



Hounslow Local Implementation Plan

Introduction

Hounslow Cycling welcomes the opportunity to contribute to the development of the third "LIP" for Hounslow. We support the overarching aim of the Mayor's Transport Strategy that the proportion of trips in London made on foot, bike or public transport should be increased from 63% in 2015 to 80% by 2041. We believe that better provision for cyclists in Hounslow can contribute significantly to the four Healthy Streets outcomes, contribute modestly to the two Homes & Jobs outcomes and not conflict with the three Public Transport outcomes. This document (which is broadly cross-referenced to the LIP requirements set out in TfL guidance to Boroughs) sets out our initial view of priorities for cycling in the borough in the next three years.

R7: Local context

Geographically, the borough developed along the arterial routes from London to the West. It has a string of town centres from Chiswick in the E to Feltham in the W along the line of the old Great West Road. Journeys from residential areas to the town centres are generally short hops in a N-S direction. The land is table top flat. Routes have historically been shaped by crossings and junctions along the Thames, the railway lines and the trunk roads.

Demographically, we know that many people in Hounslow use bikes but do not think of themselves as cyclists. They will happily walk, use public transport or drive instead if that is more appropriate for the journey they wish to make. People are open to modal shift. Small improvements in cycling infrastructure can make a big difference.

Overall, we believe that TfL's Strategic Cycling Analysis 2017 underestimates the opportunity to encourage modal shift from cars to bikes for local journeys from home to schools, shops and jobs. These journeys typically run N-S for short distances across the grain of the arterial routes that traverse the borough.

R9: Challenges and Opportunities

Three key issues arise repeatedly in our conversations with potential cyclists:

- Safety concerns - the risk of death or serious injury, both real and perceived, particularly for children;
- A4 severance - the lack of safe crossing points at surface level cuts off homes from schools, shops and jobs;
- False stereotyping - the view (no longer true) that you have to be young, white, male, fit and fearless to cycle in London.

These are outweighed by the opportunities:

- Bike to School - parents detest the school run and (subject to safety concerns) want to walk or cycle instead;
- Shopping habits - most Londoners are shopping more frequently in smaller bulk;
- Health concerns - local priorities include childhood obesity (on which Hounslow is currently red-rated by Public Health England) and active living;
- Linking up bike lanes - to make the existing high quality infrastructure more useful;
- Attitudes to cars - many young Londoners have no desire to own and run a car;
- Cargo and e bikes - make switching from car to bike easier for many;
- Employer attitudes - firms like Sky, GSK, Heathrow are supportive of cycling.

In short, we are convinced that many people in Hounslow are open to modal shift from cars to active travel.

R10/11: Borough objectives

We would like the LIP to include targets for the proportion of trips in London starting in Hounslow that are made by bike in 2021 and 2041. We do not have baseline data for 2015 so cannot propose sensible targets.

We would like the LIP to include clear short term commitments to encourage active travel for the young and very young. The overarching target for modal shift by 2041 will not be achieved unless future generations of school leavers are both accustomed to active travel and reasonably fit.

We suggest the following objectives related to active travel (outcome 1):

- strategic cycle network within 400m of 85% of homes in the borough by 2041;
- a safe, surface level A4 crossing for bikes approximately every km by 2022.

We suggest the following objectives related to safety (outcome 2):

- zero cyclist deaths and injuries from collisions by well before 2041 (i.e. ahead of the overall target for London);
- 95% motorist compliance with the 20mph speed limit in residential areas by 2022;
- 100% of junctions with left hand filter lanes include safe provision for cyclists going straight ahead by 2022.

We suggest the following objectives related to "clean and green" (outcome 4):

- Less than 5% of trips to school made by car by 2041;
- primary schools accessible by cargo bike for 75% of catchment by 2022;
- visible enforcement of road traffic regulations during school run by 2022.

We suggest the following objectives related to good growth (outcomes 8/9):

- CS9 extended to Heathrow before 3rd runway built;
- Great West corridor connections to CS9 shovel ready by 2022.

