

London Cycling Campaign response to TfL (in Hackney) Safer Junctions: Kingsland Road and Balls Pond Road

19 July 2019

<https://consultations.tfl.gov.uk/roads/kingsland-road/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 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.

General comments on this scheme:

- The Safer Junctions schemes proposed will improve conditions for pedestrians and cyclists but the schemes fall far short of being transformational. They will not achieve "Vision Zero" safe crossings, nor will they make cycling or walking at these locations safe or comfortable.
- Given this, these junctions will likely need re-visiting in the near future if the Mayor's Transport Strategy aims are to be achieved. These schemes are neither being delivered rapidly and cheaply enough to represent a sensible "interim" approach, nor to a high enough quality to be permanent.
- The marginal change in Healthy Streets Check score and remaining two "critical issues" highlights how this scheme has failed to really deliver change. No Safer Junction should retain a critical issue.
- We fully support the response of our local borough group, which contains more specific detail.

Specific points about this scheme:

- Thousands of people daily cycle through this junction across both arms of it (see DfT traffic counts). It is highlighted on TfL's own Strategic Cycling Analysis (fig 1.2) highest potential for cycling on all arms. All of this is despite TfL's Cycle Superhighway CS1 route very close nearby.
- The junction and approaches to it feature numerous collisions with those cycling in the last five years. And the proposal retains significant risks for those cycling from turning motor vehicles – from Dalston Lane to Kingsland Road and to Balls Pond Road, for instance, and from Balls Pond Road to Kingsland High Street. ASLs are not

sufficient mitigation to remove these issues.

- The junction needs far more radical intervention than this proposal. At a bare minimum first step, a rapid upgrade of Cycle Superhighway CS1, to a quality level that would enable many more people to cycle along, would reduce cycle numbers travelling north-south here.
- As currently designed, westbound lane widths approaching the junction on Dalston Lane look particularly problematic, and could see close passes at the bus cage and/or double stacking motor vehicles on the approach to the junction.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs)

motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.