

# **LOCAL ELECTIONS 2010**

**What will they do  
for cycling in Hackney?**

# *One in three voters wants to cycle*

## *Let's give them a chance to do so*

According to surveys, a third of Londoners want to cycle. Increased cycle use offers a quick and affordable way of reducing congestion, pollution, climate change and health care costs. It is beneficial for the individual and for the whole community. Even those who drive cars and don't cycle can benefit from reduced motor traffic and less pressure on car parking spaces. We would like our borough to continue to be a leader in sustainable transport and for our streets to become even more cycle-friendly for both children and adults. To make this happen, we ask you to support this manifesto.

### **1. PERMEABILITY**

The LCC in Hackney calls on all parties to commit themselves to returning all Hackney streets to two-way cycling. This would be the most important and most effective commitment to make in increasing cycling. We have long championed the need to give cyclists 'maximum route choice, minimum diversion', i.e. returning one-way systems (such as the Stoke Newington gyratory) and other one-way streets to two-way operation, and improving other access blockages such as barriers to permit cyclists.

Hackney should make enhancing permeability official Council policy and make a full 'permeability project' the borough's pro-cycling flagship programme. This should systematically identify and record obstacles to permeability to subsequently draw up a programme of improvement works.

Where a street or streets are under the control of Transport for London, such as in the Stoke Newington gyratory (see point 2), we would call on the borough to actively negotiate improvements with TfL and to support any such schemes by carrying out work in the surrounding streets under control of LB Hackney.

### **2. STOKE NEWINGTON GYRATORY**

Following on from the previous point, we would call on all parties to commit to making the return of the Stoke Newington gyratory official Council policy, and a priority, as well as to work with Transport for London to secure funding for this project. Past Council support has been very valuable.

### **3. CYCLE TRAINING**

Hackney has always led the way in this area, and in view of ring-fenced TfL money for cycle training ending in 2010, we call on all parties to commit to continuing to provide free on-road cycle training for schoolchildren, free training for adults and regular training for

highway engineers, transport planners, and other Council employees.

#### **4. LORRY DANGER**

We advocate that Hackney should commit to achieving a real improvement in the reduction of casualties involving lorries through a driver-cyclist awareness programme for all council HGV drivers, including cycle training (as was done in the award-winning scheme by LB Lambeth) and by improving LB Hackney to become a silver or gold member of the FORS safety standards scheme (currently bronze). There should also be political leadership at a high level to head a broad coalition of local decision-makers in ensuring that lorry danger on Hackney's streets is reduced.

#### **5. CYCLE PARKING AND CYCLE THEFT**

We call on Hackney's political parties to commit to increasing the rate at which cycle parking is delivered, in the public realm, at workplaces, in housing, for staff and visitors at all council, NHS and school buildings, and to strengthen local planning policy requirements for cycle parking.

Good quality parking in the above locations is essential to reduce levels of cycle theft, and we call on Hackney's parties to use this tool in fighting bike theft. The Council should do all in its power to reduce bike theft, which is at a high level.

#### **6. 20MPH**

We would like all parties to expand on Council policy on 20mph by additionally introducing 20mph *limits* as opposed to zones, especially in 'stitch' roads (roads between existing zones), and to use the latest DfT guidance on 20mph, which makes the introduction of 20mph limits easier.

#### **7. ROAD DANGER REDUCTION**

We call on the political parties in Hackney to adopt a Road Danger Reduction strategy for the borough, following the example of LB Lambeth, to increase the impact of existing Road Safety initiatives. Together with the police, the Council should also step up enforcement against uninsured and dangerous drivers.

#### **8. TARGETS**

We call on all parties to back an investment plan that will raise Hackney, for years the London leader in cycling growth, to the level of a cyclable and prosperous European city. Hackney currently has a modal share of cycling of 8%, twice as much as the next London borough (Richmond), and four times the London average. As the Mayor of London's target for cycling is a modal share of 5% throughout London (T2025 strategy), Hackney should maintain that four-fold lead. A target of a 20% modal share for cycling in Hackney by 2025 is not unrealistic.

## **9. HEALTH**

We would welcome it if all parties were to commit to building on the Council's successful MOVE Travel Awareness programme for Council staff and working with local employers, especially Homerton Hospital, expanding the programme. Also, the Council should sign up to the Government's Cycle to Work Guarantee scheme.

We also call on all parties to work with City and Hackney PCT to introduce a comprehensive programme of 'cycling on prescription' to enhance health through higher activity levels, including provision of National Standard cycle training.

## **10. EVENTS**

The Council should continue to promote healthy living by running regular cycling events such as Cycling Sundays. This could engage the whole borough to experience their major town centres free from being choked by motor traffic. We would be delighted if all parties committed to this new event culture.

## ***Conservative Party response***

### **Permeability**

We wholeheartedly support such policies.