R17: Programme 2019/20 to 2021/22

We have not yet had time to generate, discuss and agree a full set of priorities for the indicative three year programme that must be included in the LIP. Our [literally] bottom up analysis has so far identified five projects that we would like to see included in the programme:-

(i) Cycle Routes to School

We believe that there is a significant opportunity to address school run traffic, contributing generally to the overarching objective of modal shift and specifically to MTS outcome 4. We would like to see a commitment to develop bike-friendly access to at least 75% of primary schools in Hounslow by 2022.

(ii) Sutton Court Road

We propose a connection from Grove Park to Chiswick High Road at Sainsbury's, crossing CS9 at Chiswick Town Hall. We know from our research that there is high latent desire to use a bike to get from the residential area of Grove Park up to Chiswick High Road but the A4 crossing is a deterrent for all but the most confident cyclists. Improving traffic on Sutton Court Road would improve the experience for pedestrians too. We believe that this, or a similar scheme, should be shovel ready or delivered by 2022 in order to demonstrate that LBH and TfL are serious about tackling A4 severance.

(iii) Boston Manor Road South

We propose extending the Boston Manor Road cycleway to join CS9 at the Beehive. The borough already has high quality cycling infrastructure in many places - cycle lanes, some junctions and bike racking. We assume that CS9 will add significantly to that infrastructure. We believe that linking up this infrastructure is likely to yield the highest modal shift for any given spend.

(iv) Gillette Corner to Isleworth

We propose connecting the A4 cycle path at Gillette Corner to Church Street in Isleworth. We interpret Figure 2.2 of the Strategic Cycling Access to mean that TfL sees high potential in a route from Syon Lane towards Twickenham. We are inclined to agree. This route also builds on the success of the Church Street modal filter.

(v) Hounslow Healthy Streets

We propose improvements for cyclists, pedestrians and public transport in the area immediately to the south of Hounslow Town Centre. We interpret Figure 2.1 of the Strategic Cycling Analysis to mean that TfL sees high current usefulness along LCN routes 32 from Whitton and 34 from Sunbury towards Hounslow and Heathrow. We would like to see Healthy Streets in the area where these routes converge.

(vi) Quick fixes around the borough

A single awkward point on a trip can make the difference between choosing bike or car. We are convinced that a greater commitment to fixing these small points quickly will help to achieve the overarching objective of modal shift. We would like to see recognition of this in the LIP and a budget for quick fixes.

Further details for each project are appended.

We are conscious that the above list favours Chiswick and Brentford rather than Hounslow and Feltham. This is due to the TfL consultation on CS9, which has absorbed most of our volunteer time. It has also generated a lot of debate about cycling in Chiswick, sometimes (but by no means always) well informed.

We would like to discuss the scope to extend existing and planned cycle tracks on Staines Road and Hounslow Road, however we believe plans in the west of the borough will be heavily influenced by other projects for which we do not yet know the details, specifically:

- If the Liveable Neighbourhoods bid is successful, as we believe this is targeted at Feltham
- Future extension of CS9 from Brentford to Hounslow
- “Hounslow to Heathrow” routes as these have been identified in London’s top 25 in TfL’s Strategic Cycling Analysis
- Forthcoming Heathrow Cycling Strategy

References and sources

We used the following references to develop this document.

1. [Mayor’s Transport Strategy 2018](#)
2. [Healthy Streets for London](#)
3. TfL Third [LIPs Guidance](#) to Borough Officers
4. [TfL Strategic Cycling Analysis](#)
5. [TfL Strategic Cycling Analysis map overlay created by Camden Cyclists](#)
6. [Propensity for Cycling Tool](#)
7. [PCT Hounslow Case Study](#)
8. [School heatmaps showing pupil distribution](#)
9. Pollution reports for the following schools in Hounslow
 - a. [St Marys](#)
 - b. [William Hogarth](#)
 - c. [Cavendish](#)
10. PHE [Health Profile](#) of Hounslow 2017

We drew on our own experience, our frequent conversations with other cyclists and our engagement with less confident cyclists and potential cyclists. We researched desired routes and connections at our stand at the Green Days on Turnham Green in June. We plan to carry out similar research on our stands at other events around the borough over the summer.

