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East Acton to Kensington Quietway.		
	Consultation Comments	Officer response
1.	Please proceed with option 2 for Fitzneal Street. Fully filtering the street will better protect cyclists and mean the elimination of all rat runners (not just HGVs), who pose a great risk.	Noted
2.	The transition from Wood Lane into Eynham Road (just north of the Westway) should be made safer. Eynham Road is an 'ancient quietway' behind the former BBC World TV centre, now IC student buildings, which is difficult to access from the main road when cycling north.	Noted. This section of Wood Lane will be treated as part of future Imperial College work.
3.	It's so much longer to take this route that I'm not convinced it will be used sufficiently to justify the expense of creating and maintaining it, why don't you trial it first?	Noted. The Quietway is intended to encourage new cyclists and not commuters who want a direct and fast route.
4.	I don't oppose this, but it's frankly pointless and irrelevant to LBHF cyclists - a minimal non-segregated route that goes no-where near where most borough residents live or visit. Seems like we're pandering to RBKC's desire to route cyclists out-of-sight and away from Holland Pk Av and Ken High St.	The route enables residents in the northern part of the Borough to access key recreational facilities as well as linking with a Quietway route into central London.
5.	We desperately need some proper direct, segregated cycle "trunk routes" around the borough, in the style of the E-W superhighway. The Hammersmith Gyrotory scheme is a great start, but need to push on with a borough-wide grid of continuous protected routes. Pretty much all the roads you excluded from the borough-wide 20mph zone should include fully-segregated cycling: Hammersmith Road, Goldhawk Rd, Uxbridge Rd, Wood Ln/Shepherds Bush Rd/Fulham Palace Rd, Dalling Rd/Askew Rd/Old Oak Rd. Holland Pk Roundabout too	Noted. The development of additional 'cycle superhighways' is being developed with TfL.
6.	In the 1980s LBHF was leading the way on cycling. Would be great to see us do that again, but with modern facilities, not back-street excuses. Oh, and Santander cycles extended to Goldhawk/Uxbridge/Askew Roads please!	The development of Quietways is all part of creating up to date cycle routes in the borough. The Santander cycle hire scheme is controlled by TfL and currently no plans are in existence for an extension on these roads.
7.	It's a really great start to making cycling more appealing to beginners. However, it may also encourage the 'Lycra brigade' to get better Strava times. Any thoughts on how to keep the pace a gentle one for all users?	Noted. We will design measures into the scheme to dissuade 'fast' cycling
8.	In general, shared use paths for cycles and pedestrians don't work very well, because pedestrians just walk all over them and then get annoyed when a bike	Noted. We will be using the latest signing to make all users aware of the shared user issues.

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	comes along. As a cyclist, I'm fed up of being accused of riding on the pavement by pedestrians who don't understand shared use paths. I would always much prefer to see a well-marked cycle path, separate from the public footway.	
9.	Imperative we create a safer environment for cycling in the borough that will encourage those who consider cycling to be dangerous, to come on board and join us.	Noted
10.	I prefer Option A at the junction of Fitzneal Street and Erconwald Street. The principles of restricting vehicles width entering Fitzneal Street northbound of Erconwald Street is welcome, however, any further impediment to traffic flow is not recommended.	Noted
11.	Erconwald Street should also be looked in details:	We will review our designs for Erconwald st.
12.	- The junction of Erconwald Street and Wulfstan Street. Vehicles on Wulfstan Street sometimes do not yield to traffic travelling on Erconwald Street. There have been near misses.	Noted. We will review our designs for Erconwald st.
13.	- East Acton Station. There might be possible conflicts between pedestrian entering and exiting East Acton Station and cyclist. People congregate outside East Acton Station and spill over onto the road as the station lobby is very small.	Noted. New paving outside the station may help the issues mentioned.
14.	Although the Latimer Road is in the Kensington section, I think that most of this road is already very narrow for the new wide busses on this route, so a cycle lane seems optimistic	Noted and passed through to Kensington and Chelsea council.
