



## **CS9: Revised proposals for Kew Bridge, Kew Bridge Road and Duke Road (Chiswick)**

### **Introduction**

Transport for London is carrying out a further consultation on two parts of the CS9 route:

- Kew Bridge and Kew Bridge Road (High Street Brentford to Wellesley Road)
- Duke Road and Duke's Avenue junctions with Chiswick High Road

This document sets out the response from Hounslow Cycling Campaign ('We'). It is based on comments from our members, advice from the London Cycling Campaign infrastructure team and discussion with TfL experts at the two drop-in sessions.

### **Summary**

We fully support the construction of CS9.

CS9 will connect Brentford, Chiswick and Hammersmith along a route where there is proven demand for cycling. It will encourage the growth of cycling in Hounslow. It will thus contribute to the expansion of active travel and public transport that is at the heart of the Mayor's Transport Strategy. It will improve air quality and encourage physical exercise, thus improving the health of Hounslow residents. It will make key shopping streets more attractive for people. It will not solve problems of congestion but it will make more efficient use of limited road space for the benefit of the whole community.

We support the proposed alterations to two sections of the route. We do, however, have reservations about the loss of space for cyclists on Kew Bridge and the half-hearted management of rat running traffic on Duke's Avenue.

The extra consultation naturally prompted feedback from our members and other cyclists on CS9 as a whole. We believe that the overall design is true-to-purpose.

### **Kew Bridge and Kew Bridge Road**

We support the proposal to provide a segregated bi-directional track through this section instead of with-flow tracks and a bus lane.

The informal crossing to/from the bi-directional CS9 to Green Dragon Lane will not be easy for inexperienced cyclists. Green Dragon Lane is an important link to Green Dragon Primary School, Clayponds Avenue and Ealing. We suggest that options for improving the crossing are considered or alternative cycle routes that link CS9 with Ealing are developed.

Traffic turning left from Kew Road into Kew Bridge Road tends to cut the corner. This will be disconcerting and perhaps dangerous for eastbound cyclists on CS9. Our understanding (from a drop-in session) is that the sequencing of the traffic lights will in practice ensure sufficient separation.

Cyclists and pedestrians are currently obliged to cross the Kew Bridge junction in short hops, stopping and starting to fit in with current (vehicle-friendly?) traffic light phasing. We believe that a smooth crossing for cyclists - i.e. a crossing in one phase - will significantly improve perceptions of CS9 and take-up of cycling along it. Traffic light phasing is a specialist subject: our non-expert understanding is that Kew-bound vehicles on the South Circular should be held at a red light while cyclists and pedestrians move in sync with Brentford-bound vehicles. Our understanding (from a drop-in session) is that TfL shares this view.

We welcome the broadening and realignment of pedestrian crossings at the Kew Bridge junction and the new crossing to Kew Bridge Station.

The proposed narrowing of the western pavement over Kew Bridge and consequent banning of cyclists is a perverse use of funding for cycling. Many cyclists do not believe that the putative benefit to motorists' journey times is significant enough to warrant this alteration. We have a more nuanced view. We recognise that the Kew Bridge junction has a tendency to gridlock due to tailbacks when southbound buses stop on Kew Bridge or vehicles from Strand on the Green block the southbound carriageway of Kew Road. TfL tells us that the frequency of gridlocks will become unacceptably high if the traffic light phasing is amended to accommodate CS9 without tackling these pre-existing problems. We accept that the extra southbound lane is a pragmatic short term solution. It is far from ideal but it is not (in current political jargon) a red line for us. We suggest mitigation in three ways:-

- i. The rationale for the design should be explained more clearly as part of the consultation response. Local cyclists do not understand why a pro-cycling scheme is delivering this counter-intuitive outcome.
- ii. The un-signalled junction across Strand on the Green at the N end of Kew Bridge is unsatisfactory for cyclists. Motorists bound for Brentford or the Chiswick Roundabout from Strand on the Green are disruptive, as are those turning into Strand on the Green from Kew. We suggest that TfL revisits the design of this junction as soon as time and resources can be found to do so. One option would be to regard Strand on the Green and Kew Bridge as a single junction, an asymmetric crossroads.
- iii. More cyclists will use the bridge once CS9 is in place. Those travelling from Kew to Brentford will be tempted to use the narrow W pavement (illegally) or the vehicle carriageway to avoid crossing Kew Road twice. This could be partly mitigated by ensuring that the E-W crossings on the Kew Bridge approaches are very bike-friendly.

The Lionel Road South junction has a poor pedestrian crossing and is adjacent to Kew House School where, we understand, children are told not to cross here. Motorists turning into it from the direction of Chiswick Roundabout are disruptive. We ask that the Council and TfL revisit the design of this junction in connection with the new Brentford stadium. Given that Lionel Road South will continue to be shut until the end of 2019, access to the A4 from this road does not appear to be vital.

We are concerned at the potential risk of non-compliance with the banned turns at the end of Stile Hall Gardens and Wellesley Road. We believe that the gaps should be no more than 1.5m to physically enforce the bans. Given that the central barrier of the S Circular will be removed, it should

be made clear to drivers that there is no right turn into Stile Hall Gardens. There should also be signage along Wellesley Road making it clear there is no vehicle access to the South Circular.

