

London Cycling Campaign

19 March 2016

https://consultations.tfl.gov.uk/roads/lower-clapton-road/consult_view

This response is made on behalf of the London Cycling Campaign, 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 is in support of the response of Hackney Cycling Campaign, our local group.

We do not support this scheme. London Cycling Campaign policy is for streets with over 2,000PCUs of traffic daily, safe space for cycling is vital – not just to improve safety for those currently cycling, but to enable a far broader range of people to cycle in comfort, convenience and safety. This design offers no safe space. And the assertion that other such schemes have successfully mixed high traffic volumes with vulnerable road users without separated space and formal signals is specious.

For the scheme to be successful, it would require either removal of a dramatic proportion of the current motor vehicle traffic (including buses), or a total redesign that included separating those cycling in time and/or space from motor vehicle traffic and finding a way to ensure pedestrians can cross in comfort, convenience and safety (currently, for instance, pedestrians will need to negotiate two lanes of aggressive and heavy traffic on Lower Clapton Road, in one go without signals).

Without such treatments, this junction will remain a hostile barrier to cycling and walking, and likely the locus of a “higher rate of collisions... compared to comparable roads.” In fact, increasing the capacity of this junction, as these plans appear to do according to the modelling, is likely to induce additional motor vehicle demand. Even without increased motor vehicle traffic, it's likely this junction will allow motor vehicle drivers to dominate the environment here.

We believe instead, segregated space for cycling could be included in a design for this junction – for instance, a cycle track would be feasible onto Urswick Road given space appears to have already been taken from the medical centre's boundary.

We also believe in the current proposals, encouraging cyclists to use the central reservation puts them into direct conflict with pedestrians crossing and formalises behaviour that arises out of frustration and fear, rather than designing for all types of cyclists to ride in comfort.

The London Cycling Campaign also wants, as a condition of funding, all highway development designed to TfL's London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, and all “Critical Fails” eliminated. We believe this scheme likely retains several critical fails – most notably “hook” risks at the junction.