

Waltham Forest Markhouse area

2 October 2018

<https://markhousearea.commonplace.is>

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:

These proposals are strongly supported.

As the other Enjoy Waltham Forest "villagisation" schemes already amply demonstrate, removing and restricting through motor traffic from primarily residential neighbourhoods has major benefits not just for cycling, but walking, in some cases public transport, activity, pollution, community cohesion. These schemes reduce overall motor vehicle movements across an area, including main roads and encourage "mode shift". And all of this comes without major cost to existing main roads and the broader transport network.

These schemes represent a bold step by a bold council, leading the way in enabling active travel and reducing the dominance of the motor car in its communities. It is important that the council remains firm on these plans, rather than listening to a very vocal car-owning minority, and delivers benefits for the broader community.

For the same reason it is vital that however these schemes are modified after consultation with residents, the principle behind these schemes is not abandoned and schemes are not watered down to the extent they do not deliver to this community and the area the promise of quieter, calmer streets where children can play and neighbours can chat.

Specific comments:

- Series 1 modal filters on Queens and Boundary Roads should be delivered to be permanent and full-time (i.e. 24 hours a day). This is to maximise their benefits and also deal with specific issues of late-night fast and aggressive driving reported by many residents on these roads. Indeed, the rest of the scheme should be designed to ensure such behaviour is discouraged from the entire area.
- Similarly, if possible, the Series 1 filters should be physical, rather than camera-enforced. The borough already has experience with Orford and Francis Roads of persistent levels of drivers flouting the camera-enforced filters, to the detriment of

the scheme.

- The entire scheme should ensure all through motor traffic is removed from the area, and if any remaining through routes (or new ones) are enabled, they should be monitored and fixed over time.
- Given residents report not just significant amounts of fast and aggressive driving, but also significant amounts of anti-social behaviour and crime in the area, then the Police should be engaged with closely to ensure these issues are designed out of the area, with attention paid to lighting, public realm and other measures to reduce such issues.
- Similarly, physical traffic-calming measures such as sinusoidal full-width speed humps and raised tables should be deployed throughout the area to ensure there is no ability for drivers living within the scheme bounds to drive too fast or aggressively. The longer, straighter roads in the scheme boundary are a particular concern.
- The scheme represents an opportunity to reduce risks from motor vehicles crossing the cycle tracks planned and/or built on nearby Markhouse Road, Lea Bridge Road and Forest Road. Filter placement and scheme design should ensure as few turning movements across cycle tracks as possible, and for those movements to be calm and comfortable. Similarly, the scheme represents an opportunity to shift business parking off these main roads in some instances, and onto side roads. This may require changes to Controlled Parking Zones.
- The scheme should also be designed to maximise opportunities for businesses inside and on the periphery of the scheme, to ensure as wide a range of the community as possible benefits from it. This could include removing nuisance pavement parking, enhancing public realm and seating opportunities outside of shops and businesses inside and on the periphery of the scheme, and better liaison with the police on crime and anti-social behaviour issues.

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 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.
- 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.