

## **TfL (Hackney) A107 Clapton Common Road**

20 March 2018

[https://consultations.tfl.gov.uk/roads/a107-clapton-common-road/consult\\_view/](https://consultations.tfl.gov.uk/roads/a107-clapton-common-road/consult_view/)

### **About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups and is in support of the response from the Hackney Cycling Campaign.

### **General comments:**

This scheme is supported, as it represents a major improvement for those cycling and walking across the A107, and should increase safety at a location that already features a cluster of collisions and injuries with vulnerable road users.

### **Specific points about the scheme:**

- According to TfL's Strategic Cycling Analysis, this location is nearby two corridors of very high potential for cycling and is an area of highest current demand for cycling and highest potential growth. The junction itself shows numerous collisions in the last five years and video has been released showing many people crossing informally, including with buggies, between fast-moving traffic. There is a clear need for and demand for an improved crossing at this location, which is also directly on a cycling route between Walthamstow and Tottenham wetlands.
- Nearby modal filters have suffered from drivers unwilling to behave sensibly, including driving across the pavement to avoid filters. Therefore it is vital that any filter at this location is designed with bollards or other barriers to car access set at 1.5m gaps across the entire filter alignment from building line to building line.
- The area to the west that this crossing leads into could easily and should become a "low traffic neighbourhood" with further modal filters to exclude all through motor vehicle traffic cutting between the A10 and A107. On top of this, further work should be done with the communities living around this area to reduce a reduction in car ownership and use, as motor vehicles dominate not just the main road here but many side streets also.
- Could the uncontrolled crossing to the south of the junction be signalised and run in parallel to the main junction signals.

- The A107 itself also needs further consideration for walking and cycling improvements. Around 700 cycle journeys are made here daily, amongst 22,000 motor vehicles, including 1,000 buses and coaches, with high motor vehicle speeds often in evidence. The road should be designed for 20mph, and cycling flows should be separated from motor vehicles.
- The Spring Hill junction also features a cluster of collisions and is an urgent candidate for further work along this stretch of road also.

**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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated.