



# **CYCLING INFRASTRUCTURE**

Input to Scrutiny Review Panel 4

6 December 2017

## ***Key priorities for Ealing cyclists:***

### **1 Provide a Borough Cycling Network**

Anyone aged 8 to 88 should feel confident to undertake most local journeys by cycle, as a normal everyday activity that does not involve significant risk. A two-dimensional network is required, not just east-west “Cycle Superhighways”.

### **2 Reduce the unacceptably high level of accidents on the Uxbridge Road**

The Uxbridge Road is the road carrying the highest volume of cyclists in the borough. Many local trip destinations lie along the Uxbridge Road, and for those who commute by cycle to central and inner London it is the fastest route. Many cross-borough cycling trips cannot easily be made without using short lengths of the Uxbridge Road for part of the journey.

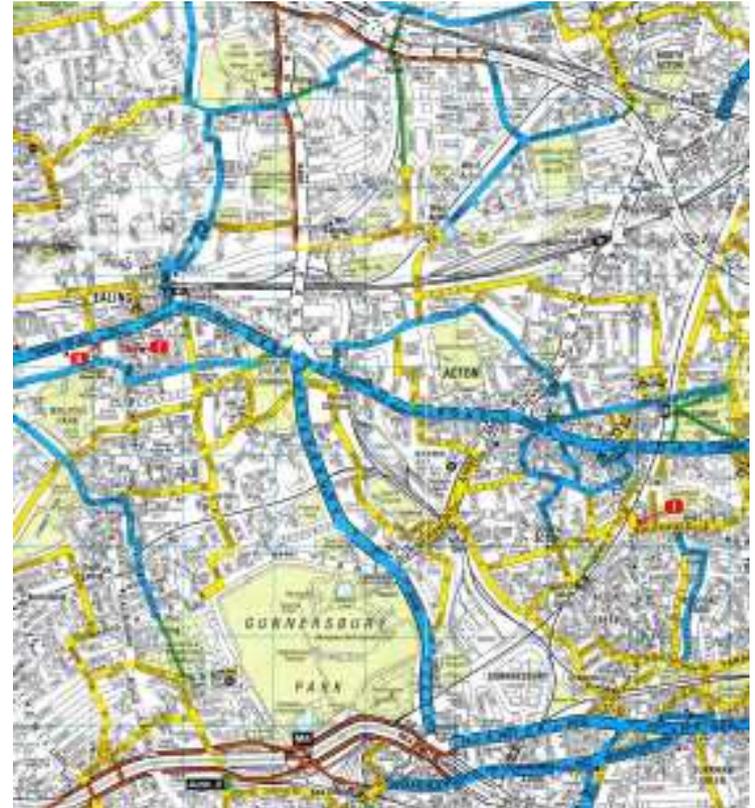
# Borough Cycling Network

There have been numerous initiatives over the years, none of which have been carried through to completion. [LCN, LCN+, CSHs, Mini-Hollands]

The most widely available route information for cyclists is still the London Cycle Guides. These were launched 15 years ago by the then mayor and were based on a joint Ealing Cycling Campaign / Ealing Council initiative funded by Glaxo.

Several million copies of the London Cycle Guides have now been issued.

But there is little if any connection between the network of routes shown and the cycle infrastructure investment programme.



