

London Cycling Campaign

3 December 2015

Consultation response for the junction of Edgware Road (A5), Maida Vale, Blomfield Road and Aberdeen Place – Camden Town to Little Venice Quietway

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 has been developed in partnership with the chairs of our Infrastructure Review Group and is based on the response of the Westminster Cycling Campaign – which we endorse.

We welcome the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace. We also welcome the Mayor's 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. Sadly, our assessment based on the first routes to reach public consultation is that Quietways thus far fail to fulfil these ambitions to the degree needed to genuinely boost cycling numbers. This is the case with this junction.

Blomfield Road is often queued up with traffic turning onto Maida Vale or Edgware Road. Given this, the lack of at least a lead-in lane to the ASL, or even better a protected "hybrid" track running up the junction, will ensure the less confident cyclists Quietways are meant to be targeting will likely be put off by the road conditions, or forced to wait for long periods in idling traffic. Car parking could be removed from the southern side of the Blomfield Road to enable better infrastructure.

The failure also to deal with hook risks for cyclists coming out of Blomfield Road at the junction further ensures the scheme won't work well for less confident cyclists and fails to improve safety here in any major way.

We are glad to see proposals to improve conditions for cyclists on Maida Vale and Edgware Road. But even within the scope of just sticking to the area just around the junction, the current proposals don't go far enough. For such a busy road, proper protected space for cycling – semi-segregated, hybrid tracks etc. – should be a given. This is particularly true on the far sides of the junction as two lanes suddenly become one. Ideally, cycle lane/track widths would also be higher than 1.5m – and there seems space to do this here.

The junction design also misses an excellent opportunity to enable cyclists to cross easily from Aberdeen Place to Maida Avenue and vice versa. This would enable cyclists to more easily reach a range of destinations onward from Maida Avenue including using the currently underused Harrow Road crossing, St Mary's Hospital and Paddington Station. The only other work this would necessitate is making Maida Avenue two-way for cycling.

Finally, as a general point, the London Cycling Campaign would like to see all such 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.