We talked to the following people to understand plans for neighbouring areas to Hounslow:

- London Borough of Ealing (Victoria Willis) and Draft Ealing Cycling Strategy
- London Borough of Hammersmith and Fulham (Richard Duffill)
- Richmond Cycling Campaign (Tim Lennon) to understand LBRUT plans for cycle corridors
- Sustrans / Heathrow Cycling Partnership (James Palser)
- Westrans (Anthony McNamara)

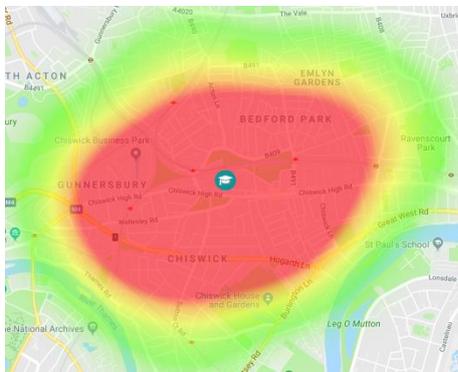
We can provide approximately 30 “crowdsourced” route maps from HCC members and the general public if that would be helpful.

collated and edited by LJS for Hounslow Cycling Campaign
25 June 2018.

Appendix 1 - Cycle Routes to Schools

We believe that there is a significant opportunity to address school run traffic, contributing generally to the overarching objective of modal shift and specifically to MTS outcome 4. We would like to see a commitment to develop bike-friendly access to at least 75% of primary schools in Hounslow by 2022.

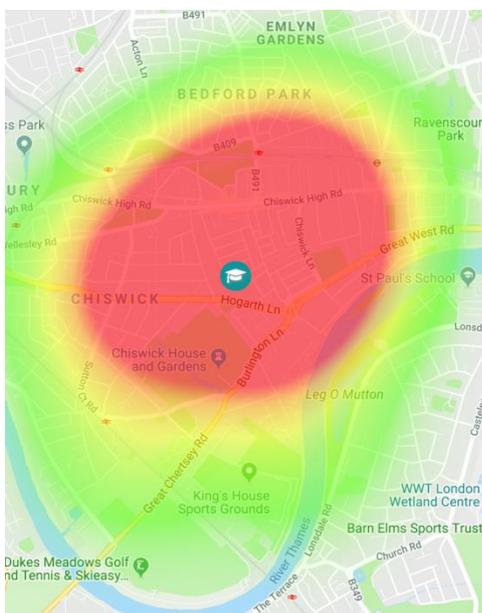
Belmont School



We propose (i) Fishers lane underpass painted bike lanes, (ii) right hand painted bike turning from Fishers going south into Belmont Terrace, (iii) shared use pavement for approach from northwest via Essex Place, (iv) a right-hand turn sign just before zebra crossing for bikes southbound from Turnham Green Terrace to link with plaza and shared use path for bikes along Chiswick Common, (v) zebra crossing of Chiswick High Road near Belmont Road to be zebra + bike and (vi) Dolman road should be made 2 way for bikes to allow access to Belmont and back of High Road from east (as CS9 bends away from CHR).

William Hogarth School/ St Mary's RC Primary School

SMRC uses faith criteria for parish admission- catchment likely to be wide. Barriers to approach currently Chiswick High Road to north and A4 to south. Need to make Dukes Road safe for children/parents on bikes.



We propose (i) easterly access could be made via smaller quieter roads that link to Dukes Road, (ii) closure of Devonshire Road to motorized traffic could also offer alternative and pleasant safe access point from Chiswick High Road and probably improve footfall and environment for small businesses there, (iii) improve bike/ pedestrian underpass at the end of Dukes Passage by removing barriers which make cycling with children in a cargo bike impossible and (iv) Dukes passage should be signed as a permissive path for bikes with pedestrian priority to allow access from the underpass to the schools.

