

## **London Cycling Campaign**

1 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 our local Westminster Cycling Campaign group and 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.

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 treatment.

This crossing would be confusing, hard to negotiate and would put cyclists into conflict with pedestrians and vehicles – particularly where cyclists would be encouraged to cross lanes of traffic to access the facilities on Northwick Terrace and Hamilton Terrace.

This is an utterly inappropriate design, particularly when the huge amount of space available on all four arms of the junction is taken into consideration. Protected space for cycling and a properly signalised junction should be easily achievable here – by removing central hatching on St John's Wood Road, the pavement build-out on Northwick Terrace and the car parking at the end of Hamilton Terrace (Hamilton Terrace is a prime candidate for further measures in general, in this Quietway).

TfL should not be applying one standard in one borough and a different standard in a different borough. And that appears to be the case here – with a scheme that would not likely be even put forward in several other boroughs. Not only that but, as stated above, this failure to appropriately design will result in the scheme failing to attract new cyclists to justify its cost; instead it will continue to represent a barrier to cycling in the area.

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.