

What do you think of our proposals for the junction of Heston Road and Lampton Road on A4 Great West Road?

Strongly disagree.

Do you have any comments on our proposal for the junctions of Heston Road and Lampton Road on A4 Great West Road?

This response is made 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 these plans and our response was developed with input from our relevant local borough groups and from the co-chairs of our Infrastructure Review Group.

This scheme in general appears to take little account of the needs of pedestrians or cyclists – indeed, by apparently increasing carriage width at some points, it even actively disadvantages both groups in places. As a result, the junction will remain hostile and a barrier to all non-motorised users. The following points specifically highlight key issues:

1. There appear to be several nearside lane widths on the approaches and exits to this junction that fall within the Cycling Level of Service (CLoS) “Critical fail” 3.2-4.0m range. These lanes will therefore represent a very hostile and potentially dangerous environment for cyclists to navigate.
2. In a similar vein, a dedicated left turn lane approaching the junction from Lampton Road indicates a likely high flow of left-turning traffic – and therefore unmitigated left hook risk at this point, again a likely Critical Fail. (Another Critical Fail might be the entrance/exit of Jersey Parade, depending on traffic levels there.)
3. The point of the cycle pavement markings at the approach of Heston Road to the junction (south of Jersey Parade) seems utterly unclear. If the intention is to pull cyclists off the carriage for a very short space, then have them rejoin at the lights, this design approach actually risks increasing conflict and risks between cyclists, reappearing unexpectedly at the lights, and motor vehicle traffic.
4. The eastbound cycle track on the A4 currently seems to end at the junction. With the apparent expectation that cyclists will use the pedestrian crossing? And/or ride directly onto a pavement that currently features guardrailling. Why is the track not continued across the junction.
5. Where there are straight over pedestrian crossings, why not remove or narrow central reservations which would improve space for pedestrians and cyclists? Also, generally, direct/straight over pedestrian crossings would be far preferable for improving pedestrian ease, comfort and compliance with crossing timings. Current pedestrian crossings are far too disadvantageous to pedestrians.
6. On a general point, there seems to be little thought, throughout this scheme of what part the segregated tracks on the A4 and cycling provision on surrounding roads play in a strategic vision of a cycling network?
7. Generally, cycle tracks should be wide, feature few deflections, be well signed and ideally painted a different colour from the carriage (in a suitable, durable, non-skid paint). This is to ensure drivers do not confuse cycle tracks with parking or loading bays or carriageway. The current tracks are too narrow and feature too many deflections.

8. The London Cycling Campaign would 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 (current LCC policy sets out an expectation for new schemes to achieve a CLoS rating of 70 or above), and that eliminates all “critical fails” in any proposed design before being funded for construction, let alone public consultation.

What do you think of our proposal for the A4 Great West Road at Lampton School?

Strongly disagree.

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Why is the new bus stop design not using a “bus stop bypass” approach? Rather than run cyclists directly into a conflict area with pedestrians, there appears to be plenty of space for a bypass, with cyclists passing to the rear of the stand and waiting area. Proposing a shared space area where cyclists and pedestrians mix in this environment will likely increase pedestrian/cyclist conflict.

What do you think of our proposals for the junction of A4 Great West Road at Jersey Road?

Strongly disagree.

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Currently cyclists are expected to use Jersey Parade to continue on the northern side of the Great West Road at this point. This is a hostile and difficult to navigate section – and needs further thought.

Both the north and south side of the junction with Jersey Road also see cyclists and pedestrians negotiate east-west (and vice versa) movements under very hostile conditions – without light controls on the northern side, and with still only an informal crossing apparently on the southern side. Both sides should have proper crossings for pedestrians and cyclists. The current design for the northern side is again likely (dependent on traffic levels) another “Critical Fail”.

On top of that, the track is heavily deflected around the junction.