

Ealing West Ealing Liveable Neighbourhood

1 October 2018

<http://live-west-ealing.co.uk/>

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.

Specific comments:

- The "central median" option for the Broadway does not represent a good option for those cycling or walking.

The theory that median strips somehow improve walking or crossing has been comprehensively disproven across the many London schemes they have been installed in. Median strips, in general, do not deliver a better walking environment – indeed they are often used to avoid providing high-quality pedestrian provision that is of value such as more frequent and/or direct crossings, and/or wider pavements. Median strips often also result in faster motor traffic speeds.

Of course, the same option is also weak for cycling. Median strips often reduce the ability for current, confident cyclists to "filter", while they also in this case would ensure cyclists would "share" with high volumes of motor traffic. The result would not be significantly safer in itself than current road layouts, and would also ensure only confident cyclists who currently use the route cycle along the proposal.

In other words, the scheme would ensure the road remains a barrier to cycling, to walking and would avoid removing motor traffic and motor traffic dominance.

By contrast, the "stepped cycle lane" option would deliver "wide pavements", better facilities to enable a wider range of people to cycle, and should be combined with more frequent pedestrian (and cycle) crossings, and reduced motor traffic volumes and speeds.

- Neither options for the Lido junction represent good facilities to enable a wider range of people to cycle here. The pedestrian crossings diagonally and on all arms are welcome. But "advanced stop lines" (ASLs) only confer safety benefits when those cycling arrive when lights are red and they can access the ASL. And these facilities do not enable a wider range of people to cycle in the area than currently already do.

Instead, Ealing should separate those cycling in time and/or space fully from motorised traffic. Ideal would be an approach where motor vehicle turns that conflict with cycling movements are held while the cycle movements are green, as seen at an increasing number of London junctions including in the outer London Waltham Forest and Enfield mini-Holland schemes.

The “central median option” is the worst as it does not even feature cycle facilities in one direction. In this option, where would cyclists returning from a journey to Ealing Broadway be expected to go?

- The neighbourhood plans in this document are anything but clear. The council should be planning for “low traffic neighbourhoods” away from the Broadway, with through motor traffic restricted or removed entirely to create residential streets where people will walk and cycle, children play out and neighbours chat. To achieve this, however, it is vital that Ealing council a) plans transport strategically across the entire area and b) engages with residents more fully, developing a robust evidence base and being prepared to bring residents on a journey to these schemes, with schemes changing to reflect concerns, but not being overly weakened.
- Any prototype schemes, particularly temporary installation of modal filters etc. should be for enough time to understand fully traffic displacement, evaporation and for it to settle. And this should be with clear communications and the potential to tweak temporary schemes in situ to bring the broader community onboard.
- Further engagement with the business community is clearly required. The survey data thus far shows that only 11% of visitors to the town centre arrive by car, and only 21% travel to work by car, but 62% of business respondents highlighted “lack of parking” as a priority issue. Local businesses in London (and globally) routinely hugely overestimate the importance of car parking provision. And it is worth Ealing Council engaging further and ensuring robust data, not just on business preference but actual use of current spaces, is available to ensure plans are not unduly watered down on the basis of issues raised that are not accurately based in the real situation on the Broadway, and its likely future use and viability if a high-quality scheme is introduced.

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 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.
- 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.