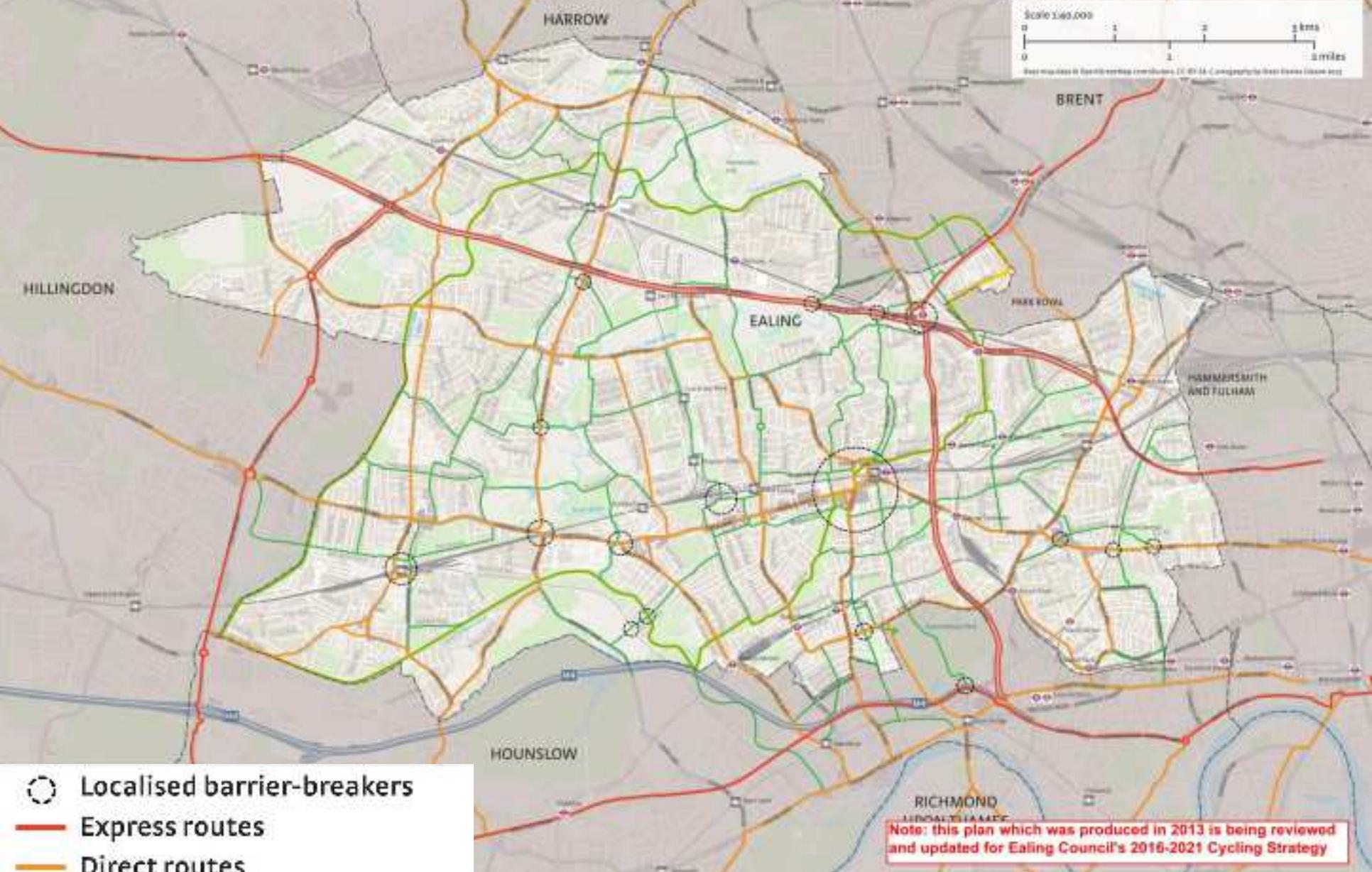
### ***Cyclists need:***

- A definitive source of information when planning cycle journeys (including type of route and surface to be expected)
- A map or app to take with you, showing all streets not just cycle routes
- Clear signing on the ground to help you follow your route even if you don't know the area, or are new to cycling
- Decent riding conditions, at least on the defined cycle routes

### ***The highway authority needs:***

- A defined network on which they can prioritise investment in cycling facilities and road maintenance, and reduce traffic and parking
- A clear programme setting out when each link in the network is to be upgraded, in stages if necessary.

**The first step must therefore be the definition of the Future Cycle Network (FCN). Ealing made a good start on this with their mini-Holland bid in 2014.**



-  Localised barrier-breakers
-  Express routes
-  Direct routes
-  Quiet routes
-  Grand Circular Leisure Route
-  Adjacent Provision for Cyclists

***Ealing mini-Holland bid network, 2014***

The Future Cycle Network (FCN) needs to be updated to reflect input from the round table meeting on 7 November 2017, and kept updated on a continuous basis from now on.

### ***What should cyclists expect to find on FCN routes?***

- General compliance with London Cycling Design Standards 2014 (LCDS);
- Prioritised road maintenance and re-surfacing;
- Removal of any non LCDS-compliant traffic calming features such as non-sinusoidal speed humps, cushions with a layout that does not conform to LCDS section 3.5.5, or barriers at subways under arterial roads such as the A40;
- At any junction between a Quiet Route (green) and Direct Route (orange), it should be possible to safely cross or join/leave the Direct Route in two stages. In many instances this may best be achieved by the insertion of an island refuge in the middle of the road (LCDS 5.2.8).
- On the "adjacent provision for cyclists" routes, all of which are controlled by TfL, a conscious policy of avoiding the need for traffic to turn across the path of cyclists should be adopted whenever the opportunity arises. The council can help achieve this by insisting that whenever sites alongside these routes are redeveloped, vehicular access must be taken from the rear.

# Some Ealing examples of good practice



*Cyclist-friendly point closure*



*Clear separation of users on Greenway*



*Smooth transition from cycle path back onto carriageway*



*Cycle hub*



*Protected run-on for cyclists at supermarket (but why did the council later remove this?)*

## Some Ealing examples of bad practice



*Poorly designed point closure*



*Speed cushions re-installed last year that squeeze cyclists*



*Incomplete and apparently abandoned cycling investment*



*Unprotected right turn off the Uxbridge Road*

# Car parking – a taboo topic?

- A clearly stated policy is required, that the current tacit presumption that all on-street residential parking is sacrosanct will not apply on the FCN.
- A significant mode shift towards cycling throughout West London will in any event reduce the overall car parking requirement.

## The Uxbridge Road

is the single biggest cause of complaint by ECC members.

There is insufficient width in places, especially at junctions.

A more proactive approach is required to deal with the problems, including property redevelopment where necessary.

Car parking on the cycle lanes (albeit sometimes legally) is a major issue.



