

TfL (in Camden, Islington, Hackney and Haringey) Camden to Tottenham Hale new cycle route

28 March 2019

<https://tfl.gov.uk/modes/cycling/routes-and-maps/new-cycle-routes>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

This scheme is along one of the corridors with highest potential for cycling in London – and is supported on that basis.

The entire route therefore needs to be continuous, clear, comfortable and safe – every junction needs dealing with, all busy roads need cycle tracks, all quiet streets where no protected space is proposed need to be below 200 motor vehicle movements in the busiest hour and feature 20mph limits, physically designed for or enforced.

Specific comments on this scheme:

- There are a few important connections this scheme needs to pay attention to – Pratt and Delancey Street at one end, Ferry Lane cycle tracks in Waltham Forest at the other and in between Brecknock Road/York Way.
- The route should not run significantly inside Finsbury Park (e.g. the current “carriage”). Summer events and isolation at night-time would significantly reduce the potential user base and amenity of the route.
- TfL should also take this opportunity to upgrade poor quality sections of Cycle Superhighway CS1 that are shared with this scheme.

In Camden:

- North and southbound cycle routes need frequent, high quality, connections between them and there must also be good connections to nearby sections of Camden's proposed cycle network (such as TfL's Hampstead Road scheme, Camden's Pratt & Delancy Street scheme and Regent's Park proposals).
- It is vital that this scheme provides a high-quality route that is direct, fast and high-capacity throughout in both directions. It is likely this will require at least one direction of the scheme along Camden Road, rather than a two-way scheme through Camden Square. And that means high-quality, high-capacity, segregated cycle tracks on this road in at least one direction.

In Islington:

- The bridge at Finsbury Park creates a significant pinch point. TfL must deliver a scheme which lets children and the elderly use the route safely without riding through bus stops or mixing with buses.
- Again, there is high potential for onward links to other cycle routes – Brecknock Road/York Way is the highest priority onward link to enable in the borough, according to TfL's Strategic Cycling Analysis.
- The junctions with Holloway Road specifically should be designed to enable safe cycling to and from all directions, as Islington Council has stated it aspires to cycle tracks on Holloway Road in the future.

In Hackney:

- High-capacity, high-quality, 24/7 cycle tracks will specifically be needed along Amhurst Park and "Woodbury Down Boulevard" (or radical cuts in motor traffic).

In Haringey:

- Tracks within the park would be strongly negatively affected by events, and at night and through winter since the park is locked at dusk (and even without gate closures, would the route would feel isolated and unsafe for far too many potential users). It is vital that London's cycle network is available, direct, safe to use and feels safe to use at all times.
- High-capacity, high-quality, 24/7 cycle tracks will specifically be needed along Seven Sisters Road (parallel to the park and ideally onwards to Seven Sisters station).
- The route must extend to the Waltham Forest border to link directly to the cycle tracks on Ferry Lane. It must not stop short as the current route map appears to show.
- All of the CS1 sections shared with this scheme need major revision to provide a high-quality and high-capacity route fitting of the potential identified along this alignment. This includes the A10 (particularly under the bridge at South Tottenham Station), and on St Ann's Road and Holmdale Terrace. The current Broad Lane cycle facilities are also far below appropriate provision.
- Many people cycling are likely to remain on Seven Sisters Road from the Manor House junction to the Seven Sisters junction even if this route does not run along this stretch. Provision for cycling, and the alignment of this routes should therefore clearly be along Seven Sisters Road, as it is more direct and there could well be ongoing collisions off the currently proposed alignment if this is not done.
- Both this route and the current proposed alignment of Q10 through Finsbury Park are likely to connect at the park's main gate. This is also a location of high pedestrian footfall. So it will be essential to ensure provision is made to clearly delineate pedestrian and cycling space and to provide enough space for both modes travelling in all directions, avoiding a bottleneck or pedestrian-cycle conflict. This may mean making changes to the gates themselves and/or how they are open.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, 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 issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.