

London Cycling Campaign

16 January 2017

Barnet Finchley Central Town Centre Strategy

https://engage.barnet.gov.uk/development-regulatory-services/finchley-central-draft-town-centre-strategy/consult_view/

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. The response is in support of the response from Barnet Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

Specific points about the scheme:

- For the Finchley Central Town Centre and its surrounds to thrive as an area, the area must be designed in such a manner as to reduce motor vehicle traffic generated within the area and passing through it, and to enable far more people to walk and cycle in and through the area. To achieve this, the area action plan must embrace high-quality segregated cycle tracks along Ballards Lane, Hendon Lane and Regents Park Road, as well as a network of other routes linking it to and from other local amenities and population centres, and improve the experience for those walking and using public transport in the area also.
- While the inclusion of a cycling and walking-related aim in the strategy is welcome it should be reworded. A significant shift from motor vehicle use to walking and cycling is required to achieve the overall aims of the strategy. A change from "ease pedestrian and cycle movement with long-term wider transport infrastructure improvements" to "reduce motor vehicle traffic generated within and passing through the area and enable far more people to walk and cycle in, to and through the area" would better reflect the shift required.
- Improvements to key junctions to improve the pedestrian and cycling environment at Hendon Lane/Regents Park Road; and Regents Park Road/Nether Street and along bridge on Ballard Lane are welcome. They must be developed in line with LCDS standards and they should be reviewed to ensure they enable cycling movements to and from all directions in comfort and safety, and do not delay those cycling (and walking) significantly and are fully integrated with plans for segregated cycle tracks.
- Care should also be taken to ensure that pinch points are not created on the periphery of junctions for example by abruptly ending cycle tracks or decreasing road widths.
- Given traffic counts in excess of 10,000 daily, fully segregated cycle tracks are required on Hendon Lane and Regents Park Avenue as well as Ballards Lane and should be at least 2m wide.

- Improved junctions and cycle tracks on main roads will not on their own be sufficient to enable far more people to walk and cycle in, to and through the area. A network of other routes linking to and from local amenities and population centres is also required.
- 20mph should be the default for the area. A range of suitable measures including enforcement and physical calming should be implemented.
- New and existing employers in the area should be required to promote cycling to work and for business through provision of cycle parking, showers etc.
- Sufficient high-quality cycle parking accommodating all cycle types should be implemented to support increased journeys to local amenities, population centres and transportation hubs. Within the scope of this scheme, particular importance should be placed on provision for covered and ideally secure cycle parking at Finchley Central.
- Cycle tracks are of vital importance. But the space for them should come from private motor vehicle lanes, rather than the pavement. Pedestrian flows are high already, and wider pavements where feasible plus public realm enhancements and improved, direct crossings will make for a healthier street for all users and improve the vitality of businesses.

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 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 highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.