

London Cycling Campaign

10 March 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.

This is probably the highest-quality Quietway that Westminster has proposed so far. That said, we believe there are still significant issues worth highlighting on it:

- Bayswater Road, Ossington Street, Palace Court, Moscow Road and Hereford Road

We welcome the crossing. However, we do not believe that a shared pavement at this point is ideal – although this issue could be somewhat mitigated by moving the crossing westward towards Ossington Street. Either way, we would prefer to see a wider crossing that ideally separates cycle and pedestrian flows.

Ossington Street is narrow and straight – so we'd like measures such as sinusoidal speed humps to minimise driver speed and aggression in this street. Palace Court has car parking along both sides and in the middle of the road. Again, further measures are required to minimise driver speed and aggression in this street.

Moscow Road, Hereford Road and Prince's Square also should be adequately calmed, ideally with raised tables at the larger junctions and sinusoidal speed humps.

- Prince's Square, Kensington Square Gardens, Porchester Gardens and Porchester Terrace

Again, Kensington Square Gardens, Porchester Gardens and Porchester Terrace should be adequately calmed for slower driving.

There remain "hook" risks and other potential conflict points in the current design, particularly turns from the higher traffic Queensway, but also from the side arms. This should be addressed at the latest when the Queensway scheme comes to fruition, but ideally should be dealt with now in this scheme.

The cycle lanes on Porchester Gardens on the western side of the junction are too narrow. This is partly due to the splitter island. Redesigning this to allow more cyclists to pass through the junction for a single phase of the lights would be very desirable at this location.

We welcome the design to reduce the risk of left hook collisions at the Inverness Terrace junction for cyclists on Porchester Gardens travelling Westbound. However we would also suggest adding a raised table to this junction to further slow and calm driving. And considering reducing the stacking lanes used on Inverness Terrace southbound to one lane. Cyclists should also be able to turn and move in all directions ideally for maximum permeability and route choice – for instance they should be able to turn right from Inverness Terrace southbound to Porchester Gardens westbound.

- Craven Hill Gardens, Craven Hill and Craven Road

At the Leinster Gardens junction rather than lower the track, we would suggest creating a raised table across the entire junction – facilitating pedestrian and cyclist movements and calming the junction appropriately. Again, further traffic calming measures would be welcome along Craven Hill – as well as sinusoidal speed humps, for instance, the zebra crossing at Craven Terrace could be raised.

At the junction with Gloucester Terrace we would like to see signals designed to eliminate conflict between cyclists and turning traffic, as well as oncoming traffic when cyclists are turning right. And to enable cyclists to easily join the East-West Cycle SuperHighway in either direction – perhaps with “two-stage” right turn designs? (And cyclists should be enabled to make all turns, even when banned for motor vehicles.)

- Sussex Gardens, Norfolk Crescent and Burwood Place

Physical protection for cyclists at the junction of Sussex Gardens is welcome. The sections of track that are 1.5 metres are far from optimal, however. Of greater concern is that the layout of the junction appears to use an ASL in at least one location, when true separation in time and space via signals would be far safer and more inviting to less confident cyclists – this appears to be the case for those cyclists going south-west along the south side of Sussex Gardens, turning north-west onto Westbourne Terrace. We also note the complexity of crossings for pedestrians – wherever possible these should be straight across and located on “desire lines”.

We would also like to see a spur from this Quietway so that cyclists can easily access Paddington Station. On top of this, we believe the London Street/Sussex Gardens junction needs further work to eliminate hook risks and enable right turns, for instance from London Street into Sussex Gardens

We are concerned about facilitating turns into Norfolk Place, as the track narrows – and would suggest at the minimum very clear sight-lines for drivers to see cyclists, as well as considering raising the track and side junction to slow driver speeds, or some other method to reduce risks here. Even more of an issue is the junction at Southwick Street where turning vehicles could encourage vehicles going ahead to swing into the track. These junctions seem designed for motor vehicle flow and speed primarily – and they should be designed for pedestrian and cyclist safety and comfort primarily.

At the junction with Sale Place and Norfolk Crescent, there are concerns about hook risks that have not been designed out, and ensuring cyclists can make all movements safely and easily.

Presumably, cyclists turning from Sussex Gardens into Norfolk Crescent get their own lights phase separate from motor vehicles going ahead on Sussex Gardens? If that's the case, why not run segregation up to the junction? In the same vein, rather than use a mandatory lane on Norfolk Crescent to enable two-way cycling, we would suggest adding semi-segregated protection as a minimum to enhance the feel of safety for cyclists.

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.