

London Cycling Campaign

15 March 2016

<http://cycleenfield.co.uk/have-your-say/a1010-south-scheme-consultation/>

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 Enfield Cycling Campaign, and in support of their consultation response.

In general, we support this scheme for a safer and more comfortable north-south route taking in the transport interchange at Edmonton Green. That said, there are several issues we wish to raise.

General issues:

Cycle lanes designed for high use should be a minimum of 2m wide. 1.5m is the absolute bare minimum acceptable for very short sections. But 2.2m is ideal for high-capacity tracks and for comfortable overtaking etc.

It is vital that cycle lanes and pavements are consistent as they cross side roads, both in height and surface material. Where side roads are very quiet, "blended" or "Copenhagen" crossings should be considered (with the carriageway rising to meet the crossing, tight junction radii and narrow entry – ideally one lane only – to control driver speeds and behaviour).

Bus stop "bypasses" should be used wherever possible, particularly at busy stops, rather than "boarders".

Larger junctions should be designed to separate cyclists in time and/or space from motor vehicle movements, to enable convenient, comfortable and safe crossings for cyclists in all directions (and certainly all key ones).

ASLs, "early start" and "cycle gates" do not provide good quality protection or safe-feeling infrastructure. In some cases they can be dangerous – normally when cyclists arrive at the lights when they are green.

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.

Fairfield Road to Park Avenue

We partially support the proposals. Improvements could be made by:

- Widening the cycle lane to 2m at least.
- Redesigning Park Avenue to remove left hook risks for cyclists travelling north, and also to slow and calm drivers through the junction – by tightening junction radii, including a raised table etc.

Park Road to Shrubbery Road (south)

We partially support these proposals. Improvements could be made by:

- An improved link to the greenway via a signalised junction. It is also not clear exactly how cyclists should negotiate it when following the east-west greenway. To access the crossing from the greenway when travelling east entails cycling against the flow of motion on the cycle path. These section of the path need to be wide enough for two-way cycle traffic.
- Widen tracks on the west side particularly, if necessary by relocating parking bays.
- Ensure there is physical segregation between the bus lane and cycle path throughout.

Shrubbery Road to Smythe Close

We partially support these proposals. Improvements could be made by:

- Removing hook risks for cyclists at Smythe Close.
- Redesigning the crossing south of Smythe Close to allow for cyclists travelling north to continue when lights are red for other traffic, giving any pedestrians priority.
- Design for bus stop bypasses, rather than boarders, in this section.

Edmonton Green Station/Roundabout (Option 1)

We partially support these proposals. We welcome the removal of the roundabout and prefer this to Option 2. Improvements could be made by:

- Continuing the two-way track south as far as Smythe Close, which would simplify the junction and allow improved access to Edmonton Green station and shopping centre, and avoid having people cycling between traffic lanes between Balham Road and Church Street, and likely allow improvements for more direct pedestrian crossings also.
- Working further on the Church Street junction to improve pedestrian and cycling facilities, particularly for those turning from Church Street onto the A1010.

Edmonton Green Station/Roundabout (Option 2)

We do not support this proposal for the roundabout. It maroons public space where it will not be used; will be complex to navigate for drivers, pedestrians and cyclists; and sees cyclists and pedestrians pushed far from “desire lines”.

Bus Station Access to Rosemary Avenue

We support these proposals. But further improvements could be made by:

- Redesign the junction of Bounces and Croyland Roads to remove hook risks from these side streets, but also to remove the need for cycle gates, which cause excessive wait times for those cycling and do not provide enough protection to deliver a safe, comfortable experience for those cycling.

Rosemary Avenue to Houndsfield Road

We support these proposals. But further improvements could be made by:

- Ensuring sight lines near the bus stops are maximised to avoid the risk of drivers nosing out.

- Increasing width of cycle lanes, if necessary by removing parking bays.
- Redesign to remove cycle gates.
- Replace the bus stop “boarders” with bus stop “bypasses” if possible.
- Putting in ideally “Copenhagen” or “blended” crossings, but at a minimum raised tables at the crossings of Sutherland, Grosvenor, Rosemary, Denny, Lowden, Henderson, North, Houndsfield and Forest Roads to slow turning motor traffic.

Houndsfield Road to St Alphege Road

We support these proposals. Improvements could be made by:

- Signalising the junction of Cleveland Road and St Joseph’s Road with waiting space for cyclists following the greenway.
- Putting in ideally “Copenhagen” or “blended” crossings, but at a minimum raised tables at Bridlington, King Edwards, Elizabeth, Tramway, Bedford and St Alphege Roads to slow turning motor traffic.
- Widen cycle lanes.
- Replace bus stop “boarders” with bus stop “bypasses” wherever possible.

St Alphege Road to Southfield Road

We support these proposals. Improvements could be made by:

- Redesigning the junction of Galliards and Nightingale Roads. This could benefit from an “all green” cycling and pedestrian phase. But as it currently stands, the junction will not enable comfortable, safe and convenient cycling from all directions, to all directions.

Southfield Road to Lincoln Road

We support these proposals. Improvements could be made by:

- Tighten the radius of the junction into the Asda car park, and add a raised table to control driver behaviour and speed.
- Convert the bus stop near Clarence Road into a bus stop “bypass”.