

**London Cycling Campaign response to Harrow Kingshill Avenue area low traffic neighbourhood**

*30 July 2019*

<https://consult.harrow.gov.uk/consult.ti/kishill/consultationHome>

**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:**

- The principle of reducing motor traffic dominance, including through motor traffic, as well as increasing walking and cycling for the health and wellbeing of residents in this area is very welcome.
- We support the response of our local borough group, which contains more specific detail.
- It is likely that option 2 would more effectively remove through motor traffic from the area, leading to better scheme outcomes for walking, cycling and residents. Therefore we support option 2 in preference to option 1. However, we do support either option being implemented.

**Specific points about this scheme:**

- Speed "cushions" should be replaced throughout with full-width sinusoidal profile speed humps and raised tables. Speed cushions are both less effective at reducing motor traffic speed and also introduce conflict points between drivers and those cycling, with both groups seeking to place their wheels in the same gaps. If through motor traffic is effectively removed then there will be less need for speed control across the area. A phased approach could be taken with speed humps added only where necessary, after through traffic is removed.
- Option 1 – the design and enforcement of point no entries in the middle of residential areas should be carefully considered, as these can be widely ignored. Use of a full modal filter instead on Kingshill Avenue should be strongly considered.
- Option 1 – it appears that there would likely remain through routes through the scheme for drivers using Elmsleigh Avenue southbound and St Leonards Avenue and then Kingshill Avenue northbound. Not only will this mean the area continues to be

blighted by the negative impacts of through motor traffic, but there is a risk the situation could get worse, with de facto one ways increasing driver speeds.

- Option 2 – there appears to be a risk that northbound through motor traffic will not be completely removed by the scheme. Drivers could use St Leonards Avenue, Alicia Avenue, then Elmsleigh Avenue to circumvent filtering in that direction. Moving the proposed Kingshill Avenue filter south to between Alicia Avenue and Addiscombe Close could potentially be a solution to this.

#### **General points about Low Traffic Neighbourhoods:**

- As well as other issues highlighted in our local group's response, the area is currently blighted by "through" motor traffic using primarily residential streets to avoid the main road network, creating significant barriers to walking and cycling and enabling far too many unnecessary car journeys, with resulting negative effects including noise and air pollution, inactivity, climate-changing emissions, collisions and injuries.
- "Low Traffic Neighbourhood" (LTN) schemes, most notably in Hackney and Waltham Forest, demonstrate that removing or strongly restricting through motor traffic from primarily residential neighbourhoods has major benefits for walking and cycling, and in many cases public transport, activity levels, pollution, community cohesion etc.
- These schemes reduce overall motor vehicle movements across an area, including the main roads, and encourage "mode shift". And this tends to happen without significant negative impacts to existing main roads and the broader transport network in the medium to long term.
- As such, and alongside main road schemes (such as cycle tracks or other "road diets"), these schemes are a vital step towards enabling active travel and reducing the dominance of the motor car in the borough and across London. It is important the council remains firm on these plans and the principles behind them, and delivers benefits for the broader community, rather than listening to any vocal minority (often car owners) that emerges during the engagement and consultation process.
- Before this scheme is implemented, our recommendation is a baseline set of data for the scheme is gathered, including traffic volume and speed data and potentially other sources (resident perception surveys, air quality monitors, business customer surveys, parking surveys).
- TfL, London Cycling Campaign and other expert bodies have a wealth of evidence and expertise to help councils build the case among residents, businesses and stakeholders for low traffic neighbourhood schemes. But key to the delivery of most will be the willingness of political leaders and officers to lead their residents in a conversation about the principles and details of the scheme without allowing concerns raised or fear of change to derail delivering real benefits to the entire community.

- Monitoring, both before and after implementation, of air quality, motor traffic volumes and speeds, cycling and walking volumes and footfall and retail vacancy rates of nearby shops on nearby main roads and residential streets this scheme could impact, would be desirable, up to several years after the introduction of the scheme, sporadically. This would enable the borough and other London, and UK, transport bodies, councillors and officers etc. to build up a valuable evidence base on the results of introducing LTNs, and enable the borough to build schemes to mitigate any adverse impacts as well as reassure residents and shopkeepers of the benefits medium and long-term.
- For more on LTNs, see: <https://lcc.org.uk/pages/low-traffic-neighbourhoods>. LCC looks forward to working with the council on this and other projects.

### **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.