

## London Cycling Campaign

10 October 2016

Waltham Forest Chingford Town Centre schemes

<https://chingfordtc.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 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and in support of the response from Waltham Forest Cycling Campaign, the borough group.

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.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects elsewhere in Waltham Forest 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.
- 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 "mini-Holland" 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.

Specific points about the scheme:

- Western route: the Pretoria Road/ Kings Road junction needs careful design as traffic speeds can be high here and driver behaviour is often aggressive. Tightened radii and a narrowed entry/exit area are the least that should be considered as well as a raised table; similarly (and particularly if a modal filter does not go forward) Endlebury Road's junctions should be similarly looked at.
- Eastern route: long-term, the area of residential streets including Beresford Road, Long Deacon Road, Kimberley Road etc. could be contenders for removal of further through traffic; the junction of Beresford Road and Kimberley Road should be

considered for hook risks as the angle of entry encourages fast turns by drivers; safer crossings to and from the forest to Beresford and across Bury Road should also be considered.

- Endlebury Road: fast and aggressive motor traffic makes this street hostile not just for people cycling, but walking and living on it, as such, a modal filter here would be welcome; the likely ideal location would be between Warren Road and Dale View Road – this would remove most likely through routes. Heathcote Grove, Gunners Grove and Chingford Avenue should also be considered in any plans to avoid through traffic simply diverting. Also, one alternative to modal filters, given the reaction to them locally, might be opposing one-way streets – however these are likely to see increased speeds, despite large reductions in traffic volume.
- King's Head Hill: the use of pedestrian refuges rather than crossings could easily result in the creation of "pinch points", similarly widening the pavement could also – given the lack of safe cycling infrastructure here, mandatory cycle lanes or semi-segregated tracks would be preferable; the junction of College Gardens should be raised; ASLs should be deepened and repainted if junctions cannot be further improved given local attitudes and likely funding.