Marlborough Road, Burlington Road and Oxford Road North already experience some rat run traffic hacking between Sutton Court Road lights and the Chiswick Roundabout. This may increase as a result of the changes to Wellesley Road and Stile Hall Gardens. We suggest that the Council considers a Liveable Neighbourhoods treatment (with coherent modal filtering) when time and resources allow.

We welcome the improved bike crossings at the Capital Interchange Way junction.

### **Duke Road and Duke's Avenue junctions with Chiswick High Road**

We support the proposal to ban right turns from Duke Road onto Chiswick High Road and maximise pavement space around the Roman Catholic Church.

The revised proposal takes space away from cars and gives it back to people. We believe that this will improve the quality of the area for the community as a whole.

We believe that the ban on right turns will significantly reduce the volume of rat run traffic using Barrowgate Road and Duke's Avenue to cut the corner from Sutton Court Road to Chiswick High Road. This will improve cyclist and pedestrian safety and somewhat improve the quality of life for local residents.

We regret that there is little discouragement for rat run traffic turning from Chiswick High Road into Duke's Avenue. Traffic cutting through the Glebe Estate to Annandale Road may increase. This could be addressed by a modal filter on Duke's Avenue just south of the Library. We suggest that the Council develops a Liveable Neighbourhood treatment (with coherent modal filtering) as soon as time and resources can be found to do so. The feasibility of a "school streets" scheme for St Mary's Catholic Primary School and William Hogarth Primary School should also be investigated.

We understand that cyclists turning left onto CS9 from Duke's Avenue are expected to go via Bourne Place and Duke Road. It is likely that many cyclists won't make this diversion in practice. Signage should encourage them to dismount where the pavement widens to protect them from oncoming vehicles and to protect pedestrians crossing Duke's Avenue on red (as they frequently do) from blindsiding.

Safety at Duke Road is a concern for us, even with the proposed reduction in traffic. This is not an easy junction for car drivers: gaps in westbound traffic are tight and complicated by vehicles joining from Fisher's Lane or slowing for the Duke's Avenue lights. Care with the detailed design will partly mitigate the risk, e.g. the raising of the pedestrian crossing of Duke Road to the level of CS9 as shown on the plans. Perhaps a ban on right turning vehicles (with the exception of the 272 bus) could be considered for Fisher's Lane.

We note that the design of the exit from Annandale Road will have to be tweaked as a consequence of the proposed changes to Duke Road. Consideration should be given to the ease and safety of the bike crossing to Turnham Green Terrace.

## Overall CS9 Design

The expansion of active travel and public transport is at the heart of the Mayor's transport strategy for London. Cycling helps to ease congestion by making more efficient use of limited road space. It leads to improved air quality, lower carbon dioxide emissions, better health through physical exercise, and more custom for local shops. Schemes like CS9 are essential foundations for delivery of the planned shift in Londoners' travel habits from car use to bike use.

We welcome the intention to change the misleading branding of CS9 as a "cycle superhighway". It is not a 21st century equivalent of the A4 and Chiswick flyover. It is not intended exclusively for fast lycra-clad bike commuters. It will instead be a bike lane suitable for use by cyclists of all kinds. TfL's design is (as it should be) a carefully devised compromise between the needs of all residents and users of the busy streets along the line of the historic Great West Road.

CS9 follows a known "desire line" for cyclists connecting Brentford, Chiswick and Hammersmith. We said in September 2017 that we would applaud returning to the original concept of CS9 from Hyde Park in the East to Heathrow Airport in the West. We nevertheless believe that the route as proposed will be useful both in itself and as the spine of the Hounslow Priority Cycle Network. We look forward to TfL and Hounslow bringing forward plans to extend CS9 from Brentford to Hounslow and further routes to Heathrow and Feltham to benefit the west of the borough.

We discussed the design of CS9 with TfL during the consultation in 2017. TfL was clear that it had done extensive investigations into different design options and concluded that the proposed CS9 design with bi-directional track achieved the best balance between providing safe, protected space for cyclists and minimising loss of pavement and road space for other users. A design using cycle track on both sides of the road would require far more loss of footway and roadway space than the current design. This would have been a particular issue on Chiswick High Road where the north side has up to nine times more footfall than the south side, where bi-directional track has been proposed. We understand and support the rationale for this design choice providing that measures are taken to mitigate collision risk at un-signalled junctions. The appropriate method of mitigation depends on the details of the particular junction. It could include restrictions to reduce volumes of traffic, raised tables at junctions, cycle tracks that bend away from the junction mouth or other measures.

CS9 will be a mix of segregated with flow cycleway, segregated bi-directional cycleway and quietway. It follows main roads that have experienced unacceptably high levels of cyclist and pedestrian casualties for several years. 100% segregated with flow would theoretically be the safest configuration but bi-directional cycleways are included in the London Cycling Design Standards and are used widely in Continental Europe. We asked in September 2017 that TfL should make provision for upgrade of CS9 to the preferred with flow configuration as use increased in the future. We nevertheless believe that the route as proposed will be very much safer for cyclists than the existing provision.

In summary, we believe that CS9 as proposed is true to the aim of making London's streets greener, healthier and more pleasant through encouragement of cycling.

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