

London Cycling Campaign

7 December 2016

Bruce Grove A10 improvements

https://consultations.tfl.gov.uk/roads/bruce-grove/consult_view/

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. The response is in support of the response from Haringey Cycling Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC does not support the proposals. The proposals are designed to improve road safety and conditions for pedestrians. The junction treatment outside Bruce Grove station is likely to benefit pedestrians and to a lesser extent those cycling. However the remainder of the proposed work would decrease safety for people cycling and in no way meets the requirement for high-quality cycling provision for people wishing to travel north/south in this area. A major redesign of the scheme is strongly suggested.

Specific points about the scheme:

- The proposals are not compatible with the already high numbers of people cycling in the same space as high volumes of motor traffic. Cycling numbers will increase, encouraged by Tottenham regeneration and the improving cycle provision in Enfield and Waltham Forest. The parallel new CS1 route does not provide safe segregated space for cycling and therefore consideration must be given to introducing safe segregated space for cycling on the A10 in Bruce Grove.
- The new signalised pedestrian crossing proposes to narrow the existing carriageway width to 3m in each direction. LCC objects to this, which seems unnecessary for pedestrian safety as the proposed crossing is signalised, as it is likely to increase conflict between other road users. This element also is likely to introduce "critical fails" under London Cycling Design Standards (LCDS) that must be resolved where the road width flares back out from 3m, coming into the 3.2-4m range – and then leads directly into the pinch point at the pedestrian refuge.
- There is an existing cycle route (LCN 54) that crosses the High Road at St Loys Road. There are existing cycle reservations to the north and south of the junction, which are at least some assistance in crossing the High Road. The present proposals include the removal of the south reservation and this is not an acceptable alteration as no replacement provision is shown. Additionally, given the relatively low levels of traffic on St Loys and Stoneleigh Roads, "Copenhagen" crossings or "continuous footways" at the mouths of both roads should be considered, making the junctions easier for both pedestrians and people cycling to navigate.

- The new advanced stop lines at the junction at Bruce Grove station are welcome; however they are not sufficient given existing high and likely increasing number of people cycling. The design of this junction should be reviewed to ensure people cycling are able to turn comfortably, conveniently and safely in all directions and from all directions.

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. 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 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 highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.