



[www.hounslowcycling.org](http://www.hounslowcycling.org)

@hounslowcycling

30 October 2017

## **Hounslow Cycling Campaign Response to TfL's CSg Consultation**

Hounslow Cycling Campaign (HCC) fully supports the construction of the CSg cycleway and wishes to see the full implementation of the original CSg concept - from Hyde Park in the East to Heathrow Airport in the West.

Over the last seven and more years, HCC has had the pleasure of working with the London Borough of Hounslow (LBH) in developing earlier CSg schemes and we look forward to assisting LBH and Transport for London in the detailed design and delivery of a safe CSg scheme, protected from motor traffic and in accordance with the London Cycling Design Standards.

HCC believes that a safe protected CSg cycleway is essential for the health of West London and its population and we look forward to a cycleway suitable for all users including children, families, shoppers using local shops and cafes, senior citizens and those with impaired mobility; a cycleway for all, connecting the town centres of Chiswick, Brentford, Isleworth and Hounslow and suitable for a variety of cycles including three wheelers, cargo bikes and family carriers. HCC applauds a direct safe link between our town centres, our shopping centres, our work places and Hammersmith and Central London.

We note that a segregated bidirectional cycleway is proposed for most of the route and that bidirectional cycleways are included in the London Cycling Design Standards and are used widely in Continental Europe. That said they are understood to be inferior to 'with flow' cycle lanes and we ask, that with the expected increased demand, TfL and LBH ensure and make provision to upgrade CSg to 'with flow' configuration and that in the future, ensure the route can be easily linked to other destinations in the borough and beyond.

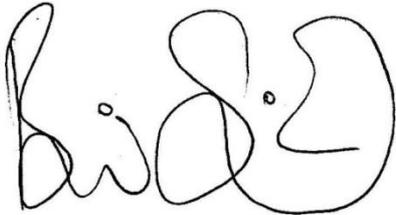
Hounslow Cycling Campaign has reviewed the current plans in detail and has produced a schedule of constructive comments and recommended improvements which forms part of this response. We ask to be party to the review of future releases of CSg plans for Hounslow, HCC will then comment on that information and, as necessary, provide TfL/LBH with our recommendations. We also wish to be party to the review of the Cycling Level of Service (CLoS) report for the cycleway design. If necessary HCC will also comment on that.

We believe that CSg will encourage people away from motor vehicles which will improve the air quality, improve physical health and encourage healthy families in Hounslow. Younger

Londoners have substantially reduced their car ownership and CS9 is one of the key first steps towards future proofing our borough.

We look forward to the construction of CS9 and, without intimidation from motor vehicles, riding safely from Hounslow to Central London on a protected cycleway.

Brian Smith



[hounslow@lcc.org.uk](mailto:hounslow@lcc.org.uk) Coordinator, Hounslow Cycling Campaign



Promoting **CS 9**  
for a better borough

## Hounslow Cycling Campaign Response to TfL's CS9 Consultation

### Schedule of comments and recommended improvements

Location	Comments and recommendations	TfL Consultation Section
General throughout route of CS9 in Hounslow	<p>The treatment at side roads is inconsistent and often provides insufficient protection to those cycling on CS9.</p> <p>A raised table is required at all intersections and cycleway should be set back from motor traffic.</p>	Overall proposal
General route improvement at Turnham Green	<p>Sutton Court Road is a major feeder to the A4 &amp; M4 and CS9 will share Heathfield Terrace with "backed up" motor vehicles destined for those roads. The population of CS9 will be endangered by those vehicles, There is a better, more desirable route for CS9 which will reduce conflict with Motor Vehicles that is to continue along Chiswick High Road, pass the church and cross Turnham Green on a route parallel to the existing path to a point close to the existing zebra crossing on Heathfield Terrace.</p>	9. Heathfield Terrace / Wellesley Road
Chiswick High Road	<p>The routing and proposals are endorsed, but would be improved by 'with flow' cycleways.</p> <p>Raised tables at intersections are required to improve safety.</p> <p>Outside the Catholic Church, the space for the cycleway might better be taken, in whole or part, from the road rather than the footpath, but please note there was a previous cycleway on the pavement outside the church.</p>	8. Chiswick High Road
Wellesley Road	<p>The closure of Wellesley Road to motor traffic is fully supported, but we request a 20mph limit for all traffic and additional improvements for cycling by way of 'with flow' cycle lanes East and West and a single Dutch style motor traffic lane.</p>	9. Heathfield Terrace / Wellesley Road
Heathfield Terrace /	The improvement for cyclists on the	9. Heathfield Terrace /

