

London Cycling Campaign

23 February 2016

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.

We welcome the intent of this initial consultation – to begin to consider how to deal with community severance and regeneration of the area. Seven Sisters Road carried over 20,000 vehicles daily including over 1,000 HGVs, in 2014. Traffic is fast and the result is this road is a barrier to cycling, walking and community. That said, motor vehicle traffic has dropped by nearly 50 percent since 2000, with HGV use down 35%, while cycling has risen nearly 400%. Cyclists now outnumber HGVs, despite the aggressive and hostile nature of this road currently.

We would urge the Woodberry Down Development Team to consider a mix of Ideas 5 and 3 as the best way forward for Seven Sisters Road. Given the volume of traffic and the increase in cycling, protected space for cycling along the road and at junctions is a vital component of any future redesign of the roadscape. Doing this while retaining bus lanes and pedestrian footway space is ideal. On top of that, more pedestrian/cycle crossings will begin to address issues of routing of those on foot or cycling.

On top of that, we would urge the Woodberry Down Development Team to consider the major junctions carefully to separate cyclists and pedestrians, and motor vehicles, in time and/or space – to eliminate “hook” risks and enable easy, safe and convenient movements in all directions for cyclists and pedestrians. And we would urge the team to consider 2m tracks as an absolute minimum for cycling – for local residents, families etc. to be able to comfortably overtake or be overtaken, at least 2.2m should be considered good practice.

Finally, and in general, the London Cycling Campaign would like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all “critical fails” in any proposed design before going to public consultation.