

# **Cycling in Hackney's green spaces**

**Presentation to Living in Hackney Scrutiny Commission  
February 2008**



**London Cycling Campaign in Hackney**

# London's cycling borough

Nearly 7% cycled to work in 2001 (Census). Much growth since

Revival was led by younger incomers, now spread to the rest of the community

Biggest training programme in London, delivered by STA Bikes (£200,000)

Best cycling borough award 2006

LCC 'best facility' award 2007

“Cycling heaven” (Evening Standard)

Large sections of the population still physically inactive; worsening health outcomes are predicted

*Hackney should continue to lead the way in promoting cycling to its people*



# Why encourage cycling in green spaces?

Opportunity to relax and release stress

Cleaner air, contact with nature

Perception of safety, away from motors

Green links plus quiet back streets can make for great cycle routes (eg London Fields as part of Black Path / LCN+ 9)

Best place for those new to cycling to find their feet

Initial sessions of cycle training usually take place in parks

More people cycling in parks => more people using parks => safer parks



# Cycling in green spaces is the norm in London

Cycling is now allowed in approximately 70 open spaces in London. None have been revoked

1999 DETR/Countryside Agency study of User Interactions on Shared Use Paths. Five different sites, 1500 interactions videoed.

## *Key findings:*

Cyclists do not travel at excessive speed (average 9mph)

On encountering other users cyclists do slow down (to average 7mph)

Cyclists do take evasive action (walkers tend not to)



# Royal Parks shared use trial

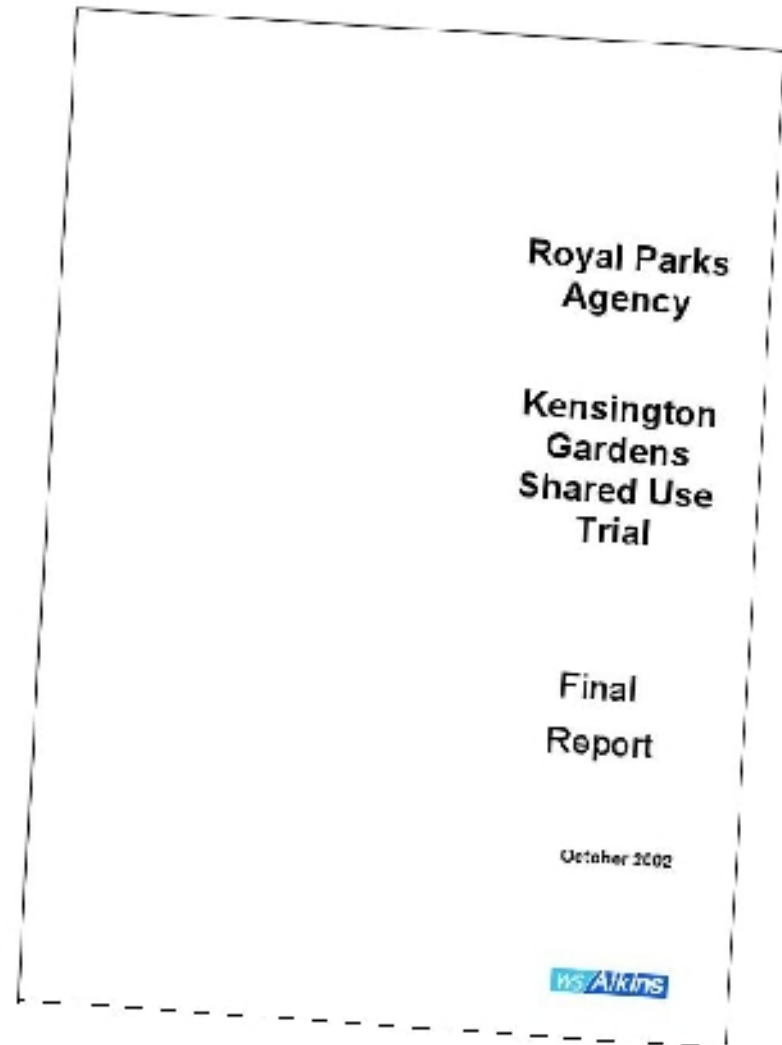
Study by Atkins in 2002. Extensive interviews with public on their perceptions of cycling in Kensington Gardens before and after introduction of 'pedestrian priority' signs

## *Key findings*

Reports of near misses:  
18% before signage, 2% after

Perception by pedestrians that cyclists behave well:  
40% before signage, 80% after

Installation of shared use signs was the only physical change to infrastructure



## **A positive approach is the only practical choice**

Blanket bans and enforcement are ineffective and cause resentment among the considerate majority

Aims of positive approach should be to:

improve safety for all users

facilitate access for all

enable comfortable shared use

retain green/wildlife corridors

increase park usage significantly  
... at all times – weekdays, wintertime etc

Plenty of good practice to follow



## Recommendations

Permit cycling except at particularly difficult points (cf LB Ealing)

Shared use signs at park entrances

Widen paths to 3 metres if possible – increases comfort for all

Focus enforcement on anti-social cycling, not considerate cycling

Provide cycle parking where needed, eg Clissold Park café

Continue to promote cycling activity in green spaces including breakfasts, Dr Bikes, 'pitstops', property registration, and of course training

