

## London Cycling Campaign

11 March 2016

<http://www.walthamforest.gov.uk/Documents/Billet%20Road%20Consultation%20Leaflet.pdf>

The London Cycling Campaign is 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 from our local group Waltham Forest Cycling Campaign, and in support of Waltham Forest Cycling Campaign's consultation response.

We welcome the increased provision for cyclists at this currently hostile and dangerous location, particularly the segregated track providing safe, comfortable and convenient cycling along Billet Road. We also welcome the council's efforts to improve the scheme following initial feedback. That said, we wish to raise several major concerns regarding the plans, particularly its junctions:

1. The scheme lacks cycle provision at the two existing roundabouts on Billet Road at Folly Lane/Millfield Avenue and Higham Hill Road. A far better solution than the current one is required – possibly that the roundabouts are removed, and that the side roads are treated with give-way markings & blended crossings. At the Folly Lane junction, Billet Road should regain priority here; but unless traffic volumes can be substantially reduced, the Higham Hill Road junction will require signalisation. Best of all would be to introduce a modal filter "cell" of area-wide treatments in Higham Hill and reduce through traffic substantially.
2. The North Countess Road junction may recently have been signalised, but bearing in mind its proximity to a large secondary school and the obstacle it now represents in contiguous provision for the Billet Road scheme, the design is not of sufficient quality. More needs to be done to enable safe, convenient and comfortable cycling in all directions through the junction – to encourage more schoolchildren to cycle to and from the school. In addition, the two stage pedestrian crossing should be ideally turned into a single stage.
3. Sharp bends in the tracks – it is not comfortable or safe while cycling to be forced to take sharp and unexpected turns. Therefore cycle tracks should seek to generally provide gentle and shallow turns. This does not look to be the case in several locations, particularly on the track just north of Sutton Road, on the main bend from North-South to East-West and just east of Lawrence Avenue.
4. There is potential for pedestrian/cycle conflict at the busier bus-stop "boarders" included in the Billet Road design, particularly near the school. Bus stop bypasses should be used wherever possible.
5. Please ensure vertical kerb upstands will no longer be used on Waltham Forest-constructed tracks. Use of 'splay' kerbs is recommended as per the Mini Holland Design Manual.
6. It is not clear from the consultation what cycle tracks widths are. We expect to see 1.5m as a bare minimum throughout and ideally 2m or above (2.2m is ideally for comfortable overtaking). And for tracks to avoid dooring risks.

Finally, and in general, the London Cycling Campaign want, 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.