

Brent Kensal Corridor

22 March 2018

http://brent-consult.objective.co.uk/portal/ens/htdel/kensal_corridor_improvements

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 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 and is in support of the response from the Brent Cyclists.

General comments:

This scheme is opposed.

It claims to be "a scheme to smooth traffic flow, improve bus reliability and the public realm... the scheme can also be expected to deliver improvements to road safety and conditions for pedestrians and cyclists." However, smoothing traffic flow essentially means improving capacity for private motor vehicles – and that will likely induce demand for more journeys by private motor vehicles in the area, and is unlikely to cut pollution or increase the health and activity of residents in the area.

Chamberlayne Road lies directly upon a cycling corridor highlighted in TfL's Strategic Cycling Analysis and is crossed nearby by other corridors (the All Souls Avenue/Sidmouth Road crossing is considered "high" potential). The scheme also runs through an area highlighted by the Analysis as of the "highest cycle demand" and runs nearby to areas highlighted as having the "highest cycle demand and [potential] growth."

Any scheme on this alignment must aim to fulfil a potential for much higher cycling flows here. This scheme fails to deliver on even the claims it will "deliver improvements to road safety and conditions for... cyclists," and certainly will fail to enable the potential for cycling identified along this alignment to be converted into actual cycling flows.

Specific points about the scheme:

- The extent of cycling safety improvements in this scheme appears to be an "improved northbound cycle lane... on the uphill approach to the railway bridge" on Chamberlayne Road. The scheme runs along a busy, congested bus route with several signalised and unsignalised junctions which will see little or no improvement for cycling. Without traffic volumes, turning movements and lane widths etc. it is impossible to assess whether this scheme features Cycling Level of Service "critical issues" (from TfL's London Cycling Design Standards). But it may well do given what is visible. And a mandatory uphill cycle lane won't

fix these.

- Pedestrians also are set to receive too few improvements in this scheme, with “inset” parking bays on the pavement indicative of prioritising private motor vehicle access over pedestrian and cycling amenity.
- TfL, Brent and other nearby councils should, in the light of the new Mayor’s Transport Strategy (MTS), be working together now to plan where the future Strategic Cycling Network (the MTS says 70% of Londoners will live within 400m of a “safe, high-quality” route on this network by 2041) will be. It is over 900m from Chamberlayne Road to Salusbury Road to the east. It is further to Scrubs Lane. Given the train tracks running between Kensal Green and Queens Park etc. these are the available north-south roads to use as part of that network. That means all three roads will likely need to feature safe and high-quality cycling infrastructure by 2041.
- Given the MTS, this scheme must either generate sufficient space for safe cycling on physically-protected cycle tracks on Chamberlayne Road or radically reduce motor vehicle volumes and speeds there. This could be achieved by using “bus gates” and/or other forms of modal filters, or potentially by making Chamberlayne Road one way, or with some other approach to achieve either.

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.
- 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.