch, despite the presence of CS1) and because there are few viable high-

quality and direct routes available to the immediate east either through this area.

- However it is not just north-south cycling that should be a concern. TfL's Strategic Cycling Analysis shows SW-NE potential routes nearby, including a very high potential route between the Clapton roundabout and Dalston Kingsland and a high potential route between Walthamstow Marshes, Stoke Newington, Clissold Park and Camden. This latter looks like it would require a viable scheme along at least part of Cazenove Road – and onwards south, then west onto and off Stamford Hill and Stoke Newington High Street.
- Given the above, cycle tracks should be extended as far northwards as possible and the Cazenove Road junction should be designed both to eliminate serious collisions and with a future cycling scheme on the road in mind.
- If the current scheme moves forward without extensive modification, early release signals should be used on the High Street even in bus lanes as a bare minimum approach. However these will not be sufficient at the junction with Evering Road, which requires far more work to be safe enough for cycling. The Brooke Road/Rectory Road junction also requires further work. As does the Evering Road/Rectory Road junction. Other junctions, including the Northwold/Gibson junction will likely also require further work to enable safe, comfortable cycling for a wider range of users and to achieve Vision Zero aims.
- As per Hackney Cycling Campaign's response, there appears ample space on Northwold Road and Rectory Road to replace wide lanes, loading bays and the median strip with a southbound protected cycle track – this should be the bare minimum improvements to the scheme for cycling, in that it would enable safer cycling in both directions north and south.
- It is a failing of the scheme that a large number of loading and delivery bays are retained on Stoke Newington High Street. Wherever possible these should be consolidated to one side of the road, or preferably moved to the end of side roads and off the main road altogether. Internationally and elsewhere in the UK, businesses have shown they can adapt to loading/delivery not being provided directly from the front (or rear) of the shop. These loading bays reduce space available that could either be given to those cycling in the form of protected cycle tracks or, where possible, to people walking as wider pavements.

General points about infrastructure schemes:

- LCC requires infrastructure schemes to 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, 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.
- 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.