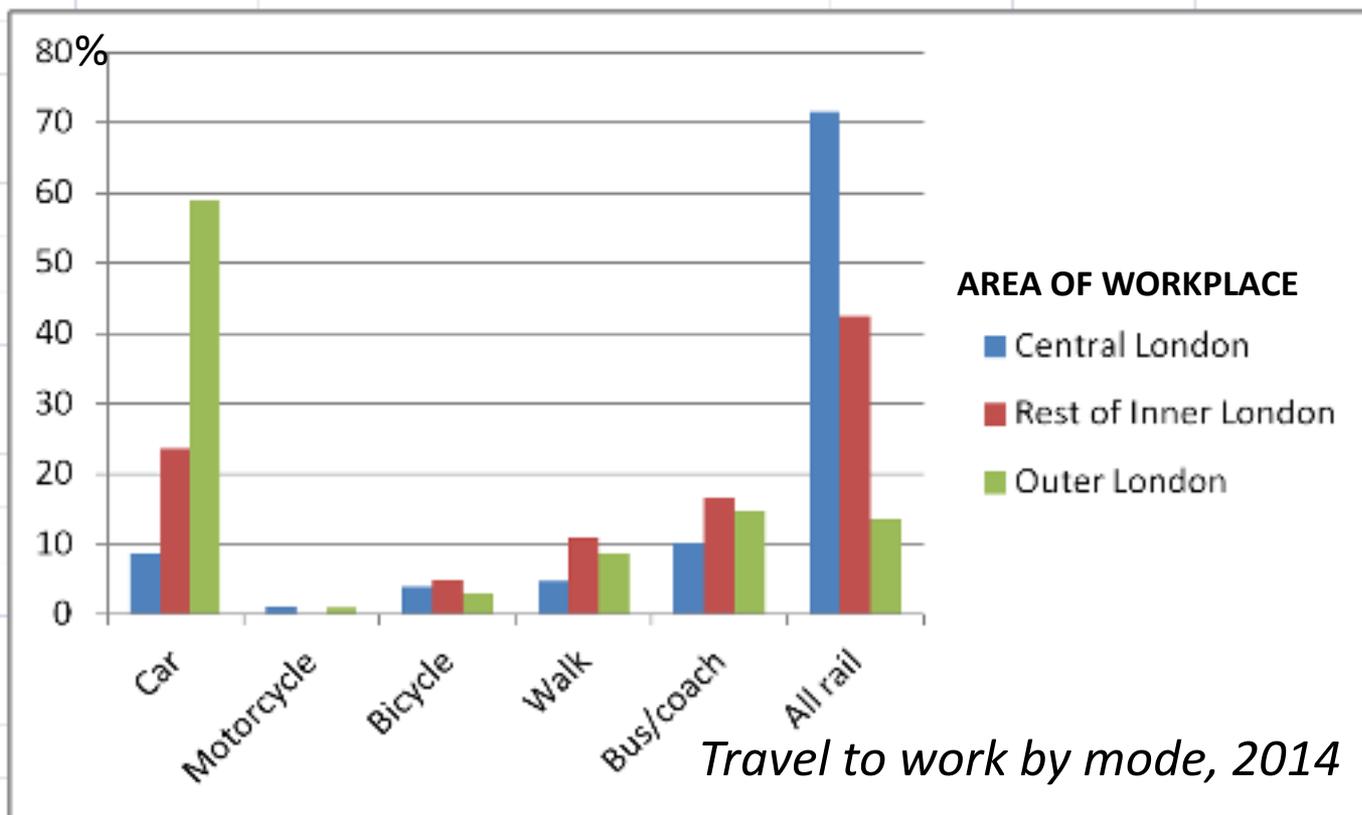
*“CRISP” studies carried out ten years ago for LCN+ routes in Ealing, one of which was the Uxbridge Road*

# Property redevelopment to relieve pinchpoints – an example:



At the Lido junction this could mean (as a minimum) the council promoting a CPO for the five properties on the left as one approaches the lights (Coral, Salama, Pharos, Genesis and Hair & Beauty), demolishing the single storey front sections, refurbishing the remaining ground floor rooms in these buildings and providing new shop fronts, then re-selling the properties. The previous owners will normally be given first refusal when the resale occurs.

A more radical but possibly cash-positive alternative would be the comprehensive redevelopment of the four eastern properties to create a new building similar to the Coral redevelopment [note that this has no windows in the eastern elevation].



- Improving the FCN will encourage people to transfer from cars to cycling for local trips, thereby reducing traffic levels.
- Improvements to the Uxbridge Road are needed to reduce accidents. Although many longer distance cycling trips thereby generated will have been transferred from public transport rather than cars, many local cycling trips have to use the Uxbridge Road for part of the journey.

# Growing up with the cycling habit

(once the  
infrastructure is  
in place)



- Ealing's children should be brought up knowing cycling as the default travel mode for local trips too long to walk – affordable, independent, healthy and predictable.
- A final thought – why does the University of West London generate so few cycling trips compared with other universities? The free shuttle buses encourage a dependency culture. Could the council's influence be brought to bear on this?