

London Cycling Campaign

15 February 2016

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 in support of our local Hounslow Cycling Campaign group and with input from the co-chairs of our Infrastructure Review Group.

The current plans for Bath Road trumpet "cycle improvements", yet these seem to consist of 1.5m advisory lanes. This is simply not an acceptable level of improvement for any scheme that is using cycling funding. We wish to raise the following concerns regarding the scheme:

1. The junction with Vicarage Farm Road, Bath Road and Rosemary Avenue is not treated to eliminate "hook" risks – and given the design of the Vicarage Farm Road approach, for instance, it's likely there will be significant hook risks at this junction.
2. Depending on the entry treatments at the station entrance and other side roads with significant traffic flows (Early Haig Close? Siddeley Drive? St Paul's Close etc.), more needs to be done to ensure cyclists do not face hook risks from vehicles turning into or out of these areas.
3. As per LCDS and other London guidance, 2m should be the minimum for a cycle lane – and on a high volume and speed road such as the Bath Road, then really, semi-segregated protection should be a bare minimum to appropriately protect cyclists and encourage more cycling.
4. Wherever possible, parking bays should be used to protect cyclists in a track. Instead, drivers here will be forced to cross the cycle lane to reach their bays – which adds to the hostility and danger of the road.

Finally, and in general, 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, and that eliminates all "critical fails" in any proposed design before being funded for construction, let alone public consultation.