

Brent Stag Lane & Roe Green

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https://brent-consult.objective.co.uk/portal/ens/htdel/stag_lane

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 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.

General comments on this scheme:

This scheme is opposed.

While the principle of reducing speeds on these roads to 20mph is very welcome, as is the idea of reducing motor traffic volumes, this proposal will not significantly achieve these. The scheme should be substantially redesigned.

Specific points on this scheme:

- Pedestrian refuges almost always create “pinch points” that are very hostile for cycling, and often create “critical issue” lane widths (under TfL's LCDS and Healthy Streets Check). These refuges also fail to provide proper crossing points for pedestrians – they should be removed and replaced with proper crossings.
- The triple speed cushions used throughout the scheme are highlighted as problematic in TfL's London Cycle Design Standards (LCDS). They are particularly not recommended where car parking will cause an issue, forcing those cycling into conflict with motor vehicles. This appears to also be the case in this scheme. These cushions also fail to reduce speeds to appropriate levels as many cars and vans can straddle the cushions, just as buses and emergency vehicles do.
- Throughout the scheme, kerb radii at side roads and crossings are wide, and there is little other design to reduce speeds of vehicles – the result will not only will the design fail to reduce speed, but also motor traffic volumes and fail to reduce aggressive driving, including turning movements. This will ensure this road remains an issue for residents, pedestrians, those cycling etc. in terms of barriers to active travel, but also risk of collisions – and thus risks failing to achieve the aims of the Mayor's Transport Strategy.
- Mini-roundabouts are also very hostile to cycling, yet two are retained in this scheme at Capitol Way and Hay Lane.

- Given there is already a speed table at Princes Avenue, that is likely to be the most effective speed control along this entire route, there is no clear reason why other, more effective speed and motor traffic reduction measures could not be applied at all side streets. At the very least, as with Grove Park, side road raised tables and tightened kerb radii should be the default. Better, for those roads with low motor traffic levels, would be continuous footways etc.
- It is also unclear why the side roads leading to and from Stag Lane and Roe Green are also not being considered for 20mph treatments along their lengths and across the area.
- Given residents have raised motor traffic volumes as well as speeds, it is surprising this scheme fails to deal with through motor traffic volumes with the area subject to high levels of “ratrunning” – both north-south along Stag Lane itself, but also east-west across it. This issue needs further work to reduce motor traffic volumes that are highlighted in the aims of the scheme.
- This scheme falls within an area of Brent identified in TfL’s Strategic Cycling Analysis as of highest potential growth in cycling. The nearby A5 is identified as one of the 25 corridors of highest potential for cycling in London. Given this, the collision record here, and resident raised concerns, it is clear this scheme is far too weak to deliver on its stated aims, much less help Brent make progress in fulfilling the Mayor’s Transport Strategy aims for the borough.
- Instead, Brent should urgently look at as a bare minimum more robust speed control measures, but more likely a radically different scheme – a bus, cycle and residents “gate” and/or “school street” scheme, as part of an area-wide approach to restricting through motor vehicle traffic would be worthwhile considering, or consolidating parking, removing central hatching and providing instead physically protected space for cycling, improved pedestrian crossings and traffic calming measures.

General points about infrastructure schemes:

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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.