

London Cycling Campaign

18 March 2016

https://consultations.tfl.gov.uk/roads/gunnersbury-avenue/consult_view

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

In general, the London Cycling Campaign want, 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 Fails" eliminated.

The proposals to improve the cycle path on Gunnersbury Avenue fail to tackle a number of major issues.

- Most importantly, the proposals fail to connect to any other cycling infrastructure. Given this, the cycle path should be extended at each end.
 - o It should link to the cycle path on the eastbound A4 that currently ends before Chiswick Roundabout (part of TfL's Better Junctions programme) via Larch Drive.
 - o It should also be extended up to Popes Lane, possibly by narrowing the central reservation to provide space for a cycle path. The current shared use pavement is narrow and unsafe where there are pedestrian gates into Gunnersbury Park with no visibility of cycles on the pavement.
- Cyclists will also be required to stop frequently at junctions with side roads and accessways under these proposals.
 - o Raised entry treatments should be provided at all side road junctions, and driveways where appropriate, with priority given to the cycle path wherever possible.
 - o As a new 30mph speed limit is proposed along the A406, it would be appropriate to reduce the speed limit to 20mph in the surrounding residential areas – particularly any street that connects to the A406.
 - o At the junction of Manor Gardens, the angle of the entry to the road will likely encourage excessive speed. Creating a tighter and more perpendicular turn with raised table would encourage traffic to slow down appropriately on exiting the A406 and crossing the cycle path.
 - o The short section of service road by the International School should be replaced with a layby and a new section of cycle path should be provided behind, or at the least, the cycle track should be designed so as not needing to cross and recross the service road.
 - o Kerbs should be extended at the cemetery entrance to prevent obstructive parking.
- Widening the road on to the eastern verge prevents the provision of a segregated cycle path on this side of the road, which would provide cycle access to the residential side roads. Instead, the central reservation should be removed as this is a 30mph road, and right turn bans used instead.
- The footbridge over the A406 at this location appears to have a stepped slope which will detract cyclists from using this crossing. A more cycling-friendly crossing would increase route choice.