

London Cycling Campaign response to Hounslow Council Bath Road proposals

21 May 2019

<https://haveyoursay.hounslow.gov.uk/traffic-and-transport/bath-road-cycle-pedestrian-and-road-safety-improve/>

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:

- This scheme is partially supported. The proposals do provide additional amenity for cycling and walking, but fall far short of what is required here given the road is highlighted as one of the corridors of highest cycling potential in London.
- Any scheme that moves forward here must be designed to a quality where it can be extended and improved in future to fulfil that potential and also help the road play its role in the Mayor's "Vision Zero" approach to serious and fatal road collisions too.

Specific points about this scheme:

- TfL's Strategic Cycling Analysis highlights this section of Bath Road as part of one of the top 25 corridors in London for potential for cycling. The corridor connects Heathrow with Hounslow, but spurs off it, set to be complete by 2041, include in this section to Southall (via Vicarage Farm Road or Sutton Lane most likely). The areas approaching Hounslow bordering this scheme are also highlighted as of highest current cycling demand. The high priority of this scheme means it should be completed to the highest standards for cycling.
- The collision patterns for the last five years indicate a major risk for pedestrians at the Vicarage Farm Road/ Rosemary Avenue junction, and further collision hotspots at the Basildene Road and Manor Avenue junctions.
- The provision for cycling via a stepped cycle track on the northern side of Bath Road and via Legrace Avenue on the southern side is welcome, however both the general principle of implementation and detail require a lot of further work.
- For the stepped track, there appears plenty of space for similar provision on the southern side, and it is unclear why Hounslow Council view such dual provision as

the best possible outcome for cycling along this highest priority corridor.

- The stepped track is far too regularly interrupted by crossings not designed to ensure cycle safety or enable more people to cycle here. Turnings across the track must be designed more carefully to ensure drivers recognise cycle priority at the Texaco service station, Springwell Avenue, and Renfrew Road. Tightening kerb radii and entry/exit width with raised tables (with the cycle track remaining raised above carriage) for all three should be the bare minimum approach applied, but modally filtering should be considered carefully for both Springwell Avenue and Renfrew Road, which would then enable these side road crossings to be made into “blended footways” with the cycle track running parallel (and raised) across a tightened entrance mouth, as has been proposed for the service road on the same side.
- The Legrace Avenue approach is welcome, however, there is far too little done at junctions with what appear to be significantly dangerous through motor traffic routes – Basildene Road and Manor Avenue. Modally filtering out the through motor traffic on these roads with an area-wide approach should be strongly considered, but failing that, as a minimum, the junctions should be redesigned to dramatically reduce driver speeds and perceived priority over those cycling.
- The mandatory cycle lane sections on the southern side of Bath Road are wholly inappropriate for such a high priority route. Again, these should be cycle track and raised above carriage level throughout. This approach would currently mean these sections would likely fail TfL’s “Quality Criteria” for Cycleways.
- The same is true for the provision of an Advanced Stop Line (ASL) box at the Vicarage Farm Road junction. Cycle provision here should not see those cycling suddenly forced to mix with fast-moving and high volumes of motor vehicle traffic.
- The Vicarage Farm Road/Rosemary Avenue junction has been left out of this proposal – but it is vital it is rapidly looked at, to enable this corridor’s continuation to Hounslow, to enable a spur off this corridor to the north in the future, and to enable “Vision Zero” results for pedestrians (and those cycling) at this currently dangerous junction.
- Pedestrian crossing provision, given the collision record of the corridor, is far too sporadic and should not include informal crossings of Bath Road, without much further design work on reducing traffic speeds to 20mph, using physical measures.

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 physically separated from motor traffic.