

## London Cycling Campaign

30 January 2017

### Drayton Park and Martineau Road Width Restrictions

<https://www.islington.gov.uk/consultations/drayton-park-and-martineau-road>

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

LCC supports the intention to prevent Heavy Goods Vehicles (HGVs) using the area as a through route between Blackstock Road and Holloway Road. The proposed scheme will reduce HGV through traffic but does not go far enough. It will not create safe and comfortable space for cycling and walking and will be confusing and dangerous. A superior scheme would be to create a modally filtered cell eliminating all through traffic from the area. This would also be a key enabler for the implementation of the proposed Quietway 10 from Finsbury Park to Clerkenwell along Drayton Park.

Specific points about the scheme:

- A superior scheme would create a modally filtered cell eliminating all through traffic from the area by filtering motor vehicle traffic throughout the area bounded by Holloway Road, St Paul's Road, Highbury Corner, Highbury Grove, Highbury Road, Hornsey Road, Tollington Road, Blackstock Road and Seven Sisters Road. Cycle Islington have already provided suggestions for how such a cell might be created. The current discontinuous and narrow cycling tracks on Drayton Park must also be reviewed and upgraded.
- The immediate area has several key locations that would benefit from a modal filter cell and more radical reduction of motor vehicle volumes than the current proposal – enabling more walking and cycling to and from these locations. These include: Drayton Park school, the station and Emirates Stadium.
- The proposed scheme at Martineau Road creates potential for conflict as cars and cyclists approach the width restriction and the lane narrows. This will be exacerbated by cars overtaking people cycling east along Martineau and slowing down on the uphill approach to the width restriction. There is also a risk that cars and people who cycle will use the emergency bypass (in spite of the cameras) creating conflict when merging back with users of the narrowed lanes. Moving the restriction closer to the pedestrian crossing and creating a narrowed lane for cars and cyclists from the crossing to the width restriction would improve the situation but the potential conflict will remain. LCC therefore recommends a filter for all motor traffic on Martineau Road (or preferably a modal filter cell, as above).

- If Martineau Road is not modally filtered, the pedestrian crossing must be on a raised table to calm traffic approaching the width restriction.
- The proposed scheme at the junction of Drayton Park and Aubert Park creates the risk of non-emergency motor vehicles using the cycle track (and adjacent pavement) to bypass the width restricted lanes. Appropriately placed collapsible or lockable bollards would mitigate this risk and still give access to emergency vehicles. The proposed southbound cycle route should also take a more direct route alongside the carriageway to reduce risk of conflict when merging at the end of the overrun area. Again, filtering motor vehicle traffic on Drayton Park between Aubert Park and Martineau Road (or even better, across the cell) thereby reducing both the volume and speed of motor vehicle traffic on this already heavily-cycled route is preferable. This would also be enable a far higher-quality section of Quietway 10.
- If Drayton Park is not modally filtered the new zebra crossings are welcome and both should be raised.
- Whatever scheme is implemented in this area, the current discontinuous and narrow cycling tracks on Drayton Park must be reviewed and integrated with the scheme.

#### 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 "Quietways" 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.