

Waltham Forest

Forest Road

July 2016

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

I'm writing to you 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 plans. Our response was developed with input from the co-chairs of our Infrastructure Review Group and in support of our borough group, Waltham Forest Cycling Campaign.

In general, the London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). We also expect all mini-Holland schemes to be of comparable quality to similar schemes in cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

The London Cycling Campaign also note the most efficient use of road space is not for private motor vehicles. We therefore generally expect schemes to be designed to accommodate growth in cycling and to reduce motor vehicle traffic – particularly for journeys of 5km or less.

Given that, we wish to raise the following points with the scheme:

Across the scheme, we would like to see the junction geometry tightened for all side roads, with tighter kerblines, and a narrowing of the carriageway for most side roads as they approach the junction.

We remain concerned about the use of "Copenhagen" or "blended" crossings on roads that will continue to feature relatively high levels of traffic – as those to the north of Forest Road will. We believe such crossings are best deployed on very low traffic side streets. Given the status of Winns Avenue as a highly problematic "rat run" we believe the roads north of Forest Road should be modally filtered as well as receiving Copenhagen crossing entry/exit treatments.

We also remain concerned about the use of bus stop "boarders" rather than bypasses. Wherever possible (eg outside William Morris Gallery) a bypass should be used in preference.

Map 1

Palmerston/Forest Rd/Higham Hill Rd junction - It is unclear from the online designs what will be done to limit hook risks for those cycling through the junction. Will cyclists turning left into Palmerston Road (or right from Higham Hill Road, then left or ahead) be protected? How will right-turning cycle movements from Forest Road into Palmerston Road be safely enabled (via a parallel crossing on the east side)? Will people cycling east on Forest Road be protected from vehicles turning into Higham Hill Road? And what infrastructure beyond an ASL is there for those exiting Higham Hill Road? Could physical protection also be run closer to the junction on the southern side between the sets of lights?

South Countess Road – we are very concerned about the combination of wide corner radii and short stay parking bays west of the road– there is a very real chance of hook risks given current speeds here. The junction radii need significant tightening. Ideally, a bus gate or other modal filter would also be installed on South Countess Road or nearby. We also believe segregation should be reintroduced directly east of South Countess Road.

Bemstead Road – why is there no Copenhagen crossing at this location? Rather than assume increased traffic here, we would rather modal filters were used to ensure a direct crossing for people walking and cycling from Bemstead to Greenleaf Roads. At the very least, more design work should be done to ensure motor vehicle turning speeds into Bemstead Road are very low. And that cycle and walking priority across the junction is reinforced. Plus two-way cycling should be enabled on both roads.

#### Map 2

Winns Terrace - Winns Terrace is currently very busy often during the day. A modal filter scheme would be ideal, but failing that more must be done to control driver speed and aggression at this junction to avoid hook risks for those cycling ahead along Forest Road. The nearby crossing should ideally feature a parallel cycle element closer to the junctions of Winns Terrace and Jewel Road.

Bus stop bypass opposite Bromley Road - the cycle track geometry appears to be overly sharp.