

TfL (in Hounslow) Kew Bridge, Kew Bridge Road, Duke Road on Cycle Superhighway CS9

19 February 2019

<https://consultations.tfl.gov.uk/roads/kew-duke/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

These proposals are supported, with caveats.

The proposals represent further positive refinement of the plans for Cycle Superhighway CS9, solving specific issues and improving the scheme in these locations. However, some concerns remain and/or are altered in these new proposals.

Specific points on this scheme:

- Strand On The Green is an even bigger cause for concern with shared space/cycling on the western side of Kew Bridge, as far more cyclists, travelling in both directions, are likely to be crossing this road. The junction mouth is too wide. Not only should it be narrowed, but access along Strand On The Green to further destinations should be restricted or filtered in order to reduce turning movements at this location.
- Lionel Road South remains a concern for pedestrians, and further work should be done to improve this crossing – ideally by removing through motor traffic from Lionel Road South.
- It is important that physical filtering with 1.5m gaps from building line is used on Wellesley Road to ensure driver compliance with the scheme here.
- The proposal to increase carriageway lanes on Kew Bridge is not welcome – it risks increasing motor traffic capacity across the bridge and through the junction, when such capacity should be reducing. Dedicated cycling facilities on the bridge are vital, as the bridge is on a high potential alignment highlighted in TfL's Strategic Cycling Analysis and this potential cannot be fulfilled by shared space/use arrangements. Trialling cycle tracks across the bridge to free up pavement space for pedestrians, instead of adding an extra lane of traffic should be the approach taken.
- TfL's Strategic Cycling Analysis highlights further links north and south from CS9 that these proposals do not enable or improve that should be considered – for instance Twickenham Road, Boston Manor Road, Gunnersbury Avenue and Turnham Green

Terrace (into Bath Road).

- The proposals for Duke Road and Duke Avenue, as with other proposals for roads running between Chiswick High Road and the A4 should be monitored and through motor traffic should be eliminated as far as possible with further filtering or amendments to the scheme where necessary. The new proposals will likely overall reduce traffic in this area by offering a less viable route between the two main roads and simplifying the access arrangements for these roads should reduce risk of turning collisions across the cycle track.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, 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 issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be separate from motor traffic.