Sutton lane North / Wellesley Road	Heathfield Terrace / Wellesley Road section is also minimal and greater improvements needs to be made for the safety of those cycling on CSg. Ideally a segregated protected track with 20mph limit for motor traffic.	Wellesley Road
Mini roundabout Heathfield Terrace / Sutton Lane North	The proposal is to remodel the roundabout in the south west corner of Turnham Green, but the design needs to be revisited as it is currently insufficient to reduce the speed of motor vehicle approaching the roundabout.	9. Heathfield Terrace / Wellesley Road
Sutton Lane North, uncontrolled pedestrian crossing close to and to the West of mini roundabout	The pedestrian crossing has been retained which caused a pinch point and a "side swipe" hazard to CSg. CSg requires better protection from motor vehicles at this point. Ideally in the form of a protected segregated path but at a minimum the removal of the central island and the provision of twin left and right islands on either side of the cycleways.	9. Heathfield Terrace / Wellesley Road
Kew Bridge Station	A "with flow" protected segregated cycleway is required Eastbound in front of Kew Bridge Station.	10. South Circular Road (Kew Bridge Station)
Lionel Road South	<p>To avoid motor traffic causing a "major left hook risk" at the junction of Lionel Road South and the North Circular Road, the traffic flow on Lionel Road South needs to be reversed to South bound as proposed in the Brentford Football ground scheme, a 20mph speed limit needs to be imposed and a raised table provided at the junction with the A205 South Circular Road. (this revision would also improve the flow of traffic East bound from Kew Bridge)</p> <p>Additionally there is also a collision risk for vehicles turning right into Lionel Road South. If the current traffic flow along Lionel Road South is retained, we suggest banning right turns into Lionel Road South.</p> <p>We do not support the widening of the</p>	10. South Circular Road (Kew Bridge Station)

	entrance to Lionel Road South.	
Kew Bridge Junction A205 North Circular Road / Kew Bridge Court	Cycleway safety needs to be improved to the East of the junction. Raised tables need to be provided at all intersections. The stepped track is too narrow at 1.5metres and requires widening to allow for all users (three wheelers, cargo bikes, family carriers and cycles adapted for the disabled). We would like to see motor vehicle enforcement cameras to deter parking close to the junction.	10. South Circular Road (Kew Bridge Station)
Kew Bridge Junction	Advanced release of the cycle lane and traffic light timings need further investigation.	10. South Circular Road (Kew Bridge Station)
Kew Bridge Junction	We believe the section of CS9 on the east side of the South Circular south of Wellesley Road is likely to be "de facto" bi-directional as people coming from Strand-on-the-Green already cycle on the pavement to access Stile Hall Gardens or Wellesley Road. The design of CS9 should accommodate this. There are no at-grade crossings of the railway line between the S Circular and Grove Park Terrace therefore the S Circular is a common route for residents along Strand-on-the-Green to access the amenities of Chiswick High Rd by bicycle as the route via Grove Park Terrace involves a difficult crossing of the A4.	10. South Circular Road (Kew Bridge Station)
Kew Bridge Junction	We would like TfL to review connections between CS9 and the shared use footpaths over Kew Bridge to ensure CS9 can be linked into a larger network. Specifically, cycle priority across the junction with Strand-on-the-Green for southbound cyclists on CS9 going over the east side of Kew Bridge. Also, how north bound cyclists on the west side of Kew bridge join CS9.	10. South Circular Road (Kew Bridge Station)
Connections between CS9 and Green Dragon Lane	We would like TfL to review connections between CS9 and Green Dragon Lane as this is a route favoured by people travelling by	11. Kew Bridge Road / Watermans Park / Brentford High Street

	bike.	(East)
Watermans Park	<p>The cycleway must be protected and at a level between the road and footpath. The suggested cantilever options for the West bound footpath should be reinstated. Robust light weight walkway systems are available and the Wagner’s fibreglass walkway and similar systems are commended to TfL. The cycleway is intended for all users (three wheelers, cargo bikes, family carriers and cycles adapted for the disabled) and as such must be easily monitored and over looked for the safety of users. We are concerned that a route through the park would intimidate some users and be less readily monitored than a route level with the road and footpath.</p>	11. Kew Bridge Road / Watermans Park / Brentford High Street (East)
Brentford High Street West	<p>We would like TfL to review connections between CS9 and Alexandra Road. Space needs to be allocated at the traffic lights crossing west of Alexandra Road to facilitate turning into Alexandra Road (there needs to be sufficient space for cyclists to wait on the south side of Brentford High Street). CS9 should link with the existing contraflow cyclelane leaving Alexandra Road.</p> <p>For people travelling by bike westwards, turning into Ealing Road, it appears as though the only protected route for doing so is via the traffic light crossings. However, there is insufficient space here for people travelling by bike to wait on the south side of Brentford High Street. We request greater clarity on how this movement will be facilitated.</p> <p>We also request that the shared space referred to in the plans on the northern side of Brentford High Street at the junction with Ealing Road be replaced with protected space for cycling at road level. This route needs to connect better with Ealing Road.</p>	

<p>Extension of CS9 to Hounslow town centre.</p>	<p>We fully support the extension of CS9 to Hounslow town centre. We note that a route from Hounslow to Heathrow is one of the top 25 routes in TfL's Strategic Cycling Analysis report therefore increasing the value of an extension of CS9 to Hounslow town centre.</p>	<p>13. Do you have any comments on future proposals for CS9 from Brentford High Street to Hounslow town centre</p>

