

London Cycling Campaign

19 March 2016

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

This response is made on behalf of the London Cycling Campaign, 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 was developed with input from the co-chairs of our Infrastructure Review Group and is in support of the response of Waltham Forest Cycling Campaign, our local group.

Ferry Lane to Forest Road

We broadly support this scheme and appreciate that the flawed removal of Tottenham Hale's previous gyratory system means that a balance has had to be struck between bus priority and cycling provision.

That said, we would ask the council to work with Thames Water, TfL, the Waltham Forest Cycling Campaign and other stakeholders to urgently identify a way to deliver safe space for cycling in both east and westbound directions. While the current proposals offer increased safety for those already cycling this route, and an improved streetscene, they are unlikely to enable all-ages, all-abilities cycling along this route.

On top of that, further work is required to minimize pedestrian-cycling conflict around the Wetlands entrances and crossing.

Blackhorse Road junction to Palmerston Road

We support this scheme as much-needed cycling, walking and safety improvements (particularly the 20mph speed limit and segregated cycle tracks) on what is currently a hostile main road. That said, we wish to raise the following concerns:

- While we support the use of "blended" crossings, we believe based on previous experience and emerging concerns that their implementation should a) be used for side streets with very low traffic volumes (i.e. after, rather than before, modal filters have been installed), b) feature very tight radii and entry/exit carriageway widths – usually a single car's width for entry and exit – with physical protection such as bollards, bells or planters to enforce appropriate driver behaviour. This looks to be a particular issue at Pretoria Avenue; although Wellington Road and Chatham Road being one-ways also makes them a concern; and those roads on the north side of Forest Road that are used as through routes from Blackhorse Lane are also a concern (these may require modal filters).
- At the improved crossing next to Pretoria Avenue, the track westbound should run closer to the crossing.
- East of Wellington Road there are large numbers of vehicles parked on forecourts without dropped kerbs. This issue needs to be appropriately dealt with to avoid conflict with vehicles crossing the pavement and cycle track.

In general, the London Cycling Campaign also wants, as a condition of funding, all highway development designed to TfL's London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, and all "Critical Fails" eliminated.