

London Cycling Campaign

9 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 Westminster Cycling Campaign group and with input from the co-chairs of our Infrastructure Review Group.

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.

Much of this Quietway uses roads with lower traffic volumes and features largely appropriate infrastructure measures – so we broadly support it. That said, we believe that an even better Quietway, as well as better neighbourhoods with more active communities, would be achieved by using modal filters to remove through traffic from streets including St John's Wood Park and Ordnance Hill. We also believe that changes to the Charlbert Street bridge could be considered long-term to create a south-eastern route crossing to the Outer Circle.

Moving to the current proposals, the apparent removal of the bollard in the carriageway east of the Allitsen Road and Townshend Road junction is a concern. This bollard is regularly struck, indicating an issue with the design of the road here. We would like to see further measures implemented to control speed and driver behaviour here, beyond just a raised table – as we believe removing the bollard may solve a maintenance issue, but won't solve the underlying driver behaviour and danger arising from it.

The junction of Avenue Road and Allitsen Road needs further consideration, we believe. This is due to be a link to Cycle SuperHighway 11. But the current design certainly fails to deal adequately with turning movements onto or off the busy Avenue Road, or deliver an appropriately calm crossing of it for cyclists.

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.