## London Cycling Campaign

16 January 2017

## Linkfield Road Area - consultation on traffic management options

## <u>http://www.hounslow.gov.uk/index/council\_and\_democracy/consultations/linkfield\_road\_area\_traf</u> <u>fic\_management\_consult.htm</u>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the response from Hounslow Cycling Campaign, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC supports the intention to reduce through traffic in the Linkfield Road area. The proposed options will have some effect on through traffic, and Hounslow Cycling Cycling Campaign's proposal to relocate the modal filter would further improve the scheme. However, to eliminate all through traffic from the area and facilitate the subsequent implementation of CS9 (assuming the routing remains along London Road), a superior scheme could filter motor vehicle traffic at the junctions of Linkfield Road, London Road and Twickenham Road with physical modal filters (bollards planters etc.).

Specific points about the scheme:

- Linkfield Road should be modally filtered to motor vehicle traffic at the junctions with London Road and Twickenham Road. This may result in some increase in traffic on St John's Road. The junctions at each end of St John's Road should be monitored to ensure they remain operating within capacity. Further monitoring should be undertaken to ensure drivers are not turning off St Johns Road and returning further along it to avoid any congestion. If this occurs frequently a further filter could be introduced on Linkfield Road. Amhurst Gardens, Teesdale Gardens and Teesdale Avenue should also be monitored for increased flows and filtered if necessary.
- Given the planned route of CS9 along London Road, a cycle and walking-only filter at the junction of Linkfield Road with London Road would have the additional benefit of eliminating motor traffic turning across CS9 at this point. This filter must be implemented in a way which is compatible with any subsequent likely implementation of CS9.
- Collapsible or lockable bollards, rather than a gate, should be used to maximise cycling access for the widest range of cycle users and cycles including cargo bikes, handcycles, adapted cycles etc.
- Successfully applied filters should reduce both volume and speed of motor vehicle traffic. A 20 mph speed limit should be implemented for this area as part of any

scheme, but with filters will likely not require any physical enforcement. However this limit in itself would not be sufficient to reduce through traffic.

• Filtering at both ends of Linkfield Road will result in safe, comfortable space for cycling. A new crossing ("tiger" or signalised on demand) from Mill Plat Avenue to Mill Plat across Twickenham Road replacing the current pedestrian refuge should be implemented to link up to a pedestrian/cycling route through to Syon Park. Mill Plat should also be looked at to improve for cycling as soon as possible.

General points about cycling schemes:

- LCC requires schemes to 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 mode 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.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLoS) rating of 70 or above, with all "Critical Fails" eliminated.