

## London Cycling Campaign

28 February 2017

### Brent Church Lane

[http://brent-consult.objective.co.uk/portal/ens/htdel/church\\_lane?tab=files](http://brent-consult.objective.co.uk/portal/ens/htdel/church_lane?tab=files)

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 Brent Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC supports the intention to increase safety in this area but does not support the scheme as these measures do not go far enough and will not significantly encourage more cycling or address safety issues. The speed and volume of motor traffic on Church Lane and the side roads needs to be reduced.

Specific points about the scheme:

- Semi-segregated protection (at a minimum) should be used to separate cycle flows on Church Lane from motor vehicles. Ideal would be further physical separation – stepped tracks or fully segregated kerbed tracks. Removal of the centre hatching will create space for this.
- Parking and cycle tracks need to be positioned to avoid conflict. If they are on the same side of the road there needs to be sufficient “buffer” space between parked cars and any cycle track to minimise any risk of either “dooring” or people stepping suddenly into the cycle track.
- Regular parallel crossings should be implemented along Church Lane rather than pedestrian refuges.
- Modal filters should be implemented on side roads east and west of Church Lane if there is significant through traffic joining/crossing Church Lane (potentially along Wood Lane).
- Further measures are required to make any non-filtered junctions with side streets safer for all road users and to prioritise safe and comfortable passage for those cycling. This could include “blended crossings” or “continuous footways” with the side street featuring narrowed entry/exit, a raised table, paving crossing the junction mouth. At the bare minimum, raised tables should be considered for all side streets in this scheme and entry/exit points for cycle tracks should directly line up and be prioritised across side streets.
- A speed limit of 20mph is required on Church Lane and adjoining roads.

## 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.