

**London Cycling Campaign response to Old Oak Common HS2 planning applications
20/0011/HS2OPDC, 20/0012/HS2OPDC & 20/0013/HS2OPDC**

12 March 2020

<http://planningregister.opdc.london.gov.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.

General comments on this application:

- Our response below is solely on issues related to cycling and the application. We fully support the more detailed response from the Ealing Cycling Campaign.

Specific comments on this application:

- It is vital that cycle parking is delivered to a high standard, and capacity, reflecting the high potential for cycling in the area. Similarly any lift provision that those cycling might need to use should be able to carry a wide range of cycle types.
- The cycle track provision to the north of the station is welcome – but not of sufficient quality for the likely cycle and pedestrian movements here and the potential to increase cycling here dramatically.
- Cycle routes around the station must be safe, comfortable and connect to key destinations, and again the quality and capacity must reflect the high potential identified here.
- Medium term, it is vital that TfL's Strategic Cycling Analysis routes near here are fulfilled properly – south to Shepherd's Bush, north-west to Wembley as a priority, but also north-east to Cricklewood and south-west to Acton (as well as east to Kilburn).
- In the short-term, it's also vital that works associated with the construction and roads changes nearby enable more cycling rather than increasing risks to those cycling here.
- The written statement for 20/0011/HS2OPDC on Old Oak Common Lane is particularly concerning as while Ealing Council proposed physically protected provision for cycling, that does not seem to have been realised. And indeed,

proposed lane widths represent a “critical issue” according to TfL’s London Cycling Design Standards. This needs further consideration and improvement.

- This is particularly concerning given the Old Oak and Park Royal Development Corporation (OPDC) Local Plan 2018 p.89 states “Police P8: Old Oak Lane and Old Oak Common Lane. Proposals should plan positively to deliver the place vision by contributing and / or delivering where appropriate and relevant as follows:... f) Ensuring new and improved routes can accommodate walking, cycling, bus and other vehicular traffic during the construction and operational phases by: i) delivering improvements to underpasses; ii) delivering segregated cycle lanes along Victoria Road, Old Oak Common Lane, Park Road and where possible on Old Oak Lane; and iii) widening Old Oak Common Lane to include generous footpaths and segregated cycle lanes.” This likely means constructing the proposed bridges to a wider span, to provide appropriate space for walking and cycling.

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.