### **Stoke Newington Gyratory**

We support the removal of gyratory systems generally, as we regard them as unhelpful to all road users. However any solution must be arrived at following public consultation, and must work for all road users and residents and businesses on the roads affected.

In any event there is a pressing need to improve cycle permeability from Northwold Road to Stoke Newington Church Street—this should be prioritised pending resolution of the gyratory issue.

### **Cycle Training**

Yes we wholeheartedly support this policy.

### **Lorry Danger**

Yes we wholeheartedly support this policy. We regard the presence of very large HGVs on London streets as totally unnecessary and will be calling on the Government and the Mayor of London to introduce a system of restrictions and licensing arrangements with a view to reducing the presence of such vehicles on Inner London streets.

### **Cycle Parking and Cycle Theft**

Yes we wholeheartedly support this policy. Police should treat cycle theft as a greater priority and should be given the equipment needed to identify stolen bikes. More needs to be done to break the trade in stolen bicycles. This includes having a proper voluntary registration programme for bike owners.

### **20mph**

There are two main points of difference between ourselves and the Labour party in Hackney on this issue.

First we oppose the use of speed humps (we would welcome, by contrast, the use of average speed cameras).

Secondly we oppose the policy of seeking to reduce traffic speeds by the proliferation of 20 mph zones in residential side streets. We regard this policy as dangerous and unfair as (particularly when combined with the use of speed humps in side streets) it leads to the displacement of risk-taking by drivers onto what you describe as “stitch roads”.

We would like to see efforts to reduce traffic speeds equitably across the whole Borough—including TfL roads and “stitch” roads.

We will also press central Government to undertake a national review of speed limits—which we feel is long overdue.

## **Road Danger Reduction**

Yes, we would seek to have a coherent approach to the reduction of road danger.

We are not sure how local authorities can usefully assist other authorities in relation to dangerous and uninsured drivers, but will take on board any advice you have on the matter.

## **Targets**

We are committed to encouraging people to cycle, making life easier for cyclists and reducing barriers to cycling. Modal share would be a measure of how successful we were in pursuing these aims—but we do not believe in “target led” policy.

## **Health**

Yes—we support this.

## **Events**

Events can be fun and worthwhile, but one man's event can be another man's nuisance, and the majority of cyclists just want to be able to get on using their bikes as a means of transport and recreation.

We don't support “event culture” but will be happy to support individuals and organisations who have ideas for events if they seem worthwhile and are not going to be too expensive from the Council's point of view.

## **Other points**

1. We support the Mayor of London's decision to explore the option of allowing cyclists to take left turns at red lights.
2. Hackney should be proud of its record on cycling but more needs to be done in ensuring

that the whole of the road network is suitable for cycling. In terms of spending priority, for example, we would favour better road maintenance generally over expansion of the network of segregated cycle lanes.

3. We need to try to break down the culture of antagonism that has grown between cyclists and other road users. We would establish a Hackney road users' forum which would allow an opportunity for dialogue between motorists, cyclists and bus companies.

## ***Green Party response***

Hackney Green Party offers its support to the London Cycling Campaign in Hackney's Local Election cycling manifesto. Hackney Green Party is very supportive of cycling in Hackney, for the obvious health and environmental benefits, as well as the benefit to the community. We would like to see cycling levels in Hackney continue to rise, and for more people to choose two wheels as their default form of transport.

Many of your policy points appear in our own manifesto. We would also push for measures such as the improvement and development of the London Cycle Network, progress on which has slowed down under our current Mayor, as certain strategic routes need to be properly maintained and signposted for the benefit of Hackney's cyclists.

We advocate the following points in our own manifesto:

- a doubling of cycling levels by 2014
- increased permeability of cycling, including returning one-way streets to two-way or introducing contraflow cycle lanes in such streets
- work to get Transport for London to revert the A10 at Stoke Newington High Street to two-way for buses and bicycles, and scrap the gyratory system
- extended provision of cycle training
- banning dangerous lorries from residential streets
- increased provision of cycle parking, e.g. at main shopping points
- 20mph limits across the borough

In addition we would:

- Continue to work with Greens across London to maintain momentum on the London Cycle Network by providing lanes along main routes and ensuring existing lanes are properly maintained and signposted
- Provide advanced stop lines at all suitable junctions

## ***Labour Party response***

Jules Pipe, Labour Candidate for Hackney Mayor, says:

“We want to make Hackney's streets the most cycle-friendly in London and to build on our record for encouraging one of the biggest growth in cycling in the country. We will continue to work with the London Cycling Campaign to achieve this.”

### **Permeability**

All streets 2 way for cycling. Yes in principle. It is in the council's current policy and runs through all that we do. We are happy to consider permeability for all our schemes—and will continue to consult with the London Cycling Campaign when we agree our rolling capital programme. We would wish to go through each individual case, but with a presumption to allow.

### **Stoke Newington Gyrotory**

Hackney Labour has a manifesto commitment to return the gyrotory to two-way.

