

## London Cycling Campaign

15 March 2016

<https://consultations.tfl.gov.uk/roads/stamford-hill-clapton-common>

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and from our local group Hackney Cycling Campaign, and in support of their consultation response.

The London Cycling Campaign want, 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 Fails" eliminated.

This junction is one of the busiest, most dangerous and most hostile in Hackney. This scheme will do little to change that, and therefore we oppose it. Most shocking, there is plenty of space, we believe, for both safe space for cycling and a design that ensures buses are not delayed at this junction, yet the scheme proposed seems to favour motor vehicles above cycling safety, comfort and convenience.

We wish to raise the following issues specifically:

- It's likely that several of the junction arms retain dangerous "hook risks" that likely count as CLOS "Critical Fails". The design, for instance, sees one arm where cyclists will have to cross busy and potentially fast-moving traffic streams just to go ahead; another arm where a heavy stream of left-turning traffic will be crossing cyclists going ahead to turn into a slip.
- It's possible there are CLOS critical fails in lane widths at key points.
- Right turns across the junctions for those cycling are not in any way enabled.
- Hackney Cycling Campaign have used TfL's Junction Assessment Tool (part of the LCDS) to assess the junction as scoring between 0 and 4 out of 24, with numerous critical fails.
- The use of ASLs on a junction this large is simply unacceptable. These are not up-to-date TfL infrastructure solutions – and they offer little to no safety benefit for cyclists. Better solutions should be provided at this junction.
- Staggered pedestrian crossings also represent a barrier to pedestrians and are unwelcome. They also remove roadspace, whereas direct pedestrian crossings would likely enable more space for cycling.
- The provision of raised tables on some side streets is welcome. For such quiet streets, we would consider "Copenhagen", "blended" or "continuous" footways throughout. However, whatever solution is used, entry radii should be very tight and the entrance narrowed right down to ideally a single lane, in order to control vehicle speed and aggression. This should also be applied consistently – eg on Olinda Road, Craven Park Road, Lewis Gardens, Ravendale Road, Egerton Road etc.