

**CABINET RESPONSE TO THE LIVING IN HACKNEY SCRUTINY COMMISSION  
INVESTIGATION INTO SEGREGATED CYCLE LANES**

**CABINET MEETING DATE**

26 November 2018

**CLASSIFICATION**

Open

**WARD(S) AFFECTED**

All Wards

**CABINET MEMBER**

Cllr Feryal Demirci  
Deputy Mayor and Cabinet member for Health, Social Care, Transport and Parks

**KEY DECISION**

No

**GROUP DIRECTOR**

Kim Wright  
Group Director, Neighbourhoods & Housing

## 1. Cabinet member introduction

- 1.1 The Hackney transport strategy 2015-2025 sets out our strategic transportation objectives and priorities, and includes a set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough. Our vision is that by 2025, Hackney's transport system will be a model for sustainable urban living in London.
- 1.2 With regards to cycling, the transport strategy recognises that the Council has been highly successful at implementing schemes on quieter roads but there have been limited improvements for cyclists on the busiest roads in the borough. It is inevitable that cyclists will continue to use the busy high streets and strategic roads that carry high volumes of vehicular traffic because often they are the most direct and quickest routes.
- 1.3 The Council is delivering on its policy of 'clear safe space for cyclists' when designing public realm and traffic schemes on principle roads, strategic road network and or where there are high traffic flows, in line with Hackney transport strategy 2015-2025 and Mayor of London's Healthy Streets agenda.
- 1.4 If Hackney is to achieve its aspiration to become a model for sustainable urban living in London, it needs to ensure all road in Hackney are suitable for cycling (with the exception of A12)
- 1.5 I welcome the report of the Living in Hackney Scrutiny Commission, and the focus and challenge they have provided to this area. This short report sets out a response to each of their recommendations.
- 1.6 I commend this report to Cabinet

## 2. Recommendation

- 2.1. The Cabinet is asked to note the content of this response.

### Executive Response to the Scrutiny Recommendations

Recommendation One	Response
That the Council consults on and publishes a clearer criteria for deciding when segregated cycling provision should be used.	<b>Not Agreed</b> - The report recognises that there is a growth of cycle segregation within London. Hackney's experience of this to date is very limited and within the Council's Transport Strategy it is recognised that each location has to be considered on a case by case basis. It is unlikely that the Council can consult on or publish clearer criteria based on evidence within the borough, or make it truly applicable to each location. Accordingly therefore rather than publishing borough criteria for this it would be more appropriate for officers to work with TfL and other boroughs in ensuring that London wide guidance for these types of schemes is kept up to date and applied based on the growing knowledge and experience across London.

	Officers already have the London Cycle Design Standards to refer to and TfL continue to do research into these types of schemes.
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<p><b>Recommendation Two</b></p> <p>That Wheels for Wellbeing and the Royal National Institute for the Blind (RNIB) are added to the list of key stakeholders currently consulted with during the conception of segregated cycling and other cycle infrastructure schemes. That a more substantive review of the stakeholder list is carried out drawing on advice from the Council's Policy and Partnerships service. That the final set of stakeholders is reflective of the full range disabilities experienced by residents.</p>	<p><b>Response</b></p> <p><b>Agreed</b> - Wheels for Wellbeing and the Royal National Institute for the Blind (RNIB) will be added to the list of key stakeholders currently consulted with during the conception of segregated cycling and other cycle infrastructure schemes. In addition officers will undertake a more substantive review of its stakeholder list for these types of schemes.</p>
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<p><b>Recommendation Three</b></p> <p>That the consultation process for cycle infrastructure proposals (including for segregated cycle lanes) is adjusted so that the key stakeholders consulted with during the conception stage are also given opportunity to reflect and comment on detailed designs.</p>	<p><b>Response</b></p> <p><b>Agreed</b> - the consultation process will be adjusted to incorporate this.</p>
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<p><b>Recommendation Four</b></p> <p>That the Council explores the feasibility of setting out a preference for providing signalled crossings at strategic points in any future delivery of segregated cycle lanes, including at bus stops. Given concerns around the confusing characteristics of some schemes we ask that these crossings are symmetrically configured wherever possible.</p>	<p><b>Response</b></p> <p><b>Agreed in part</b> - As part of any future segregated cycle scheme officers will investigate the feasibility of providing signalled crossings at strategic points. This ought to be practical at points such as junctions and for amending other existing signalised crossing points along the routes. However at locations such as bus stops, signalled crossings would usually be physically difficult to install owing to the space required for the signals equipment and given the relatively narrow widths of footway and cycle path available. In addition the likely compliance by either pedestrians or cyclists would be low at bus stop locations.</p>
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<p><b>Recommendation Five</b></p> <p>That the Council carries out detailed monitoring on cyclist, pedestrian and bus</p>	<p><b>Response</b></p> <p><b>Agreed in part</b> - The implementation of the Wick Road scheme commenced in April</p>
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user usage of Wick Road before and after delivery of the Wick Road Improvement Scheme. That this is complemented with surveys of these groups around their lived experience of the new scheme, and with outreach work to ensure that the views of visually impaired and those with other disabilities on the new scheme are gathered. That this research is used to draw learning and inform future approaches to cycle infrastructure proposals.

2018 and before surveys of this nature were not carried out. The Council will though carry out post implementation surveys once the scheme has been fully implemented and users of the road have had an opportunity to gain experience in its use.