

London Cycling Campaign

19 July 2017

Waltham Forest Forest Road – Bell Corner and Blackhorse Road junctions

<https://frproposals.commonplace.is/>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of the response from Waltham Forest Cycling Campaign, London Cycling Campaign's local branch, and was developed with input from LCC's Infrastructure Advisory Panel.

Both junctions are supported for improving conditions for both cycling and walking and contributing significantly to local walking and cycling routes as part of the "mini-Holland" programme. These are welcome, high quality schemes.

Specific points about the Blackhorse Road scheme:

- The drawings show a design for the crossover of the station car park that requires further work. The car park should be reduced or removed, but within the confines of the current proposals, the entrance and exit should be redesigned to ensure slow and calm driver behaviour.
- Given the right turn ban from Forest Road, turning movements into the area north of Forest Road should be carefully considered – with the area appropriate for modal filter cell treatment.
- Blackhorse Lane features high volumes of aggressive and fast motor vehicle traffic, and a high proportion of HGVs. Therefore it is vital that the scheme separates cycling in time and/or space along this road with a scheme reaching to the southern end of the existing cycling infrastructure on the road.
- It is vital that lights phasings provide regular time for cycling crossings and that those cycling are not unduly inconvenienced by wait times – as this could lead to many of those cycling using the carriageway, and thus not experiencing the safety advantages of the junction design.

Specific points about the Bell Corner scheme:

- The residential streets to the northwest, northeast and southeast of this junction are not modally filtered and should be. This would reduce the risk of collisions between turning motor vehicles crossing tracks and those walking or cycling crossing these side streets.

- Within the scope of the scheme, the proposed one-way for Howard Road is not in itself a sufficient solution for existing through motor vehicle traffic. (See point above.)
- The lack of a north-south route north of the junction is an issue within the scope of the scheme. For an appropriate cycling routing, the importance of filtering the roads northeast of the junction (Kenilworth Avenue, Farnan Avenue and Chandos Avenue) is further underlined.
- The track turning the corner from Hoe Street onto Forest Road should be carefully assessed for sightlines and potential cycle-pedestrian conflict. In the same manner, the footway outside the Bell pub should be maximised to avoid such conflicts and ensure space for pedestrians at an often busy location.
- It is vital that lights phasings provide regular time for cycling crossings and that those cycling are not unduly inconvenienced by wait times – as this could lead to many of those cycling using the carriageway, and thus not experiencing the safety advantages of the junction design.

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 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.