

## London Cycling Campaign

10 January 2017

### Havering – The Drill roundabout

<https://www3.havering.gov.uk/Documents/The-drill-round-about-proposed-walking-and-environmental-improvements.pdf>

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 Havering Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The proposals are designed to improve access and safety for those walking around the roundabout. LCC supports the proposals but they do not go far enough to encourage walking or cycling. Specific points listed in the section below must be addressed in the near term.

In the medium term a comprehensive area-based approach should be adopted to reducing motor traffic speeds to 20mph *and* motor traffic volumes to below 2,000 PCUs daily on quieter streets in the area, as well as potentially adding physically-protected space for cycling on those roads that will remain above 2,000 PCUs etc. Particular emphasis should be placed on developing safe, comfortable routes to key destinations such as Gidea Park, Romford, Upminster and Hornchurch Stations and the commercial area around The Drill. This will encourage larger numbers and a wider range of people to cycle and walk. Such a scheme would likely include "modal filter cells" and may also include segregated cycle tracks.

Specific points about the scheme:

- The proposed and relocated crossings on each arm excluding Manor Avenue are welcome, however they must be "tiger" rather than zebra crossings to also support safe navigation of the roundabout by people cycling.
- The additional footway space and increased planted areas are welcome. The footways linking the crossings, including at Manor Avenue, again should be signed and designated shared cycle/pedestrian use to support use of the tiger crossings by those cycling, and reduce conflict between the crossings.
- The radii of each road adjoining the roundabout should be tightened to reduce speed of motor traffic entering and exiting it.
- Each of the arms of the roundabout is relatively straight for distances of up to 1km, which is sufficient to encourage excess speed by some drivers. In addition to radii reduction, speed must be controlled at and beyond the roundabout. Placing the

crossings on each arm of the roundabout on raised tables is recommended. Further traffic calming including sinusoidal humps should be considered along the length of each arm also. This is particularly important for the north south routes where, as noted in the consultation documentation, speed is a potential issue.

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.