15.	It would be wonderful to have an additional crossing of the A40 further east so you can process south from Linford Christie closer to blomfontein road.	Noted. This was considered in the A40 cycle superhighway, but now this scheme has been postponed no new plans exist.
16.	This consultation great route for east - west cycle traffic, but there are a lot of us who want a north-south route and there are good opportunities to do this at the same time.	Noted. We are considering a North -South route with Transport for London.
17.	Please can you tackle the huge loss in terms of safety/access caused by closure of the cut through over the A3320/cross route into Hunt's Close - the logical access east for all of us who live on the wrong side of the scary shepherd bush roundabouts. We understand that the Westfield extension is a big deal but no-one seems to have thought of the consequences for cyclists, just the buses.	Noted. Transport for London are considering new route opportunities in this area following the postponement of the Westway cycle route.
18.	It's a really long way round to go north, even if the top will be improved by the	Noted. Transport for London are considering new

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	proposed quiet way access near the North Pole, but right now it's stressful trying to get across the A40 and then turn right off Scrub's Lane.	route opportunities in this area following the postponement of the Westway cycle route.
19.	I've stopped cycling since this bridge was cut off. I'm now only using my bike to go to the pool and frankly it's no longer worth cluttering up the hallway for that. (I have a disability and can't use the Santander bikes). Thank you for taking this into consideration.	Noted. Transport for London are considering new route opportunities in this area following the postponement of the Westway cycle route.
20.	My only concern is the loss of residents parking spaces - while the idea of the cycle track is great for those of us cycling across the area from other parts of the Borough, it is not fair to compromise the facilities enjoyed by residents living along the route.	Noted. We have assessed the impact on the loss of the parking spaces and parking 'stress' in the area is very low.
21.	This is a very positive development and although I am unlikely to make much use of the new cycle route, I support all such initiatives to develop safer cycling.	Noted
22.	<p>Please rethink the section of the quietway which will go through the Scrubs.</p> <p>The section of the proposed route from Mitre Way into Wormwood Scrubs involves paving over a green, wooded area of the park. It will involve extensive destruction of trees and undergrowth including, as far as I can tell from the plans, part of an exceptional avenue of mature London plane trees. It degrades and breaks up the current woodland and wildlife corridor running round the south-eastern and eastern edges of the park, and shrinks the open, grassed area.</p> <p>This is completely unacceptable to anyone familiar with Wormwood Scrubs, especially as there is ample opportunity for re-routing the proposed path so that it runs through areas which are already paved or under concrete and asphalt.</p> <p>It makes far more sense, for example, for the route to cross Scrubs Lane a bit further to the south of Mitre Way, straight into the entrance leading to Woodman's Mews, next to the car park. This would not involve any destruction of greenery or concreting over grassed areas.</p> <p>There could easily be a two way cycle lane along that short part of Scrubs Lane and a safe cycle and pedestrian crossing opposite the Scrubs car park:</p>	Noted. Following discussions with the Wormwood Scrubs trust, a new route alignment has been agreed which doesn't enter the scrubs.