Grove Park School

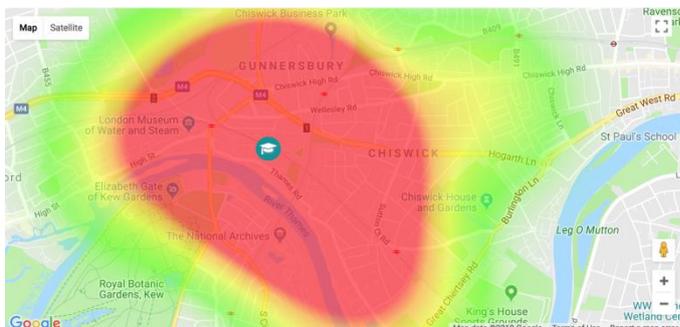
2017 intake live up to 989m from school. Catchment extends north of Chiswick High Road, south to river towards Chiswick Quay, west to Thames Road/ Strand-on the Green, east to Staveley Road/ Burlington Lane junction.



We propose (i) improve A4 underpasses for cargo bikes, (ii) advanced stop lines and cycle filter traffic lights to allow safer passage across A4, (iii) painted/ protected right hand turn from Sutton Court Road into either Compton Crescent or Fauconberg Road, and (iv) average 20mph speed cameras on Staveley Road.

Strand-on-the-Green School

2017 intake live up to 2,932m from school. Barrier to the north is the railway line running between Chiswick station to Brentford Station and the A4 further east.



We propose safe access to Strand on the Green from CS9 across South Circular, possibly using TfL owned archways under Kew Bridge.

Chiswick School

This is the local comprehensive secondary school and has a catchment area much larger than primary schools. Most pupils come from north or east so that CS9 traverses the centre of catchment from east to west.



Source:
All attending pupils
National School Census Data 2017

The speed of traffic along Staveley Road is a problem for all north and west approaches. A protected bike path here may not be practical as would presumably involve too much loss of car parking spaces. HCC instead proposes a marked bike path on Dukes Avenue in Chiswick House Grounds (road is wide) until Burlington Lane to meet a shared use or marked bike path on the pavement of Burlington Lane to then meet a road crossing point to take cyclists across the quieter section of Burlington Lane in front of the school.

The major immediate barrier to the north is A4. Improvements to subways discussed for the primary schools would help. Cargo bikes are not an issue for secondary school pupils and pedestrians may feel more threatened by them.

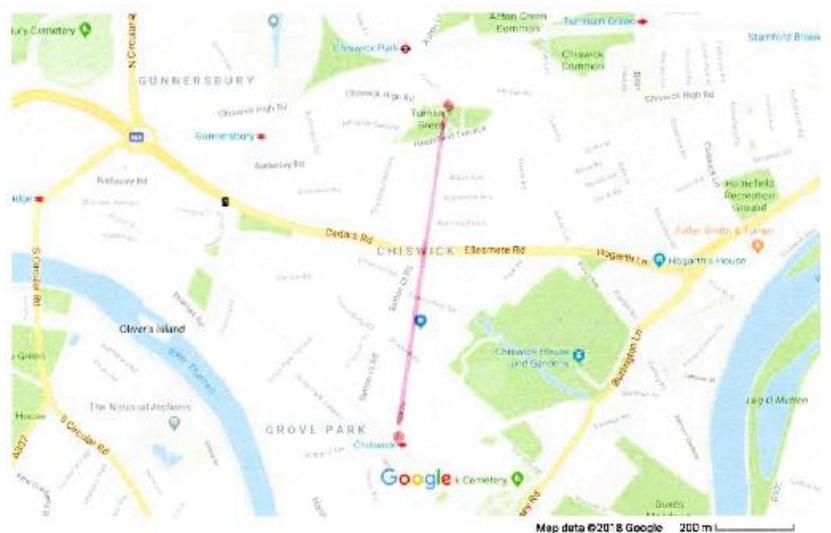
Longer connection to the Vale/ Uxbridge Road to the north is relatively safe for cyclists currently via Woodstock Road (via an existing shared use footpath), or via Fishers Lane Underpass (pinch point) then up St Albans or Rusthall, then across Southfields playing fields to Mansell Road. The Woodstock route need maintenance improvements (e.g. repainting of the two way bike signage on the otherwise one-way street).

