



## Hackney Cycling Monthly Meeting – March 2024

Present: LD (Secretary), GG (Co-ordinator), KG, DH (Treasurer), AB, GSJ, CA, RL, LAF, RC, TM2, CK, GQ

Apologies: WP, FC, BP, DM

Quite a few new faces, we do introductions.

### 1. Amhurst Road / Pembury Junction

Hackney have open a [consultation](#) (closing on 17th) on changes in the area, framing it as a “green corridor”. Stressed that it needs to be delivered by end of 2025, but council have requested an extension.

A number of us went to the recent workshops. Survey seemed poor, didn't mention cycling (aside from parking) and there was little in the way of imagery. GQ says at the workshop he attended, every table was calling for safer cycling infrastructure. Each table had someone from the council on it, and supposedly all options were open. GQ says though that he was told there was “no room” for segregated cycle lanes. In response, made point that a whole lane was being taken away. Council officer said he didn't think there needed to be a bike lane as there is going to be a bus gate. Counterpoint made that cyclists will need to ride in front of buses, and it will be a free for all after 7pm. Also idea of speed camera was dismissed (even though they are implemented on Queensbridge). Officer said if it works on Church Street then why not here? GQ felt it was a “sham consultation”. GQ makes a comparison that Camden with Clerkenwell Road scheme are clearly looking to cater for safe cycling.

KG experienced some pushback, particularly around the idea that Pembury Junction should have greater pedestrian priority, was told this can't be done because of capacity.

LD mentions that RL seemed particularly concerned about bus stop bypasses, and also capacity issues at Pembury Junction if a design with a protected phase for cyclists was used.

We have commissioned an engineer to come up with alternative plans, anticipating that the council's plans may not be to the standard we want.

GG says his experience was similar.

WP looked at volume buses going down Amhurst Road, ~100 an hour. So previously mentioned comparison to Church Street doesn't really apply. It will not be a comfortable space to cycle. We have made the case that more people will cycle there than they do currently once the bus gate goes in, which could affect reliability of service.



JK asks where pressure needs to be applied. Feels like we need a major campaign.

It's asked why segregated cycle lanes were possible on Lea Bridge Roundabout. That was TfL led, which could explain this.

We have a commitment from Caroline to continue engagement. She has been at a meeting between ourselves and officers.

Do we need to find a way to let the council present it as exciting and different? Perhaps they don't want to go with cycle lanes because then it potentially still looks "like a road".

TM2 says he thinks they're trying to mix a "place" and a "through route", they need to pick one. If they attempt both it will be good at neither.

We will have another meeting with officers post election.

## **2. Rides**

Recap of Women's Freedom Ride this weekend. Was great, led about 20 people to the main ride. 730 once we joined those from other boroughs. Decision was made to stop at red lights which made it bit stop start and disjointed. EM from Islington apparently made a stirring speech!

Kidical Mass on 24th. We'll be leading a ride from Stonebridge Gardens / Snake Park to the Tate Modern, then main ride goes to Dulwich. Then probably back on the overground. Anyone who's done marshal training, welcome to help out.

TM1 was thinking about an all-ability / families ride in the summer.

## **3. News**

Had meeting with council officers last week.

Landsdowne Drive bus gate decision announced. Hours consistent with Church Street (7-7, all week) but not with Richmond Road with is 24 hours! Queensbridge Road changes going ahead too.

In the same decision summary, the council mentions that they are investigating a "possible cycling scheme" for Whiston Road. Officers said they had applied for funding from TfL, haven't been given any more details yet.

Laurel Street filters consultation imminent.

Chatsworth Road is "in the lead" in terms of upcoming LTNs preparing for plans to go public. Dalston Lane later, autumn. Hoxton more preliminary. There have been



workshops. We saw a consultation which was concerned with the area, but apparently that is separate from any traffic reduction scheme.

Another scheme that has gone in this week, Downs Park road tunnel is going to be effectively a cycle lane for the rest of the year as works go on. Mete has spoken about a filter there previously. We hope it will remain filtered.

GQ disappointed that 24hr operation of Landsdowne Drive wasn't an option presented by council, says it was on a previous consultation. Says about half the traffic comes between 7pm and 7am, after a FOI request. Cyclists travel at night too! Says it's about 1 million vehicles a year, most aren't residents. Council have said 7am-7pm operation is due to "night time economy".

GG says there were a lot of responses against the hours of operation changing, 77% against. So we have to give the council some credit for pressing ahead.

Some discussion around Whiston Road. We don't think money will be spent by council, or given by TfL, unless it substantially changes the safety of the road. So we're not expecting a repeat of the previous squandering of money for cycling that was seen here previously.

Scheme for slight improvement for Seven Sisters Road / Woodbury Road. Early release lights and making existing filter permanent. Hopefully there will be a substantial Seven Sisters scheme later.

CK says, now filter has been put in, should there be a bypass for cyclists? Someone from Haringey had mentioned there were hit there. GG says scope of scheme seems pretty limited.

Islington doing work on a junction, LD wasn't typing fast enough to get the full details.

JK says council will have walking and cycling conference later this year. Says that council isn't actually following the best practices discussed at the conference, despite being a host. Garmon says they talked a lot about their main roads strategy at the last event, but it still hasn't been released.

Gordon says he doesn't see kids cycling, definitely not on main roads. Council seems comfortable with a certain level of cycling and isn't looking to expand it to other groups in society.

Caroline suggested a ride to Waltham Forest, meet councillors there.



JK says battle internally at Hackney is around bus stop bypasses. Says on Wick Road they were put in “begrudgingly”, and that’s not a particularly busy bus corridor.

TM2 says using existing cycle counts for Amhurst Road in modelling shows they don’t want to encourage cycling. And the existing levels of cycling is just down to a young population, with low levels of car ownership, and they’re not looking to build on this.

RL says go to councillor surgeries! Show them what good infrastructure looks like and say that we want it.

#### **4. Low Traffic Hackney**

We, Living Streets and other campaigners helped form the Low Traffic Hackney groups as a way of pushing back against organised, negative groups. Do we want to continue with this?

JK says it’s useful to have groups independent of other vested interest who have come together in support of local LTNs. Seems it will continue in some form.

#### **5. Schemes elsewhere**

Some schemes in other boroughs which may be of interest mentioned.

[Clerkenwell Road](#) (Camden, closing on 11th)

[East Village Cycle Connections](#) (Newham, closing on 24th)

[Romford Road](#) (also Newham, also closing on 24th)

#### **6. AOB**

Bike Week is Monday 10th June. Bike breakfast on Saturday 15th? DH says that’s already pencilled in. RL says we’ve always lucky with the weather in the past (not tempting fate at all) so looking forward to it.

Local elections in May, expecting a lot of things coming afterwards. So might be a bit of a quiet period before then.

We’re planning face to face meetings planned in June, October [AGM] and December.