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	<p>this would actually connect more smoothly with the part of the cycleway in RBK&C. But most importantly it would not encroach on green areas.</p> <p>The idea of having 24 hour streetlighting along the edge of the woods on the south side of the park makes me very uneasy - it is unwelcome urbanisation in a wonderful little bit of natural landscape which I treasure very much.</p> <p>This is what I have written to my local councillor about this issue:</p> <p>In the past couple of years we have seen threats to the common's woodland on all sides: from HS2 on the north western edge - if this goes ahead, it completely destroys a large section of mature mixed broadleaf woodland; a proposal from CarGiant which would threaten the northwestern side; and now this new threat...which comes, amazingly, from Hammersmith and Fulham Council itself...the very body which should be protecting the Scrubs, not destroying it!</p> <p>The combination of these threats suggests a "salami-slicing" is going on. Since the HS2 proposals a general idea creeps into existence that it is now open season on this unbelievably precious patch of green which is every bit as precious, frankly, as Hyde Park or Richmond Park though far less glamorous. The opposite should be the case: one encroachment should be enough to make H and F call for a complete stop on any further concreting-over of our beloved Scrubs.</p> <p>Please don't let the council sleep-walk into reducing the Scrubs bit by bit. It is surely not in keeping with this administration's good record so far in protecting its parks and green spaces.</p>	
23.	<p>I think quiet cycle lanes and dedicated cycle lanes are an excellent idea and would like to see even more of them in H&F and elsewhere in London.</p>	<p>Noted. We are always looking to convey our messages to all our residents and will consider your thoughts. LBHF has now introduced 20mph speed limits to mostborough roads.</p>

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	<p>Put the responsibility with car and truck users. They bring a potentially lethal vehicle to the road and hence carry the responsibility in case of a collision. This</p> <p>Make entire central London a 20mph zone</p> <p>Put road signs along the most congested parts of London with messages such as</p> <p>1) Traffic jam? Why not the Tube?</p> <p>2) The Tube - Much faster isn't it?</p> <p>3) 9,000 Londoners die each year cause of toxic air - Your Car could have been one of the killers!</p>	<p>Many other London borough's are introducing 20mph speed limits across their roads. The new Mayor of London's Business plan targets air quality and includes many measures to improve the quality.</p>	
24.	<p>The start and end points of this route are on the same road! I'd rather not take this stupid roundabout route when I could just go directly. The council should be braver and start segregating main roads rather than making people on bikes take the most convoluted route possible</p>	<p>Quietways are designed to encourage new cyclists who do not wish to face heavily trafficed routes.</p>	
25.	<p>Don't think this is a very useful quietway. It doesn't solve the problem of the A40. It is much longer than the direct route so won't really take cycle traffic away from the direct route. As a keen non-commuter cyclist I don't think I'd bother to use it, I'd just go up Woodlane and turn right into North Pole Road as usual. We need cycle routes in the busy, more central areas please!</p>	<p>Quietways are designed to encourage new cyclists who do not wish to face heavily trafficed routes.</p>	
26.	<p>A QuietWay for cycling to be considered justifiable under the Mayorol programme of incentivising cycle use to enable 8 to 80 year olds to be able to cycle safely, must be on routes free of through traffic.</p> <p>Simply tinkering with shifting parking here or there is irrelevant if the main issue of preventing rat-running motor traffic is not dealt with.</p> <p>Segregated cycling, whilst welcome on main routes where motor traffic might not other wise be deviated, is not the best solution perhaps for a QuietWay which should prioritise those cycling (and those who would continue to be deterred from doing so) over and above motorised traffic.</p> <p>In the absence of such provision, a segregated lane is of course preferable</p>	<p>Quietways are designed to encourage new cyclists who do not wish to face heavily trafficed routes. All comments are noted and have been addressed in the RSA's and ongoing design process.</p>	