Longer north west connection is problematic. The major barrier is the Overground Railway Line running from Gunnersbury to Acton Central. The only opportunities to cross are at Bollo Lane which is a level crossing and where traffic is fast or via Acton Lane railway bridge underpass, which is busy. Solutions here are not obvious. We are aware of proposed [West London Orbital Rail](#) plans to extend the Overground to Hounslow via Brentford and this references foot and cycle crossings at Bollo Lane level crossings, however given this project requires electrification of current freight lines, we assume this will be a project for the long term.

Appendix 2: Sutton Court Road

We propose a connection from Grove Park to Chiswick High Road at Sainsbury's, crossing CS9 at Chiswick Town Hall. We know from our research that there is high latent desire to use a bike to get from the residential area of Grove Park up to Chiswick High Road but the A4 crossing is a deterrent for all but the most confident cyclists. Improving traffic on Sutton Court Road would improve the experience for pedestrians too. We believe that this, or a similar scheme, should be shovel ready or delivered by 2022 in order to demonstrate that LBH and TfL are serious about tackling A4 severance.

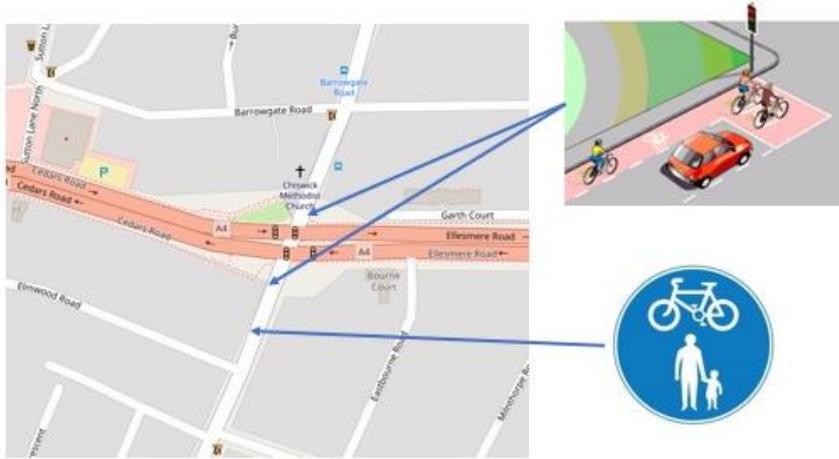
However, a surface crossing of the A4 will always be hindered by TfL understandably giving priority to the high volume of traffic on the A4. A substantially improved grade separated crossing could be a long-term objective, such as an underpass specifically designed for both walking and cycling with no chicanes, barriers and gradients which present an issue for cargo bikes, or perhaps an iconic bridge, like Copenhagen's "bicycle snake".



Sutton Court Road

The desire line is for a route from south of Staveley Road along Sutton Court Road to Chiswick Town Hall. Realistically, this would be challenging on a busy rat run for traffic. The main deterrent for cyclists is the aggression of car and van drivers at the Sutton Court Road traffic lights. Our view is that tackling that is the priority.

HCC proposes a cycle lane along Sutton Court Road from Elmwood Road to A4 for northbound cyclists, leading to an Advanced Stop Lane at the traffic lights. HCC proposes shared use pavement on E side of Sutton Court Road from Barrowgate Road to Chesterfield Road for southbound cyclists. This isn't the ideal solution but would make cycling feel much safer without undue disruption to car drivers.



