

Brent Kingsbury Town Centre

14 December 2017

http://brent-consult.objective.co.uk/portal/ens/htdel/kingsbury_tc_oct_2017

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. This response was developed with input from Brent Cyclists, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

This scheme is supported, but could be further improved. Physically segregated cycle tracks are particularly welcome and demonstrate an increasing level of willingness for Brent Council to engage with the Mayor of London's Transport Strategy and enable more people to walk and cycle in their borough.

Specific points about these schemes:

- Cycle tracks should be constructed so as to be physically separate from motor vehicle traffic, but also to be physically separate from the pavement. A "forgiving" splay kerb with ideal 30 degree slant and level difference between pavement and track, as well as using a coloured surface for the track if possible, would delineate the pavement and cycle track for those using either – and reduce conflict – but without causing trip etc. hazards.
- Cycle tracks should be constructed for future potential use – and as such these tracks are in many points far too narrow. 2m should be a minimum working width for not just potential flows, but also to ensure accessibility by a wide range and type of cycles for inclusive cycling.
- Cycle tracks and pavements in such densely urban areas should be designed to be coherent, continuous and give clear priority to those walking and cycling. As such, tracks and "continuous footways" should run directly across side streets with low levels of motor vehicle traffic. In order to further reinforce priority, junction radii and widths should be reduced to a minimum, and ideally "modal filters" should be implemented on the side roads to ensure turning movements into/out of the main road are reduced to low levels.
- Similarly, all bus stops should not see an end to the cycle track – use of bus stop "bypasses" is recommended, or "boarders" where bus passenger volumes are low and width is not available for a bypass.
- The entire street should be 20mph. Brent Council should be moving towards a default 20mph on most roads, as they redesign them – this would be in keeping with the Mayor's "Vision Zero" approach to safety. And this should be done using physical design measures, rather than relying on enforcement.

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 Fails” eliminated.