

London Cycling Campaign

15 March 2016

Paddington to Wood Lane via Westway overall

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and our local groups the Westminster Cycling Campaign, Kensington & Chelsea Cycling Campaign, Ealing Cycling Campaign, HF Cyclists, and in support of their consultation responses.

On balance, we support this scheme. We have serious reservations about the choice to use the Westway. A route that took in surface streets would likely be superior – with more opportunities for cyclists to enter and exit the Cycle Superhighway where they chose (possibly the planned CS9?). But we recognise that due to the intransigence of some London councils, such a scheme is currently unlikely to move forward, unfortunately.

The London Cycling Campaign would also like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.

Section 1 - Westbourne Terrace

We have serious concerns about hook risks at the junctions here. Particularly designs such as the Cleveland Terrace junction look set to put cyclists and left-turning traffic in direct conflict. This is not acceptable – and a redesign of these junctions to favour safety over motor vehicle capacity has to be a priority.

Also, we want all junctions to provide safe and comfortable turns for cyclists in all directions. On Westbourne Terrace, needlessly banned turns for cyclists sever this route from and to Paddington Station as well as nearby Quietways.

Section 2 - Bishop's Bridge Road to Orsett Terrace Junction

We support the proposal to provide safe space for cycling at this complex junction, but do not believe the current design fully deals with the issues:

- Left hook risks remain north-westbound on Westbourne Terrace and on Bishop's Bridge Road in both directions. Given there is only one lane on the bridge, it seems unnecessary to create such a complex junction at this location, particularly one that retains likely "critical fails" according to TfL's own Cycling Level of Service tool.
- One alternative would be to bring the bi-direction cycle track all the way to the junction and deal with it crossing over to "with-flow" tracks at that point.

Section 3 - Bishop's Bridge Road to Gloucester Terrace Junction

We believe this junction could be further improved by separating cyclists passing through it in time and/or space from motor vehicle movements – particularly turning movements. And by enabling easier, safer and more convenient right turns to cyclists.

Section 4 - Westbourne Bridge to Harrow Road Slip

We strongly support the link here to Westbourne Terrace Road, which opens up access to the Cycle Superhighway to a broader and more diverse section of local residents.

We would further welcome extension of the shared use pavement on the north side of Harrow Road to link with Bourne Terrace. And further, that Delamere Terrace was made two-way for cycling. This would improve a link to the Grand Union Canal.

Section 5 - Harrow Road slip to Westway

We do not support the proposal here – simply because the track is far too narrow to cope with increasing numbers of people choosing to cycle.

We would support measures to protect cyclists from spray and wind – we consider them vital. And we would support a minimum of 3m track, although to enable high numbers of cyclists to use a route, which is fitting for the designation "Cycle Superhighway" we would expect wider than that to allow comfortable overtaking or passing in the opposite direction.

Section 6 - Westway (Harrow Road slip to West Cross Roundabout)

We are supportive of the proposals here – although we would prefer a greater track width than 3m, which really is an absolute minimum.

Again, we also would be supportive of extra screen height to protect cyclists.

We are also concerned about this and other sections of the Westway as to how isolated cyclists will be – and the lack of on and off-ramp options. This Cycle Superhighway will be limited in likely uptake by the lack of options to join or exit it – in this stretch, a ramp or other method of reaching Ladbroke Grove would be welcome.

According to TfL's LCDS documents, a mesh of routes should be enabled at 400m intervals. That should be applied to this proposal.

Section 7 - West Cross Roundabout to Wood Lane Slip

Again, the track going below 3m is simply unacceptable. And again, higher screens are not just a good idea, but a very important one.

Section 8 - Wood Lane Junction

We welcome the proposals to separate cyclist movements from motor vehicle traffic through the Wood Lane junction. But we have several concerns about these plans:

- Cycle track widths again fall below the minimum required for safe, comfortable cycling. A 2.6m two-way track is far too narrow, and the 1.5m segregated track is also far from ideal.

- Crossing design and turning designs for cyclists and pedestrians are complex and likely to subject both users to too much delay. For cyclists, the crossing design will also likely be hard to understand how to use appropriately.
- The implementation of "hold the left" and use of segregated tracks is welcome – but fairly obviously, the plans do not extend further along Wood Lane in either direction. Thus cyclists accessing the track at this point will be limited to the most confident only. Yet this road should increasingly become a vital cycling link to numerous transport interchanges, and development and opportunity areas nearby as well as existing student accommodation and residential developments etc.

Western Avenue overall

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and our local groups the Westminster Cycling Campaign, Kensington & Chelsea Cycling Campaign, Ealing Cycling Campaign, HF Cyclists, and in support of their consultation responses.

The scheme offers limited benefits that would fail to meet the ambitions of the Mayor's Vision and will not grow the cycling demographic. For relatively low cost it would enable a low quality route for current cyclists from several destinations to access the Westway track and then East-West Cycle Superhighway. But this is not the high-quality infrastructure London needs. And as presently designated, this scheme would set a new low bar for the term "Cycle Superhighway", devaluing the brand and risking allowing some bodies to put forward weaker proposals in the future. On that basis, we cannot support this scheme.

Far better would be that other solutions to Western Avenue's issues are found. This section should feature high-quality noise and spray screens and more high-quality space for cycling – with separate space for pedestrians. This would likely require more space from the road, but is a far superior solution. The current proposal sees cyclists and pedestrians squeezed down at times to just 2.2m in some sections.

Modal filters should also be considered wherever possible along the A40 on side roads, so cyclists are not constantly inconvenienced by needing to stop, look, wait etc. at minor junctions

Finally for this section, the London Cycling Campaign would also like to see all schemes given a CLoS rating (as well as adhering to the latest London Cycle Design Standards) that demonstrates significant improvement from the current layout will be achieved for cycling, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.

Section A - Westway (Wood Lane to Bloemfontein Road)

The general comments above apply.

Section B - Westway (Bloemfontein Road to Hemlock Road)

The general comments above apply.

Section C - Westway (Hemlock Road to Savoy Circus)

The general comments above apply.

Section D - Savoy Circus

A complex and hostile junction with awkward pedestrian and cycle crossing points. Noticeably, the junction prioritises motor vehicle movements over pedestrian and cyclist convenience and comfort – by flaring out into extra lanes on approach – so any potentially better space for cycling and walking is lost.

Whereas at Wood Lane there is at least a very small amount of provision north-south proposed, here there is nothing at all proposed for Old Oak Road, Old Oak Common and Old Oak Common Lane. A priority should absolutely be better cycling schemes along all three. This would provide vital links into the Old Oak and Park Royal Opportunity Area.

Section E - Western Avenue (Savoy Circus to Perryn Road)

The general comments above apply.

Section F - Western Avenue (Perryn Road to Gypsy Corner)

The general comments above apply.

Section G - Western Avenue (Gypsy Corner to Kathleen Avenue)

The general comments above apply. Also, we wish to ensure links into other Ealing routes and destinations are improved here – such as at Allan Way – and to also link appropriately to the "HS2 cycle route". These would add to the attractiveness of the route for a broader range of cyclists.

For these links to work best, strategic "modal filters" should be considered – e.g. on Allan Way and Court Way.