Town Hall Avenue

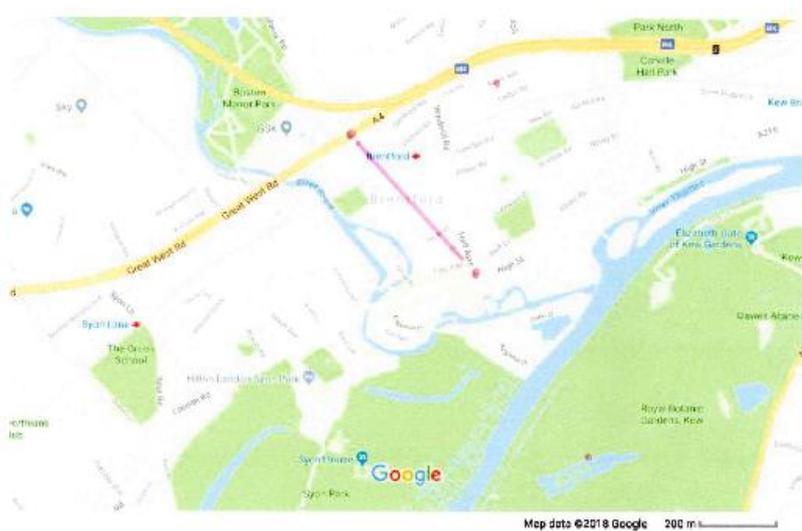
Allowing two-way bike movements along Town Hall Avenue would make shopping, cafes, schools and offices on CHR between Sutton Lane North and Heathfield Terrace accessible to more cyclists from the Grove Park area.

HCC assumes that replacing car parking with a segregated northbound cycle path would be politically unacceptable. Two way cycling could instead be achieved by shared use of the western footpath by pedestrians and cyclists or, possibly, sole use of the western footpath by cyclists with a new pedestrian footpath established adjacent on the Green. Cycle crossing facilities and phases should be included in the pedestrian crossings at either end.

Appendix 3: Boston Manor Road South

We propose extending the Boston Manor Road cycleway to join CS9 at the Beehive. The borough already has high quality cycling infrastructure in many places - cycle lanes, some junctions and bike racking. We assume that CS9 will add significantly to that infrastructure. We believe that linking up this infrastructure is likely to yield the highest modal shift for any given spend.

We assume that the borough will eventually have a cycle network based on a central spine roughly following the line of the old Great West Road from Hammersmith in the east to (provisionally) Hatton Cross in the west. Branches will run from this spine running broadly N-S. This spine runs some way south of the offices along the A4/M4 corridor discouraging use of bikes to get to work.



We propose action to close the gap in the network between Allianz / GSK in the Great West Corridor and the Morrisons site, which is to be redeveloped, at the Beehive in Brentford. The route would continue on the southern part of Boston Manor Road and then Half Acre. There is already a paint-on-road bike lane but it vanishes for the railway bridge near Brentford station. The Beehive junction is also much less bike-friendly than the similar junction at the south end of the Ealing Road.

Appendix 4: Gillette Corner to Isleworth

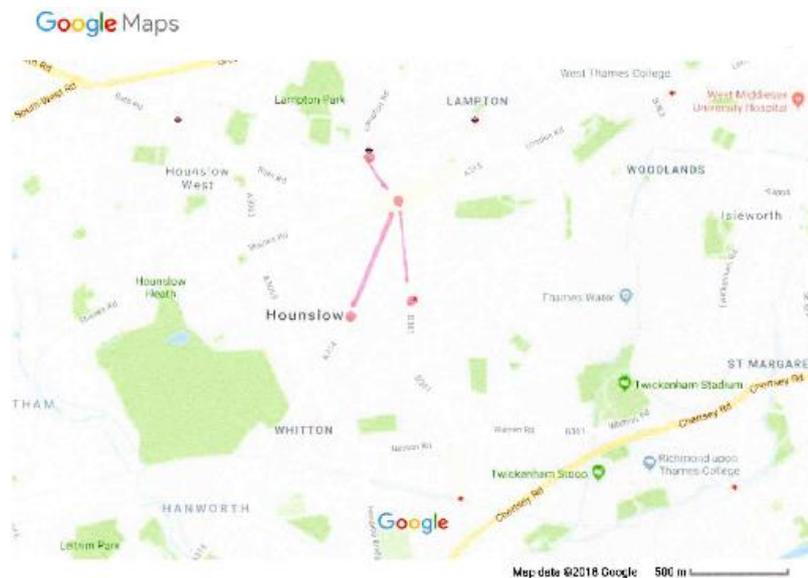
We propose connecting the A4 cycle path at Gillette Corner to Church Street in Isleworth. We interpret Figure 2.2 of the Strategic Cycling Analysis to mean that TfL sees high potential in a route from Syon Lane towards Twickenham. We are inclined to agree. This route also builds on the success of the Church Street modal filter.