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<p>over non-segregated provision (or mere 'paint on the road').</p> <p>In addition, shared use paths are far from ideal, but a messy and unsatisfactory compromise. A clearly demarcated cycle lane, with a low kerb to ensure pedestrians have a designated area, is the ideal.</p> <p>It is of course, essential that the proposals are part of a network - that is part of a borough-wide strategy linking to a London-Wide strategy, otherwise the parts fail by not contributing to a cohesive whole. Like building a 'bit of a bridge'.</p> <p>Plus, advance consideration must heed the HS2 terminus currently under construction, and the importance of having excellent links for cycling from here into the West End, Hammersmith, Shepherd's Bush etc.</p> <p>I fully support the incisive comments made by Simon Munk of the London Cycling Campaign, with a further comment below.</p> <p>>>>>>This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.</p> <p>LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group and its borough group HFCyclists.</p> <p>LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLoS). It also expects all QuietWays schemes to be of comparable quality to similar schemes in cities with a high modal share of cycling, i.e. with a CLoS rating of 70 or above.</p> <p>LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for</p>	<p>All the following comments have been noted and where appropriate discussed with TfL.</p>
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	<p>growth in cycling, to accommodate such journeys.</p> <p>LCC welcomes 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. It also welcomes the 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.</p> <p>LCC considers that these proposals fail to fulfil the Quietways programme requirements to the degree needed to boost cycling numbers significantly. The implementation of this Quietway scheme is generally to be supported, and is one of the better Quietway schemes of late, but again is hampered by an unwillingness to tackle the bigger and more difficult issues the schemes face.</p> <p>LCC supports this scheme with reservations and would make the following specific points:</p> <ul style="list-style-type: none"> - Quietway routing – Taken as a whole with Kensington & Chelsea’s routing, this Quietway is far too deflected and indirect. The route sends people cycling around the edge of White City, a major employment and residential area, crossing the Westway twice. While it is of value for a Quietway to link to Wormwood Scrubs and Ladbroke Grove, this should be done as well as reaching White City. The ideal would be for any Quietway plans here to also link to proposals to extend the East-West Cycle Superhighway onto the Westway also. - Mitre Way – the two way track and removal of car parking around the modal filter linking to Dalgarno Gardens are welcome. However there is a concern that paving on the north side of the road under the bridge has been entirely removed. The ideal solution would be for as part of this, or as a separate scheme, for paving to be included not just under the bridge, but continuing northwards on Mitre Way. If this is not feasible, it would make sense to remove all paving on the north and then west side, including around the corner. 	<p>The proposed Quietway has been examined and approved by the TFL team and signed off by the Cycling Commissioner for London.</p> <p>The Quietway route proposed will offer new cyclists easy access to major facilities and will encourage new users away from heavily trafficed routes.</p> <p>This issue has been resolved in the detail design stage.</p>
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	<ul style="list-style-type: none"> - Scrubs Lane junction – again the junction is welcome, but the advantage of a right turn pocket into Mitre Way is not clear – instead those cycling should be encouraged to use the northern toucan crossing. - Wormwood Scrubs Park – all tracks must feature high-quality, flat and durable surfaces suitable for adapted cycles, road bikes etc. The routing through this relatively isolated park also raises an issue of perceived safety for more vulnerable potential users. As much as possible must be done if this routing is used to make it feel attractive and secure for all users at all hours – with lighting, CCTV, signage, sight lines etc. - Speed cushions – these, found on Braybrook, Erconwald and Fitzneal – should be replaced with full-width sinusoidal speed humps and/or raised tables at junctions. The speed measures already in place imply speed is an issue on these streets. Similarly, speed humps should be installed on Hilary Road. - Modal filters – these, such as proposed for Fitzneal Street, when used in isolation, remove through traffic from one street only to concentrate it on a neighbouring residential street. It is vital the entire residential area, or “cell” is considered holistically with such a scheme. Therefore, whether a width restriction or full filter is used on Fitzneal Street, if done in isolation, any traffic blocked will likely simply redirect to Wulfstan or Braybrook. Instead, all three streets must be treated similarly to remove through traffic bypassing the Old Oak Common Lane/Du Cane Road junction. The ideal would clearly be to fully modally filter (Option 2), creating a quiet, pleasant and community-enhanced neighbourhood. - Du Cane Road crossing – this is a welcome element of the scheme. But it has one potential issue – those people cycling rejoining carriageway travelling northbound into Fitzneal Street, or southbound into Hilary Road will potentially have to cross oncoming traffic. At the least, a raised table at the entrance to Hilary Road and junction radii tightened to match Fitzneal Street should be used.<<<< 	<p>The junction design has been changed completely and signalisation removed. A new Tiger crossing is now proposed.</p> <p>New lighting and clearance of the shrubs in planned to increase visibility along the route.</p> <p>We don't consider the existing humps to be any issue for cyclists.</p> <p>The narrowing of the entrance to Fitzneal street combined with a prohibition order will eliminate rat running by HGV;s.</p> <p>The junction has been redesigned to eliminate any visibility issues.</p>
