

London Cycling Campaign

22 September 2016

Enfield A1010 North

<http://cycleenfield.co.uk/major-projects/a1010-north-scheme-consultation/>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and in support of the response from Enfield Cycling Campaign, the borough group.

General points about cycling schemes:

- LCC requires schemes to 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.
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- For cycling to become mainstream, a network of high-quality, direct routes, separate, from high volumes of motor traffic, is required to/from all key destinations and residential areas in an area.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects elsewhere, 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. This will enable far more people to cycle, easing congestion, reducing pollution and avoiding climate changing emissions, but also hugely boosting public health through physical activity. Every Highways scheme should therefore be brought forward on the basis of it helping complete that network.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode 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.
- LCC wants, as a condition of funding, all "mini-Holland" 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.

General points about this scheme:

- Cycle track width to be a minimum of 2m. Cycle track width to be prioritised, whilst ensuring pavement width is retained. Tracks to be detailed so 2m usable width is maintained even where semi-segregated measures such as “orcas” are installed.
- Side road entry treatments to be consistent throughout the scheme – to enable mass cycling with “hook” risks mitigated against. Ideal is to implement modal filter cells off the main road to reduce traffic turning into and out of side streets and to deliver huge benefits to residents on those streets – boosting community, walking and cycling. On low volume traffic side streets, “continuous footways” or “blended crossings” are a good solution – with a raised table, tightened junction radii and entry/exit width to encourage good driver behaviour. Raised tables and tightened geometry even without a blended crossing should always be considered.
- Bus stop “boarder” designs remain a concern in terms of cycle-pedestrian interaction. “Bypass” designs are better where achievable. Failing that, designs should aim to minimise conflict. And boarder designs are unlikely to be suitable in areas where there is high pedestrian footfall – as pedestrians tend to fill the track.
- Crossings – zebras to be replaced with “tiger” parallel crossings where possible, particularly near side streets to enable convenient cycle crossings. Crossings to also be designed to enable people cycling to cross in safety, comfort and convenience – for instance with appropriate treatments to enable people cycling to reach each crossing safely from nearby side streets in either direction.
- Service roads for cycling – this scheme features several “service roads” parallel to the A1010 as space for cycling. It’s imperative that motor vehicle entry/exit to these side roads is carefully designed to minimise speed and aggressive behaviour and to mitigate for hook risks. Turns for people cycling to be designed to be gentle rather than sharp, where possible and entrance/exit points to not be located too close to bus stops, other parking etc. to maximise visibility for those entering and exiting cycling or in a motor vehicle.
- Turns at key points – turns off the A1010, particularly into side streets leading to key amenities (train stations etc.) to be designed to be calm, safe and comfortable to enable all-ages, all-abilities cycling. At locations such as Turkey Street, this does not look to have been designed for.
- East-West linkages - key east-west link routes should be considered carefully throughout (for instance to Enfield Lock station at Ordnance Road/Unity Road) – there is currently an issue of east-west severance in the area.

Specific points about this scheme:

- Green Street/Brick Lane junction – further design work is needed at these junctions to ensure safe, calm and comfortable turning movements for people cycling in all directions – for instance how will people cycle right out of either street or from the A1010 into Green Street? Also, the deflection of the track on the A1010 southbound

before the Green Street junction is excessive.

- Carterhatch Lane junction – given the high volumes of traffic using this junction in all directions and from all directions, then to retain a roundabout and provide safe space for cycling, this junction would need tighter turning radii, via a larger central raised area. Ideally, the bends in the track would need to be gentler – yet retain the arrival of people cycling at right angles to the road, as per Dutch junction design. Given space constraints here, a signalised junction might well be preferable.
- Service road south of Longfield Avenue – this looks very narrow between two rows of parked cars – and therefore intimidating and potentially dangerous in terms of a “dooring” risk.
- The Ordnance Road/Unity Road junctions – this junction currently appears to be designed for large amounts of vehicle traffic, and not for safe, calm, comfortable cycling turning movements.
- Bullsmoor Lane/Mollison Avenue junction – design should always be for all-ages, all-abilities cycling, not separating cycle-user type into two tiers. This junction design does that – with “vehicular cyclists” served by an ASL, with those less confident served by a three-stage toucan crossing approach. The result is a junction that will remain either a (“hook”) risk or significant barrier to cycling. Crossings to be direct where possible, with hook risks removed.
- A1010/A110 junction – this design looks set to enable safe, comfortable and calm turns in all directions, provided signal timings are appropriate and not overly weighted to motor vehicle movements. The southern side of the A110 east of the junction is a concern – because it does not appear to have a cycle track designed for it.