We would like LBH to develop a route between Gillette Corner and Isleworth now that traffic has adapted to the closure of Church Street. The only feasible route is down Syon Lane, Spur Road and then Park Road. The distance is small but there are several awkward pinch points and junctions to deal with.

Appendix 5: Hounslow Healthy Streets

We propose improvements for cyclists, pedestrians and public transport in the area immediately to the south of Hounslow Town Centre. We interpret Figure 2.1 of the Strategic Cycling Analysis to mean that TfL sees high current usefulness along LCN routes 32 from Whitton and 34 from Sunbury towards Hounslow and Heathrow. We would like to see Healthy Streets in the area where these routes converge.



A member has raised several specific points about the area immediately to the south of Hounslow Town Centre:

- Hospital Road is a discouraging road for cyclists - a two lane, one way connection with motorists trying to beat the lights.
- It would be helpful if Station Road was two way for cyclists.
- Improvements at each end of Hibernia Road would assist cyclists.
- The cycleway from Bath Road through to Bell Road by Yates wine lodge is quite pleasant apart from the right hand turn off the Bath Road by the new council building.
- The contra flow cycle lane in Bell Road could do with new markings. It can be a bit scary if a bus is coming and there are pedestrians on the pavement at the same time, but otherwise is ok.

These specific points could simply be included on the register that we maintain for the borough. It would be better to take a holistic approach to reprioritising space from car use to cycling, walking and public transport as set out in the Healthy Streets for London document published by TfL in February 2017.

Appendix 6: Quick fixes around the Borough

A single awkward point on a trip can make the difference between choosing bike or car. We are convinced that a greater commitment to fixing these small points quickly will help to achieve the overarching objective of modal shift. We would like to see recognition of this in the LIP and a budget for quick fixes.

We appreciate that each point in isolation is too tactical for a strategic document like the LIP. The kind of point that we have in mind is illustrated by our 2017 register [which we know needs to be updated in due course]:

	Feature	Location	Description and illustration
1	Unsafe and inconsistent cycle route	Dolman Road W4	Cycle path incomplete and on left of Road in parked car 'door' zone. HCC Recommend moving path to right hand side of the one way street and extending the full length of Dolman Road.
2	Unsafe and inconsistent cycle route	Chiswick High Road East bound to West of junction with Turnham Green Terrace W4	Cycle path markings removed and incomplete. Path located in parked car 'door' zone and the last 30m has not been repainted following refurbishment of road surface. Recommend extending and moving out of door zone.
3	Unsafe Road surface with pot holes	Windmill Road W4	Pot holes in Road surface and unsafe for cyclists. Road requires resurfacing. This has been reported on 'Fix my Street'
4	Unsafe Road surface with pot holes	Cavendish Road W4	Pot holes in Road surface and unsafe for cyclists. Road requires resurfacing. This has been reported on 'Fix my Street'
5	Inconsistent road signage	Bath Road W4	Road surface signs state 20mph Automatic illuminated state 30mph.
6	Inadequate, Hazardous and conflict provoking shared path	Turnham Green Terrace/Bath Road W4/ Woodstock Road W4 by St Michael and All Angels Church	This is a frequently and regularly used shared path and requires redesign to provide additional space and a safe entry from and to Turnham Green Terrace.
7	Narrow gates on shared path preclude cargo bikes, bikes with child carriers, and disabled access to pass.	Warple Way W4	Alter gates to allow cargo bikes, bikes with child carriers, and disabled access to pass.
8	Unsafe junction for cyclists	Chiswick High Road / Gold Hawk Road W4	We are aware this is addressed by CS9 but this is an accident waiting to happen. The design requires urgent improvement to remove left hand motor traffic crossing ASL Insufficient vision at junction with motor vehicles turning left through ASL. Mirror required on traffic signals.
9	Unsafe junction for cyclists	Chiswick High Road / Chiswick Lane W4	We are aware this is addressed by CS9 but this is an accident waiting to happen. The design requires urgent improvement to remove

