

London Cycling Campaign

11 March 2016

<https://www.westminster.gov.uk/central-london-cycle-grid-cycle-route-link-bayswater>

This response is made on behalf of the London Cycling Campaign, 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 is in support of the response of Westminster Cycling Campaign, our local group.

We welcome the theory of Quietways targeting less confident cyclists who want to use low-traffic routes, while also providing capacity and maximum route choice for existing cyclists. 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. In this link, we again see some minor positives, but the big issues largely not tackled – and thus we cannot support this scheme without further improvements to it. We would like to highlight the following issues as most pressing:

1. There are many sections of the scheme that see carriageway widths in the "critical fail" boundaries of 3.2-4m according to TfL's Cycling Level of Service (CLOS) document. This includes Talbot Road, Prince's Square and Hereford Road.
2. The current design for the crossing of Westbourne Grove is in no way suitable for anything called a "Quietway". Westbourne Grove is a busy road with a history of collisions with cyclists. Yet there is nothing proposed that isn't already there. Cyclists will be expected to dart or weave out into heavy or queuing traffic. This junction needs looking at again as a matter of urgency. One option would be to introduce modal filters on the side roads, and relocate the existing pedestrian crossing to the stopped up side roads, making it a "tiger" crossing. Failing that, some other method of ensuring safe, comfortable and convenient crossing at this location is vital.
3. The main junction on Talbot Road at Chepstow Road is also busy, including with double-decker buses, and requires more than just ASLs for appropriate protection and to eliminate hook risks, while allowing safe turns in all directions for cyclists.
4. There is a lack of appropriate motor vehicle speed control throughout - particularly on Hereford Road and on Talbot Road. Sinusoidal speed humps and/or raised tables are required.
5. The existing facility at the junction of Talbot Road and Hereford Road is proposed to be retained, but does not appear to be wide enough for non-standard bikes (cargo, mobility etc.), nor does it provide an easy and comfortable turn-in and wait location. Please redesign this facility to improve it.

In general, the London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.