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	<p>The section of the Wormwood Scrubs path to the NE of the Linford Christie Stadium is liable to deep flooding. I encountered this earlier this year and made my way through. When I reached Scrubs Lane the police were stopping any vehicles entering. The new section of the path across the green space may also be liable to flooding. This needs to be tackled, or at least a warning scheme in place, including further back along the quietway before one has committed to this route.</p>	<p>This is noted and will be treated as part of the detailed design.</p>
<p>27. Friends of Wormwood Scrubs</p>	<p>We welcome this objective, and are keen for more people to discover and enjoy the Scrubs. Nevertheless, we believe that there are better options than the one shown which will both add to the enjoyment of the Scrubs by all Londoners, and not compromise its character, while providing an extremely attractive route for leisure cyclists.</p> <p>We would like to see a route that enters the Scrubs closer to the Scrubs Lane car park, that then runs on the south side of what is locally known as "Martin Bell's Wood" (Martin Bell was often found wandering through the copse to the North of Woodman's Mews and to the south of the open space at the south east corner Scrubs) before rejoining the existing cycle path at the pony centre.</p> <p>The primary concern of the friends with the existing plan is that it runs against the goal of maintaining the Scrubs as a space "more wild than tamed". In particular, there is a valuable experience that is relatively rare in London that comes from walking from the red brick approach path and through the often muddy path that leads to the south east corner of the main field. The walker might be in the deep countryside at that point, quite able to distance themselves from the impression of the city they have only just left.</p>	<p>Noted. Officers have noted all the following opinions relating to the 'Friends' desire to keep the Scrubs as natural as possible.</p> <p>Officers have redesigned the proposed Quietway route to follow the requested alignment from the Friends of the Trust.</p>

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	<p>The lightly-managed nature of the entrance is visible in all aspects: the mud, the diversity of flora, birds and even fauna all contribute to this precious sense of solace and dislocation from the ordinary. A further walk along the south boundary of the copse reinforces this feeling. Very often, in the early morning, mist lies low around it; the state of the ground, whether wet and boggy or caked and dry connects the walker to the seasons and to simple facts about climate, land management and simple pleasures like the squelching sounds of gumboots. Dog walkers particularly enjoy the sight of their pets relishing the unmanaged surroundings.</p> <p>The walker coming into this corner of the Scrubs then looks to the west and north - there are playing fields in the distance, reminding us of the common uses of the fields, and beyond that there is the wilderness to the north west with the high buildings of Royal Oak beyond. The views of the sky is often stunning at this entrance - particularly on cloudy evenings.</p> <p>The overall sense of the entrance as it is now is a very powerful one: the "country" feel of the near-ground combines with the social and recreational middle ground, the scrubby feel of the distance, all framed by the city beyond. It is these sorts of lived landscapes enjoyed by many Londoners that makes the Scrubs unique amongst London parks, and we are keen to bring more and more people to appreciate this without compromising its essential character.</p> <p>If we contrast this entrance with the vision provided in the CGI (which can be viewed here https://goo.gl/photos/NVoDQAxcUeu7T1Nr5), it is clear that the character of the two will be very different. We want to emphasise that we are not anti-change nimbyists. We recognise the importance and value of bringing more leisure cyclists onto the Scrubs. However, we want to do this in a way that preserves one of the aspects of the Scrubs that is very valuable.</p>	
<p>28. Chair St Helens Residents Association</p>	<p>The email below from RBKC confirms that the decision on the RBKC section of the Cycle Quietway has now been made. We are obviously disappointed that the outcome of the consultation has been to stick with the originally proposed route along Latimer Road, and that the option suggested by the StQW Neighbourhood Forum/St Helens Residents Association (of using Highlever</p>	<p>Noted.</p>