			left hand motor traffic crossing ASL Insufficient vision at junction with motor vehicles turning left through ASL. Mirror required on traffic signals.
10	Unsafe junction for cyclists	The Sutton Court Road / A4 junction in W4 is hazardous and intimidates some cyclists	This is not the complete answer but provides an alternative for some less confident cyclists. Alter signage to provide shared use subway and alter gates to allow cargo bikes, bikes with child carriers, and disabled access to pass.
11	High kerb prevents access to subway.	A4 shared path at Harvard Road W4	Drop kerb crossover to pathway to North of subway required to ease access for push chairs and cycles.
12	Dangerous narrow paving around subway. This is at road level	A4 shared path Sutton Lane North Chiswick W4	Paving around subway particularly on West side is too narrow and is insufficient for pedestrians and cyclists. Adjacent grass has now been eroded producing an edge where cyclists have been thrown from their cycles.
13	Unsafe and obstructed cycling provisions	Lionel Road North Brentford TW8	Lionel Road North has been provided with features to encourage cyclists but those are habitually ignored by cars and motor vehicles park over them without penalty. Road features require enforcement.
14	Busy, narrow and intimidating cycle route	High Street Brentford TW8 By Waterman's Park	We are aware this is addressed by CS9 but this is intimidating to cyclists, causes conflict with motor vehicle and is an accident waiting to happen. Two road islands cause 'squeeze points and need removal and road markings require redesign and improvement.
15	Bicycle pump broken and incomplete	North corner of Tallow Road and High Street	Replace flexible hose and repair pump. This has been reported on 'Fix my Street' and been awaiting repair for more than a year.
16	High Kerb prevents access to Gt West Road Cyclepath	Sutton Lane Heston TW3	Drop kerb required to provide safe access to Gt West Road Cycle paths.
17	Busy, narrow and intimidating humpback road bridge over Piccadilly line	Kerb/pathway to south of pedestrian bridge by humpback bridge on Sutton Lane Hounslow West TW3	Little used pedestrian bridge beside road bridge needs to be re-designated as a shared path with signs at either end stating 'pedestrian priority'. Drop kerb crossover to pathway to South of pedestrian bridge requires to be widened, relevelled and provided with white lane marking.
18	Too narrow gates on shared path	Glen Walk. Hounslow	Narrow gate requires alteration to allow cargo bikes, bikes with child carriers, and disabled access.
19	Inconsistent cycle route to Lampton Park	Clipstone Road Hounslow	The road is only partly designated for two way cycling.
20	Hazardous transition between levels of cycle	Cyclepath on North side, at West end by the mini roundabout. Cranford Lane	Crossovers need to be wider Drop kerbs bumpy and edges removed. (All of the cyclepaths between Cranford lane and Cranford Community School are difficult, eccentric,

	path	Heston/Cranford	bumpy, twisty and unpleasant. The majority of cyclists prefer the road to using the cyclepaths. (The cyclepaths require redesign maintenance and improvement)
21	Inconsistent road signage and steps taken to stop vandalism of 'flag' signs	Cranford Lane and Springwell Road TW5	Road surface signs require installation stating 20mph Redundant 20mph flag signs require removal. Vandalised 20mph flag signs require turning around and securely refixing.
22	Hazardous transition over new cycle path	Entrance to Eaton House, Staines Road	Raised table required at entrance to Eaton House.
23	Unmapped and signed cycle paths	Cycle paths Hounslow/Feltham/Hanworth to the West of the borough	New traffic free cycle paths await signage and mapping on TfL cycle guides. No 9 (?)
24	Incomplete cycle paths	Cycle paths Feltham/Hanworth to the West of the borough	New traffic free cycle paths are incomplete and await drop kerbs to allow cycles to safely access them from the on road cycle zone
25	Unmaintained cycle paths	Cycle paths Hounslow/Cranford/Feltham/Hanworth to the West of the borough	New traffic free cycle paths are have not been maintained and vegetation is encroaching and growing across paths.