

# Partnership working on the Link 18 CRISP in Brent

With over 100,000 vehicles using its road space every day, the A406 North Circular Road is hard to imagine fitting into the LCN+ criteria of providing a fast, safe or comfortable route for cyclists.

*"The middle section of the route presents great problems. It may not be possible to bring this section up to anything approaching compliance with the LCDS" LCC Brent*

Link 18 runs broadly east-west through Brent and covers the section of the A406 between the borough boundary with Ealing at Stonebridge Park to the complex Staples Corner junction at the boundary with Barnet. Throughout, there is little available carriageway or footway width to be able to satisfactorily accommodate cyclists. Staples Corner is identified as a high risk infrastructure barrier to cycling on the LCN+ and cycle flows recorded along the A406 are very low (Less than 17 a day on average across the original Link alignment). It was with this in mind that a decision was reached to look at Link 18 of the LCN+ network with a view to changing the entire alignment.

From an early stage it had become apparent that working in partnership was going to be the most crucial element to the Link 18 CRISP study. Whilst stakeholder consultation would be carried out as usual, it was also necessary to have the TfL Area Team (RND) and LB Brent working to the same ideal if the route was to prove a success.

*"If improvements to the pedestrian crossing facilities are being considered, inclusion of cyclists could provide significant benefits, facilitating access between the extensive residential, retail and employment facilities each side of the North Circular."* TfL

The first step of the process was to establish the possible alignments prior to a CRISP study being arranged. With so many alternatives it was necessary to narrow these down in order to keep the timescale for the CRIM manageable and ensure that the study would focus on creating a better route for cyclists rather than merely finding a route. Therefore, prior to a consultant being engaged, LB Brent, together with representatives from the local LCC group and LCN+ PM team undertook a ride to determine a variety of possible and favoured align-

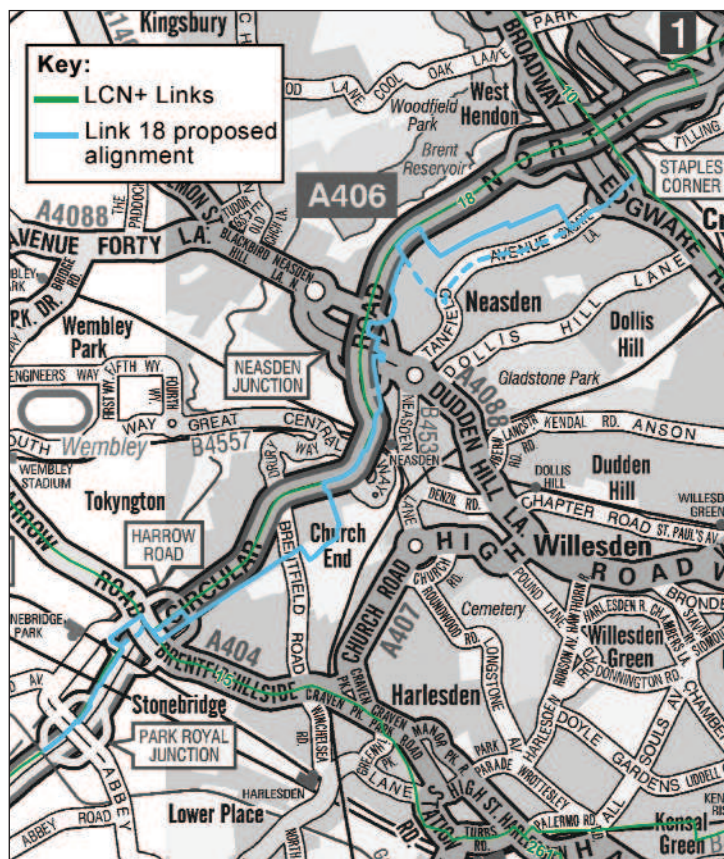
ments. Parameters were set so they did not deviate too far from the original A406 alignment. It was felt that if the deviation was too high and the route too complex it would not be attractive to cyclists.

*"The situation is currently not good enough for pedestrians and cyclists who wish to cross the A406 in the study area. Improvements to facilities and signage are necessary, especially to ensure potential users of the new route do not become isolated from it as a result of being on the opposite side of the A406" LB Brent*

The group recommended that cycling should not take place on the Hangar Lane Gyration and that any service roads used would require speed reduction measures. The group also looked at links to the Grand Union canal, which is popular with cyclists. Link 18 is also a key link towards Wembley Stadium and so the CRISP examined links to this major trip attractor. Prior to the CRISP process a severance study was completed which ran alongside the route finding study.

*"The indirectness of the proposed route may prove problematic, though a balance has to be found between safety and directness" LCN+ PM Team*

The CRISP process led to an agreement about the final alignment, which uses the A406 and the existing LCN route 85, which uses a combination of borough roads and A406 service roads controlled by TfL. TfL are committed to upgrading the service roads to accommodate cycling and also to provide new cycle crossing points at Abbey Road, Harrow Road and Great Central Way. Lane width reduction will also be used to accommodate shared use on the footway in some sections where the alignment is along the A406. LB Brent are committed to investigate providing a new bridge adjacent to Kenwyn Drive as well as upgrading lighting in the Gibbons recreational ground and installing cycling facilities such as lanes, entry treatments and kerb build-outs where appropriate. Partnership working with LB Brent TfL(RND), Brent LCC and the LCN+ PM team has helped map out a forward strategy to open up this vital north/south corridor for cycling in Brent.



Right: Link 18 route map