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<p>and St Quintin and Woodlands Neighbourhood Forum</p>	<p>Road and the eastern side of the St Quintin Gardens ‘triangle’) was viewed as unviable.</p> <p>As I understand, the consultation by LBHF on the proposed section between Mitre Way and Acton closed on August 30th, and prompted a number of queries and concerns especially from the Friends of Wormwood Scrubs and residents of the Old Oak Estate.</p> <p>While we appreciate that much work has been put into the planning of this Quietway, it feels as though there is a real risk of the works being committed (and much public money spent) on a project which may fail to prove attractive to cyclists. This is for several reasons:</p> <ul style="list-style-type: none"> • The proposed Quietway aims to provide an east/west route. Once the pedestrian/cyclist underpass at the Imperial West site is constructed, this will open up a significantly shorter route with the same beginning and end points, using the underpass and DuCane Road (see attached map). • DuCane Road is admittedly a relatively main road and a bus route. But compared with a lengthy northward detour which involves a difficult crossing at North Pole Road and a further crossing at Scrubs Lane, what percentage of cyclists will in practice choose the Quietway route when this is roughly a third longer to travel? • Should not a decision on the Quietway route await a Mayoral decision on the Westway section of the Cycle SuperHighway? If this goes ahead, some serious planning and investment will be needed to provide a dedicated cycle route north/south between the Westway elevated roundabout and the major development planned for ‘Old Oak Park’ (the Cargiant 46 acres with its 6,500 homes) and the HS2 and Crossrail terminal. <p>We have previously suggested to TfL (in the StQW Neighbourhood Plan and in discussions on the Cycle Superhighway) the potential of a site at 301 Latimer Road (next to the proposed underpass) as a location for cyclists to access/egress the Westway section of the Cycle Superhighway via cycle</p>	<p>These issues have been addressed in a response to the Friends of the Trust.</p> <p>Officers and consultants Sustrans acting on behalf of Transport for London considered a number of different options for the Quietway, but none met all the criteria of a Quietway, and therefore this route was developed and agreed with the Cycling Commissioner for London as the route to progress. The underpass which is proposed as part of the Imperial College development has no fixed timeframe for delivery. When it is created this will however mean that significant changes will be needed on Wood Lane to enable cyclists to join existing networks. The proposed Quietway eliminates the issues of crossing Wood Lane at a very busy intersection.</p> <p>The new Mayor of London has cancelled the proposed East-West Cycle Superhighway project.</p> <p>Noted. This will be developed as the main development sites are linked.</p>
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<p>29. Private individual</p>	<p>Please could you address the following concerns with regard to the proposals for a new cycle path on Wormwood Scrubs as a matter of urgency:</p> <ol style="list-style-type: none"> 1. The photograph shows women with children and others ambling along gently enjoying the space sharing it with cyclists similarly ambling along. The reality is that this path will be used by people in a hurry, especially cyclists. Clearly this hasn't been well thought through. London cyclists are mostly cycling because it is the quickest, most reliable and cheapest way to get to work, rarely because they particularly want to amble along enjoying the fresh air. Mixing cyclists and pedestrians on a narrow path is always a recipe for disaster. 2. The path crosses at right angles across the main pedestrian entrance to the park, where excited children and dogs will always run ahead, straight into the cycling path, where cyclists will be coming off the main road at reasonable speed. This is utterly ridiculous in terms of speed and safety. 3. The current cycle route, as they have called it, is narrow and windey and in the photo disappears around a sharp bend at the furthest point. Sharp bends, lack of visibility are hopelessly dangerous for mixing cyclists and pedestrians, or even just for two-way cycling traffic. 4. The path will be covered in mud in winter and very slippery at that point of entrance which is always feet deep in mud. Mud on concrete is very dangerous. 5. What is wrong with the existing road, entrance by Woodmans mews, which is currently frequently used by cyclists, and occasional cars, and therefore the occasional pedestrians are mindful of safety.? 	<p>Following comments from the Friends of the Trust, the route has been re-aligned. The additional width of the new track will feature the track as 'shared use'. Because we are targeting the Quietway to new cyclists we don't anticipate the issue of speed to be as important an issue to to resolve as it would be for commuter cyclists.</p> <p>See comment above.</p> <p>The Quietway will seek to improve all these issues.</p> <p>Noted. Additional width will be created and a new cyclist friendly entrance created.</p> <p>The proposed new alignment enables us to create a completely segregated cycle route.</p>