

London Cycling Campaign

24 November 2015

<http://www.enjoywalthamforest.co.uk/work-in-your-area/lea-bridge-road/>

Consultation response for Waltham Forest Council's proposed Lea Bridge Road scheme, sections B-G.

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 has been developed in partnership with our local group, the Waltham Forest Cycling Campaign.

We are very pleased to support this proposal to implement truly international-standard space for cycling measures on one of the busiest (for both cycling and motor vehicle traffic) and most dangerous streets in the borough.

We want to praise the work done in this set of schemes along Lea Bridge Road to deliver safer and safe-feeling space for cycling, with segregated tracks and controls at junctions, and calmed side street entrance/exits. The result is very high quality compared to the majority of schemes – and likely therefore to result in many people cycling more often.

That said, we have some specific concerns we wish to raise:

1. There remains a concern over the use of “blended” or “Copenhagen” crossings. These can be an excellent way of reinforcing pedestrian and cycling priority. But in implementation locally, several key concerns have already arisen.
 - a. Ideally, these crossings should only be used on streets with a very low volume of traffic turning into or out of them – they work best where the residential side streets are a cul-de-sac or part of a network or “cell” of modal filters.
 - b. Junction geometry should be as tight as possible to ensure vehicles slow right down on entry/exit – ideally both with as small as possible radii on the corner and with the carriageway width narrowed to a single lane where possible.
 - c. The ramp gradient is also worth considering to ensure vehicles are further encouraged to slow down and stop on crossing the area.
2. The current plans do not seem to locate modal filters along the route in a strategic manner. Several of the modal filters will likely not stop “ratrun” or through motor traffic on side streets, but simply concentrate it on fewer streets. This could easily increase the likelihood of aggressive or hostile experiences for cyclists at these junctions, reducing the scheme's impact among new or less confident cyclists. Instead, the council should be working to implement “cells” or areas of closures off the main route that remove through traffic in those areas.
3. “Bus stop bypass” designs should see the track routed fully behind the stand, to reduce the chance of any conflict between those cycling and pedestrians.
4. There is little detail on the key junctions – this means we have been unable to assess exactly what benefits or problems they introduce. In general, it is vital that at each junction:
 - a. “Hook” risks are appropriately removed.

- b. Simultaneously, the junction doesn't heavily disadvantage people cycling compared to general traffic in terms of waiting time. This becomes particularly of concern when taken over the length of Lea Bridge Road – as long delays at signals compared to other traffic will encourage current, confident cyclists to use the main carriageway instead, thus negating some of the advantages of the scheme.
- 5. There is also little detail on lane widths. Cycle tracks should be generally wide enough to allow faster cyclists to pass slower ones, and to provide capacity for the track in the future. 2m is generally considered to be a reasonable minimum.