

I'm writing to you on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on plans. Our response was developed with input from the co-chairs of our Infrastructure Review Group and the coordinator of our borough group, Barnet Cyclists.

The most efficient road space use is not for private motor vehicles. The London Cycling Campaign therefore generally expects schemes to be designed to accommodate growth in cycling and to reduce motor vehicle traffic – particularly for journeys 5km or less.

In general, the London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). We would also strongly suggest that all schemes including cycling provision should be of comparable quality to similar schemes at cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

Given that, we wish to raise the following specific points with the scheme and its surrounds:

1. The A406/North Circular remains a significant barrier to cycling journeys and uptake of cycling. Much more could and should be done for cycling along its entire length. Most notably:
 - a. High quality segregated tracks that enable cycling along it.
 - b. High quality crossings that enable cycling journeys from one side of this road to the other, with those cycling separated in time and/or space and not inconvenienced so much as for the road to remain a barrier (ie complex bridges over or isolated tunnels under).
2. Given point 1, we would much rather have fully segregated tracks used to enable cycling. But at the very least, we would expect shared space to be created on both sides of the road and all crossings to be designed with cycling in mind.
3. If those aims are not achieved, no funding for this scheme should come from cycling or walking budgets, but roads funding – as this would not be a specifically cycling or walking scheme.
4. Crossings should also be direct wherever possible, rather than staggered, for both pedestrians and those cycling.
5. Turnings onto and off the A406, where people cycling and walking will cross, should be as narrow as possible and as close to 90 degrees as possible. This will help enable less stressful crossings for vulnerable road users and slow motor vehicle traffic down turning in and out. This should be considered for both sides of Bridge Lane and Courtleigh Gardens.

We would be grateful for further updates on this scheme as it progresses and I am available to answer any queries regarding this submission.

Yours,

Simon Munk
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London Cycling Campaign