

London Cycling Campaign

26 August 2016

Hammersmith & Fulham Kensington to East Acton Quietway

<https://www.lbhf.gov.uk/transport-and-roads/cycling/east-acton-kensington-quietway-consultation>

- Overall, do you support LBHF's proposal for the East Acton to Kensington Quietway?
- Partially
- Do you support the creation of a segregated cycle track along Mitre Way?
- Yes
- Do you support the creation of a new shared use track in the southern part of Wormwood Scrubs?
- Yes
- Do you support proposed changes to Fitzneal Street to make the route safer for cyclists?
- Yes

This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group and its borough group HFCyclists.

LCC wants, 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). It also expects all QuietWays schemes to be of comparable quality to similar schemes in cities with a high modal share of cycling, i.e. with a CLoS rating of 70 or above.

LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for growth in cycling, to accommodate such journeys.

LCC welcomes the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing capacity and maximum route choice for existing cyclists. It also welcomes the vision for Quietways that are direct, designed as whole routes, segregated from motor traffic where they briefly join busy roads and make use of "filtered permeability" that restricts through motor traffic etc.

LCC considers that these proposals fail to fulfil the Quietways programme requirements to the degree needed to boost cycling numbers significantly. The implementation of this Quietway scheme is generally to be supported, and is one of the better Quietway schemes of late, but again is hampered by an unwillingness to tackle the bigger and more difficult issues the schemes face.

LCC supports this scheme with reservations and would make the following specific points:

- **Quietway routing** – Taken as a whole with Kensington & Chelsea's routing, this Quietway is far too deflected and indirect. The route sends people cycling around the edge of White City, a major employment and residential area, crossing the Westway twice. While it is of value for a Quietway to link to Wormwood Scrubs and Ladbroke Grove, this should be done as well as reaching White City. The ideal would be for any Quietway plans here to also link to proposals to extend the East-West Cycle Superhighway onto the Westway also.
- **Mitre Way** – the two way track and removal of car parking around the modal filter linking to Dalgarno Gardens are welcome. However there is a concern that paving on the north side of the road under the bridge has been entirely removed. The ideal solution would be for as part of this, or as a separate scheme, for paving to be included not just under the bridge, but continuing northwards on Mitre Way. If this is not feasible, it would make sense to remove all paving on the north and then west side, including around the corner.

- **Scrubs Lane junction** – again the junction is welcome, but the advantage of a right turn pocket into Mitre Way is not clear – instead those cycling should be encouraged to use the northern toucan crossing.
- **Wormwood Scrubs Park** – all tracks must feature high-quality, flat and durable surfaces suitable for adapted cycles, road bikes etc. The routing through this relatively isolated park also raises an issue of perceived safety for more vulnerable potential users. As much as possible must be done if this routing is used to make it feel attractive and secure for all users at all hours – with lighting, CCTV, signage, sight lines etc. It is also our understanding from our local group that some of the paths here are currently susceptible to flooding. This must also be tackled to avoid the route become a part-time Quietway.
- **Speed cushions** – these, found on Braybrook, Erconwald and Fitzneal – should be replaced with full-width sinusoidal speed humps and/or raised tables at junctions. The speed measures already in place imply speed is an issue on these streets. Similarly, speed humps should be installed on Hilary Road.
- **Modal filters** – these, such as proposed for Fitzneal Street, when used in isolation, remove through traffic from one street only to concentrate it on a neighbouring residential street. It is vital the entire residential area, or “cell” is considered holistically with such a scheme. Therefore, whether a width restriction or full filter is used on Fitzneal Street, if done in isolation, any traffic blocked will likely simply redirect to Wulfstan or Braybrook. Instead, all three streets must be treated similarly to remove through traffic bypassing the Old Oak Common Lane/Du Cane Road junction. The ideal would clearly be to fully modally filter (Option 2), creating a quiet, pleasant and community-enhanced neighbourhood.
- **Du Cane Road crossing** – this is a welcome element of the scheme. But it has one potential issue – those people cycling rejoining carriageway travelling northbound into Fitzneal Street, or southbound into Hilary Road will potentially have to cross oncoming traffic. At the least, a raised table at the entrance to Hilary Road and junction radii tightened to match Fitzneal Street should be used.