

## London Cycling Campaign

29 November 2016

### Chatsworth Road, Millfields Road and Powerscroft Road junction

[https://consultation.hackney.gov.uk/streetscene/new-signalised-junction/consult\\_view](https://consultation.hackney.gov.uk/streetscene/new-signalised-junction/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 Hackney Cycle Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The intention to improve the crossing facilities and environment for pedestrians and people cycling at the Chatsworth Road, Millfields Road and Powerscroft Road junction is welcome as it will encourage an increase in active travel modes.

That said the proposed changes are not ideal. The multiple new signalised crossings will add complexity and delays in crossing which will encourage crossing against the lights.

An alternative approach based on two tiger crossings, one across Chatsworth Road on the north side of Millfields Road junction and one on Powerscroft Road at the junction with Chatsworth Road would be preferable. This is described in more detail below.

Specific points about the scheme:

- The multiple new signalised crossings will add complexity to the junction and introduce delays in crossing which will encourage crossing against the lights. Two tiger crossings, one across Chatsworth Road at the north side of the junction with Millfields Road, and one on Powerscroft Road at the junction with Chatsworth Road, instead of signalised junctions are a simpler solution and will reduce the potential for collisions for pedestrians and those who cycle without introducing delays from the phasing of lights. The other proposed signalised crossings in Millfields Road and Chatsworth Road south of Powerscroft Road should be zebra crossings and the existing zebra crossing on Chatsworth Road should be retained.
- The raised table across the junction of Chatsworth Road and Millfields Road is welcome, but further traffic calming measures along the length of Chatsworth Road, such as sinusoidal humps replacing the existing speed cushions, are also required.
- The pavement link for cycling between Chatsworth Road and Powerscroft Road (NW corner of junction) should link to the two tiger crossings proposed above and its surface should be clearly visually differentiated.

- The shared space area on the western arm of Millfields Road is welcome. Bollards, new trees and cycle stands should be positioned to ensure they do not compromise sight or desire lines for cycling or pedestrians now and, in the case of trees, in the future. They should also be positioned to ensure motor vehicle access to the western arm of Millfields Road is strongly discouraged (retaining access for emergency services, but removing the likelihood of informal parking, turning etc.).
- Extending the footway in Chatsworth Road to reduce the pedestrian crossing distance and reduce motor traffic speed is welcome. However, carriageway lane widths through the scheme, including here, should not be between 3.2 and 4.0m – this would be a “Critical Fail” under TfL’s CLoS scoring system (see below).
- The north corner radii of Powerscroft Road at the junction with Chatsworth Road should be tightened to reduce speed of turning motor traffic.
- In the short term, modal filtering of Powerscroft Road (with a “bus gate”) would make this junction safer. We suggest a bus gate on Powerscroft Road at the junction with Almack Road. A second bus gate, on Median Road, to the west of the junction with Dunlace Road, would have the very welcome effect of preventing all rat-running between Chatsworth Road and Lower Clapton Road and confer significant benefits on the area as a whole. Longer term a broader review of the area with the aim of reducing the volume of motor vehicles using Chatsworth Road and across the entire area should be undertaken.
- Given recent collision history, with the majority of collisions located at the junction of Millfields Road, more should be done to reduce turning movements into Millfields Road. Introduction of a Controlled Parking Zone in the area bounded by Lea Bridge Road, the Lee Navigation, Chatsworth Road and Homerton High Street should be considered, as should other measures to reduce vehicle movements into and out of Millfields Road.

#### 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 "Better Junctions" 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.