

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

The current plans for Bedfont Road do not represent a strong enough shift in emphasis towards cycling to likely encourage a modal shift or new cyclists to use the scheme. That said, the plans could fairly easily be modified to offer a far higher quality scheme that would likely result in greater uptake of cycling in the area. Given this, we wish to highlight these priority areas of concern:

1. The western end of the road features more than enough space for protected and specific space for cycling. This could be in the form of "fully segregated" tracks, "semi-segregated" measures between cycle lane and carriageway or "hybrid" or "stepped" tracks alongside the footpath. Space for this could be taken from the carriage or footway and verge etc.
2. Is the roundabout at Wooldridge Road necessary? It remains in current design deeply hostile to cycling. And the question is whether the side arms carry a high enough proportion of motor vehicle traffic to mean the only option is a roundabout. Instead, a crossroads with signals might be preferable for delivering high-quality cycling infrastructure; as might (depending on traffic flows) an unsignalised crossing. At the very minimum, raised tables should be used on the side roads to reinforce priority and appropriate speed.
3. The speed limit should be lowered throughout the scheme to 30mph to offer a more acceptable and less hostile environment for cycling – 20mph might even be appropriate in this location.
4. Forcing cyclists to cross the road via toucan represents a failure of continuity in the scheme to cycling and will create a barrier to easy navigation. Better the track is designed to be either a) all on one side, b) all on the other side or c) do two "with flow" tracks – one on each side.
5. The track should not end at Chertsey Road. We welcome the link in to the Chertsey Road facility. But believe that the track or other high-quality cycling provision should continue to Feltham Station as an obvious local cycling destination.

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.