

London Cycling Campaign

20 December 2016

Wellesley Road Area - consultation on traffic management options

http://www.hounslow.gov.uk/index/council_and_democracy/consultations/wellesley_road_consult_traffic_management_options.htm

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 Option 1 insofar as it will improve the situation but it does not go far enough. A more comprehensive system of area based filters is required to prevent motor traffic finding alternative routes through this residential area. Given increasingly widespread use of apps such as Google Maps and Waze as well as other satellite navigation systems, if Option 1 is implemented without other supporting changes drivers heading west to the South Circular will find alternative routes including use of Oxford Road North and Sutton Court Road.

Specific points about the scheme:

- Motor traffic filters must be applied in the Wellesley Road area between Chiswick High Road and Cedars Road to remove through motor vehicle traffic. The current motor traffic count on Wellesley Road is over 7,000 daily. Area-based filters should be applied to reduce the volumes to below 2,000, a level suitable for a residential area and the promotion of increased journeys by cycle or foot. To do this, it's likely further filters than those currently proposed will be required.
- Successfully applied filters should reduce both the volume and speed of traffic. Thus a 20 mph speed limit should be implemented for this area but will likely not require physical enforcement. However this limit in itself would not be sufficient to control/reduce through traffic. And speeds should be monitored post-implementation with a view to bringing in physical speed enforcement measures (e.g. cameras, sinusoidal full-width speed humps, raised tables etc.) if/where needed.
- Given the plan for Wellesley Road to form a part of CS9, changes in this area must be implemented so as to encourage travel by cycle and foot and motor traffic volumes should continue to be monitored.
- The junction of Stile Hall Gardens with the South Circular must be designed to prevent any possibility of motor traffic illegally turning left onto the South Circular.

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.