

Hounslow Road

9 March 2018

https://www.hounslow.gov.uk/info/20096/consultations/1838/hounslow_road_hanworth_-_proposed_cycle_scheme_-_ends_11_march_2018

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 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 and is in support of the response from Hounslow Cycling Campaign.

General comments:

This scheme is supported as it represents a major commitment to physically protected space for cycling on main roads in Hounslow and will enable more people to cycle in the area. However, the design quality overall of the scheme is nowhere near as good as it should be and it would be advisable for officers to work on the detail of the scheme intensively before it moves forward.

Specific points about the scheme:

- "Shared use" provision and "shared space" around junctions are to be avoided as low-quality design approaches. Stepped cycle tracks or at least a raised delineator between cycle track and pavement are far better (with a "forgiving" 30-degree or so kerb separating pavement and track ideally). This reduces pedestrian and cycle conflicts and ensures a coherent and clear design approach throughout. Recent schemes such as Waltham Forest's Lea Bridge Road designs show how junctions can be done providing separate space for those cycling and walking right up to the junction.
- Around the A316 junction, it appears likely that the turns onto and off the slip roads are likely to be defined as "critical issues" under TfL's Cycling Level of Service matrix. These should be urgently looked at. Segregated cycle provision is required here, with the turns designed for slower, calmer motor vehicle interactions at 20mph maximum, and with cycling and pedestrian priority far more strongly reinforced.
- Swift Road leads to a residential no-through route area. As such the area should be considered a "low-traffic neighbourhood", with priority reinforced for pedestrians and those cycling, with low car use encouraged. If traffic is low enough, then the signals at the junction could be removed, and a tightened entry, with raised continuous footway and track priority running directly across the junction mouth could replace it. If turning volumes into and out of Swift Road are high, it is likely that is for a separate reason that should be considered and dealt with – such as non-resident parking in the area. If Swift Road must be signalised, it is

unclear how cyclists will be separated in time and/or space from motor vehicles, and this will be vital.

- Similarly on the same section, bus cages should not interrupt cycle tracks – bus stop “bypasses” or “boarders” are far preferable. And priority should not be ceded for petrol station entrances or the service road either. Instead, these entrances/exits should be tightened for calmer and slower driving and the track and pavement should be made continuous if at all possible.
- On the A312 section option A is clearly far preferable. Option B would ensure Hounslow Road would remain a major barrier to cycling and that the scheme would likely include CLoS “critical issues” and would enable few more people to cycle in the area. On this section, further design detail is required at the Hanworth Park car park, to provide clear priority for those walking and cycling – potentially including car parking space reduction at the park.
- On the Winslow Way section there is no clear reason for a shared space solution. There appears to be plenty of room for cycle track and pavement, potentially with “floated” parking, continuous footway and track across Winslow Way etc.
- Driver behaviour entering and exiting front garden parking in this area is already problematic according to the local cycling campaign group, and the scheme should carefully design to avoid conflict or uncomfortable interactions with those driving onto or off their properties and those cycling on tracks. This could include running kerbed or wand segregated measures as close to driveways 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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

- 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.