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London Cycling Campaign response to TfL (in Enfield) re: A10/Lincoln Road

12 April 2019

https://consultations.tfl.gov.uk/roads/a10-lincoln-road-enfield/consult_view/

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:

This scheme represents only minor improvements to a large, complex and hostile junction. It will not enable a wider range of people to cycle here than currently do, it will not achieve significant mode shift or reduction in collisions and will not help TfL or Enfield council achieve the Mayor's Transport Strategy targets.

On that basis, this proposal is not appropriate for a permanent scheme at this location.

Specific points about this scheme:

- TfL's Strategic Cycling Analysis highlights a medium potential corridor for cycling from Carterhatch to the north, along the A10, to Wood Green to the south. It is therefore imperative that long-term, safe cycling, physically separate from motor traffic flows, is considered north-south across this junction.

- The scheme drawings indicate future "Enfield Town to Ponders End" changes to the east of the junction, but nothing further to the west. Again, without further modification to the junction, any east-west route through this junction will not achieve significant change in cycling numbers.

- The approach of using multiple, staggered crossings and shared space (and the lack of legal shared space on the southern side of the junction) means only confident cyclists are likely to use this crossing, and many of them may well choose to avoid delays and simply use the traffic lanes instead.

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, 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.