

London Cycling Campaign response to Ealing Broadway Station (The Broadway) public realm consultation

23 August 2019

https://www.ealing.gov.uk/info/201042/current_consultations/2576/ealing_broadway_station_public_realm_improvements_consultation/1

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 risks ensuring significant barriers remain to enabling more people to cycle to and from Ealing Broadway station and the shopping area around it. Given the opportunity the Elizabeth Line represents at this location, people cycling to/from the station should be a clear priority to help ease congestion on buses and reduce private motor traffic in the area.
- For a more detailed response, see Ealing Cycling Campaign's full submission.

Specific points about this scheme:

- Ealing has long planned to create a contra-flow cycling facility outside the station on The Broadway. It is therefore surprising that has been excluded from this plan. And its exclusion means that north-south cycling here will also remain impossible for all but the most confident of current cyclists.
- Even with a segregated cycle contra-flow, it is likely conditions here will not be good for cycling, given the amount of motor vehicle traffic here. Which will also impact on the pedestrian environment. Further private motor traffic reduction is worth considering at this location, for instance, removing all motor traffic bar buses (Spring Bridge Road would then become a corridor for private motor traffic). Failing that, a two-way cycling facility, separate from motor traffic, should be strongly considered.
- Routing any north-south Cycleway far from the station and shops would mean it is unlikely many people will be enabled to shift modes to cycling in the area, so any north-south route must pass close to the station entrance and shops.
- TfL's own Strategic Cycling Analysis demonstrates how important east-west cycle connections will be here. And these also should be considered closely in the context

of their future connection at Ealing Broadway to north and southbound routes as part of a network of cycle routes.

- Cycle parking in the area is already routinely over capacity. With the Elizabeth Line coming, that will clearly worsen, yet the scheme results in a net loss of cycle parking spaces. Ealing Council should work urgently with all landowners locally to a) seek to dramatically increase the provision of Sheffield-stand general cycle parking and b) provide a secure cycle parking hub for local residents and commuters. According to the Ealing Cycling Campaign, this just requires further impetus put behind the negotiations around the former BBC car park.

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 and enable all ages and abilities to cycle, 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. Above 2,000 Passenger Car Unit (PCUs)

motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.