

Consultation response

6. Would you like the current street layout (with a cycle track on each side of the street and one-way, mainly eastbound, motor traffic) to become permanent? If made permanent, improvements would be made, including wider pavements and stepped cycle tracks to replace the rubber blocks used in the trial.

YES

7. Would you like the street to return to its pre-trial layout (two motor traffic lanes and one two-way cycle track)?

NO

8. Do you have any other comments on the proposed improvements along the Torrington Place / Tavistock Place route?

As an inclusive cycling charity, Wheels for Wellbeing welcomes the current street layout. This design, as opposed to the pre-trial layout, will encourage more and different kinds of people to cycle through the area by increasing cycling capacity and improving safety for cyclists, as well as having the additional benefits of reducing noise and traffic pollution – something surely in the best interests of cyclists, pedestrians and local residents alike.

A point on disabled cyclists and inclusivity: the old layout was too narrow for trikes and handcycles to safely cycle within the cycle infrastructure, particularly at peak times in the morning and evening. Even if physically possible, being constricted within a narrow track excludes people who use larger cycles because of anxiety over becoming stuck, causing an incident, or just getting in everyone's way. It is important that the new layout be retained as it is far more inclusive and more likely to encourage under-represented and less confident groups of cyclists, including disabled and elderly cyclists, to cycle along the road. Opening up cycling infrastructure to under-represented groups in this way will help ensure the council is meeting its obligation towards disabled cyclists as part of the Public Sector Equality Duty (PSED) and Equality Act 2010.

On an additional note, we feel that the taxi rank located in Tavistock Square should not pose any issues, given that people should (always) alight on the pavement side and that taxis will be facing oncoming cycles, thus making for good visibility.