

London Cycling Campaign response to Ealing Greenford Road Cycleway consultation

23 March 2020

https://www.ealing.gov.uk/info/201042/current_consultations/2662/greenford_road_two-way_cycle_track_consultation

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 strategy:

- These proposals are supported. They will enable more people to cycle and walk in the area and the route is close to one of TfL's Strategic Cycling Analysis corridors of potential.
- We fully support the more detailed response from our borough group, the Ealing Cycling Campaign.

Specific comments on this strategy:

- This scheme should fully connect to the rest of the cycle network and may need further extension to do so.
- Without detailed designs, it is impossible to ascertain the width of the cycle track etc. The track should be wider than necessary to fulfil the predicted flows here in the medium term.
- The parallel crossings in these proposals are welcome, but should come on raised tables to maximise safety and driver compliance to priority.
- The two signalised junctions at Berkeley Avenue and Horsenden Lane should be improved further. Again, without detailed designs it is impossible to gauge likely delays for those cycling at these junctions. But shared space areas, with toucan crossings, as appears to be the case in these proposals, are not a high quality, comfortable or clear design for those cycling or walking. Other designs that provide easier, less delaying progress for those cycling, clearer priority and greater delineation between those walking and cycling should be considered, strongly. Similarly, further improvements are likely needed at the access to the petrol station.

- The modal filter at the northern end of Oldfield Lane North is very welcome. As is the bus stop bypass nearby. But again, without detailed designs, there is a concern how the new public space will be filtered to remove motor traffic. Also there appears to be a big opportunity missed to expand this public space to the north in a triangle, and indeed extend the cycle track northwards too.
- At a minimum, the cycle track should run to the parallel crossing, with the northbound track ideally going to the end of the current public space, or beyond, on the east side of the space.

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.