### **Cycle Training**

We are happy to make this commitment.

### **Lorry Danger**

We agree. Funding is already coming in on this issue through a Hackney-led consortium bid for government funding.

### **Cycle Parking**

We completely agree and this is already happening.

### **20 mph**

We have repeatedly set out our approach and will continue to implement this so that all residential roads are covered by a 20mph speed limit by 2012. We have also secured funding to be one of the first trial sites in Britain for average speed cameras to enforce this limit and we would look towards using this sort of technology to cover the "stitch" roads which are complicated by the needs of the emergency services and public transport.

## **Road Danger Reduction**

We already work with the police to act against uninsured drivers and will continue this work. We have also brought in funding to begin to tackle the disproportionate number of BME children involved in road accidents. We are happy to investigate a Road Danger Reduction Strategy.

## **Targets**

We wish to adopt achievable targets and wish to see a year on year increase in the percentage of journeys taken by bike. We would wish to stay significantly ahead of other London boroughs and will continue to work to achieve this goal.

## **Health**

We have already worked with the Homerton Hospital over travel planning. We are happy to discuss with the PCT, proposals on how cycling can be part of an "active travel" approach to health.

## **Events**

The council already runs a regular series of events to promote cycling and to assist cyclists, both on our own and with others such as the police. We have also held events to encourage those less likely to cycle to consider it for their journeys, such as "Wheels and Heels" in Shoreditch to encourage more women to cycle.

## ***Liberal Democrats response***

The Lib Dems wholeheartedly support change that will allow people to live in environmentally sustainable ways. Cycling is an important part of this transition: it reduces road congestion, pollution and carbon emissions; and it improves public health. We will provide support for cycling in the most effective way – within local communities.

The Hackney Liberal Democrat 2010 election manifesto features cycling as one of our top commitments. Cycling is particularly important here in Hackney, where we have four times more cyclists than the London average yet proper investment and support for cycling is long overdue.

We believe that if we make cycling safer and easier, more people will cycle. This requires hearts and minds leadership from the Town Hall to encourage people to “think bike”. This is leadership that only the Lib Dems can provide.

### **Permeability**

Hackney Lib Dems support “permeability”. Cycling works best when cyclists are able to get from A to B without unnecessary diversions created to control motorised traffic. This is part of the Lib Dem commitment to getting rid of unnecessary interference in people’s lives.

We support the calls to return Hackney streets to two-way cycling traffic and believe that this will be a significant step to support cycling in the Borough.

### **Stoke Newington Gyration**

The Stoke Newington gyration simply does not work for cyclists, especially if you need to go straight down the High Street. This is not just an issue for cyclists - every local business we have spoken to in the area wants the gyration removed.

The Lib Dems got rid of the Shoreditch gyration, we will continue to campaign for Transport for London to remove the Stoke Newington gyration.

### **Hackney Community Cycle Centre**

We will undertake a feasibility study to introduce an integrated Hackney Cycle Centre, run by the community, for the community. The Centre will provide secure cycle parking, a workshop, café and cycle training. We believe it will become a focal point for cycling and cyclists, and a powerful means of promoting cycling in the borough.

### **Cycle Training**

Hackney Lib Dems support cycle training as an important way of encouraging new cyclists

and improving safety. We will continue to provide free cycle training for schoolchildren and adults.

## **Lorry Danger**

We support training cycling awareness training for lorry drivers. We would also seek to implement a code of practice for businesses operating HGVs in Hackney (in whatever capacity) that highlights the dangers lorries can create for cyclists.

## **Cycle Parking and Cycle Theft**

We want more secure cycle parking in the borough, in locations from workplaces to transport hubs to buildings that provide some kind of public service (this includes pubs). We will also look into providing staffed parking at key transport hubs.

## **20mph**

The Lib Dems were the first to successfully introduce city-wide 20mph speed limits on residential roads in parts of Britain and we intend to do the same in Hackney.

## **A Cycle Hire Scheme for Hackney**

We believe that easy cycle hire is a great way of getting people onto bikes. We will introduce a cycle hire scheme in Hackney, for Hackney, run by the community. We aim to make this an extension of the new Zone 1 scheme into the Borough, run with the help of local community groups.

## **Cycle to Work**

We fully support other initiatives that promote cycling, from road safety initiatives to an awareness programme promoting cycling in the borough. As part of this commitment we will ensure that Hackney Council signs up to, and fully supports, the Cycle to Work guarantee scheme.

## **The Future**

We recognise that, compared to the rest of London, a high proportion of people in Hackney cycle (the so called modal share is 8%), but this isn't enough. We believe the commitments in this manifesto will make cycling safer, easier and more attractive so we will set a target to at least double the number of cyclists by 2025, in line with the London T2025 strategy. We will set the minimum threshold to 16% (double the current rate) with a target rate of 20%.