

## London Cycling Campaign

7 July

### Brent Dudden Hill Lane Road Safety Scheme

[http://brent-consult.objective.co.uk/portal/ens/htdel/dudden\\_hill\\_lane?tab=files](http://brent-consult.objective.co.uk/portal/ens/htdel/dudden_hill_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 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. The response is in support of the response from Brent Cyclists, London Cycling Campaign's local branch, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

This scheme is not supported. Given the scheme is proposed to reduce collisions, including with those cycling, and given DfT traffic counts indicate high motor vehicle volumes and low numbers of those people cycling, strongly implying that the road represents a major hazard to the few people willing to cycle there and a major barrier for many more who won't cycle there, this scheme arguably worsens conditions for those cycling.

#### Specific points about the scheme:

- A combination of pedestrian refuges and central hatching serves to artificially narrow the road will serve to increase conflict and likely aggressive encounters between those cycling and driving.
- There are no further speed restriction measures proposed for this road which features a high volume of motor traffic and is very straight for long stretches. The likely result will be high speeds, combined with the above mentioned "pinch points", which will further worsen safety and perception of safety for those cycling. Far better speed restrictions should be deployed here, with pinch points replaced with other methods of pedestrian/cycle crossing and speed enforcement through physical design.
- Side road entry treatments feature large turning radii and apparently minimal speed/behaviour control. These side streets should, at the minimum see tightened entry radii and raised tables. But an area-wide treatment to reduce through traffic on residential streets, ideally using modal filter cells, would be preferable. Then, blended crossings or continuous footways could be used on quiet side streets across raised tables, to further reinforce the priority of vulnerable road users.
- Given there is a planned Quietway route that starts at Lennox Gardens within the bounds of the scheme, then it should be a priority to improve this scheme to:
  - o Ensure those cycling can arrive safely and in comfort to/from Lennox Gardens – that would mean protected space for cycling on Dudden Hill Lane, and likely a crossing to Prout Grove and consideration of the broader cycling network beyond.
  - o Improve Lennox Gardens by improving its entrance, and ensuring motor vehicle volumes and speeds are suitably low (below 2,000 PCUs daily and 20mph).

### **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 a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.