

# HOUNSLOW CYCLING

## Hounslow to Brentford Walking and Cycling Changes

### Summary

Hounslow Cycling strongly supports the proposed continuation of Cycleway 9 along the London Road from Hounslow to Brentford.

- It will make a dangerous road much safer for cyclists.

- It will underpin other TfL and Borough measures to encourage active and greener travel.

- It will encourage more people to cycle short journeys.

- It will result in cleaner air, healthier children, and lower carbon emissions in the borough.

### Introduction

Transport for London is consulting on proposals to improve the London Road from Hounslow to Brentford . TfL describes these as follows:-

- Providing new cycle lanes, which would be fully protected from traffic. On some sections, the cycle lanes would be 'bi-directional': this means that there would be two adjacent tracks for cyclists, one in each direction. On other sections, there would be a single cycle track on each side of the road

- Improved pedestrian crossings at a number of places to make it easier for people to cross the road

- New trees and other improvements to make the area look and feel more pleasant, while also helping to adapt to climate change – e.g. trees provide shade from extreme heat in summer and reduce flooding. In addition, new 'rain gardens' and Sustainable Drainage Systems (SuDS) will be considered at the next phase of design, subject to feasibility

Hounslow Cycling ('We') are responding on the basis of comments from our members and supporters, site visits and advice from the London Cycling Campaign infrastructure team.

### Road Safety

This is a dangerous road for cyclists and walkers. 17 pedestrians and 32 cyclists were injured in the three years to May 2021 according to TfL analysis. CrashMap (using DfT data) shows 108 incidents injuring cyclists in 2011-20 with clusters on the Spring Grove - St John's Road and Busch Corner - Syon Lane stretches. Figures for "near misses" are not recorded but we know that they are an everyday occurrence. Any collision between a car moving at speed and a cyclist or walker is potentially fatal.

We welcome TfL's commitment to reducing vehicle speeds on turning at junctions. We agree that side roads should have strong measures in view of the high left hook risk along the route in accordance with the London Cycle Design Standards Chapter 5. Such measures include small corner radii and raised entry treatments. Our members frequently encounter drivers taking the corners as fast as they dare without regard for walkers and cyclists crossing.

We welcome TfL's attention to improving road crossings for pedestrians and are pleased that these adhere to London Cycle Standards Chapter 5. The additional crossings will slow cyclists down but our members recognise that this is appropriate. Removal of kerbside parking will also help pedestrians to see and be seen.

We agree that floating bus stops (as used in Chiswick) are safe, though initially disconcerting for cyclists and bus passengers alike. We agree that zebra-style crossings on sinusoidal humps should connect the island to the rear pavement and shelters should be positioned on the island.

Recent analysis by [Adams and Aldred](#) found that protected cycle infrastructure reduced odds of injury by 40-65% in the morning commute. We believe that this gives a reasonable indication of the overall improvement that might be expected from these proposals. We also expect a significant reduction in pedestrian casualties but cannot quantify this.

## **Transport Strategy**

C9 Hounslow - Brentford is an important element in the delivery of the Borough Local Implementation Plan in the central and western part of the borough. C9 will form the trunk of the proposed Hounslow Priority Cycle Network with a branch to Ealing, a branch to Twickenham and nine more branches radiating from Hounslow town centre. This will help to achieve the Mayor's targets for 2041:-

- Londoners make 80% of journeys by active travel or public transport.
- 70% of Londoners live within 400m of a high quality bike lane.
- Nobody is killed, or suffers life changing injury, on London's roads.
- All Londoners do 20 minutes daily exercise.

We believe that the TfL and Borough strategy is working. Our members have seen for themselves how C9 Brentford - Hammersmith (and the measures such as cycle training and bike racking associated with it) have increased the take-up of cycling in the east of the borough. We hope for a similar uplift in cycling from C9 Hounslow – Brentford in the west of the borough, an area with lower rates of car ownership and higher obesity levels .

One of our supporters has used DfT data to analyse the correlation between safer roads and use of bikes for travel. The results are summarised in Appendix 1. It has not been easy for Hounslow Councillors to make the borough's roads safer for cyclists and walkers given limited funding and flak from motorists. Their efforts are paying off - the borough is on track to (broadly) halve the risk and double the use of cycling over 20 years.

We understand that C9 Hounslow - Brentford has been designed to maintain or improve bus journey times as modelled by TfL. Our members welcome this. Encouraging people to travel by bus instead of car reduces congestion and makes the roads safer for all of us. We accept that this sometimes means compromises by cyclists. If necessary we would accept the use of a single bi-directional lane where C9 passes Hounslow bus garage for this reason.

## **Greenery and Streetscape**

We welcome the ambition to make the pavements along the road more pleasant but would have liked to see more detail on how this will be achieved.

The outline designs require the removal of approximately 12 trees. There is some new planting but not, we suspect, enough to replace the loss of environmental benefits. We agree that measures such as permeable resins (or other sustainable urban drainage schemes) and green roofs on bus shelters would be beneficial. We do not understand why these are regarded as potentially not feasible.

We note that any reduction in petrol and diesel car use would improve the air quality and make the pavements quieter. The fact that cars and vans will be slightly further from the pavement thanks to the bike lane is helpful for walkers but not for cyclists.

## **Expected Benefits**

A protected bike lane will make the road safer for cyclists and walkers. Every death or serious injury on our streets is devastating, bringing heartache and tragedy to all involved, as the Mayor has said. The improved safety is, in itself, sufficient justification for changes that have modest cost in the context of road schemes.

TfL and Borough policies to which C9 contributes will encourage more drivers to cycle instead. Anecdotal experience in Chiswick suggests that there will be a particularly marked increase in the numbers of women and family cycling. This has two benefits for the health of people in the borough. Reducing the particulates and pollutants from motor traffic will improve air quality. Increasing the numbers taking exercise more often will reduce vulnerability to obesity and related health conditions.

C9 will also contribute to Sustainable Travel Promotion, one of the thirteen programmes in the Hounslow Climate Emergency Action Plan. Bikes have zero carbon emissions (unlike petrol and diesel cars) and much lower embedded carbon than cars, including electric cars.

The proposed improvements for walkers and cyclists have the potential to make the London Road a more attractive place to eat and shop. The TfL/UCL report on Street Appeal (published [here](#)) indicates that adequate space for pedestrians is essential for regeneration and that reallocating space from car drivers to walkers and cyclists is helpful.

## **Suggested Changes**

The consultation invites suggestions for improvements to the proposed scheme.

We expect the design to follow the TfL Streetscape Guidance Section E Chapter 13. We seek a commitment to new tree planting that is at least sufficient to match the loss of value from trees removed using the CAVAT measure developed by the London Tree Officers Association. We recommend the use of a landscape architect and greening measures for newly installed cycle lanes as an integral part of the project, not a luxury afterthought.

We suggest that there should be a general presumption against kerbside parking along the whole of the route. Loading bays for delivery vehicles and mopeds should be prioritised over general PV parking, which creates dooring injuries and disruption to traffic flow.

We suggest that designers allow for cyclists using the vehicle lanes. Some will do that for speed (preferring to mix with the cars than the slow bikes in the protected lane) and others for easier access to side roads. Drop kerbs and gaps in kerbs that provide access from/to the bike lane to/from the vehicle lanes should be generously proportioned.

We prefer a vertical profile aligned consistently to either the footway (with bevelled separation) or the main carriageway (with kerb separation). A kerbless mid profile uses space efficiently but is too easily blocked by vans parked or loading. Switchbacks are uncomfortable for riders.

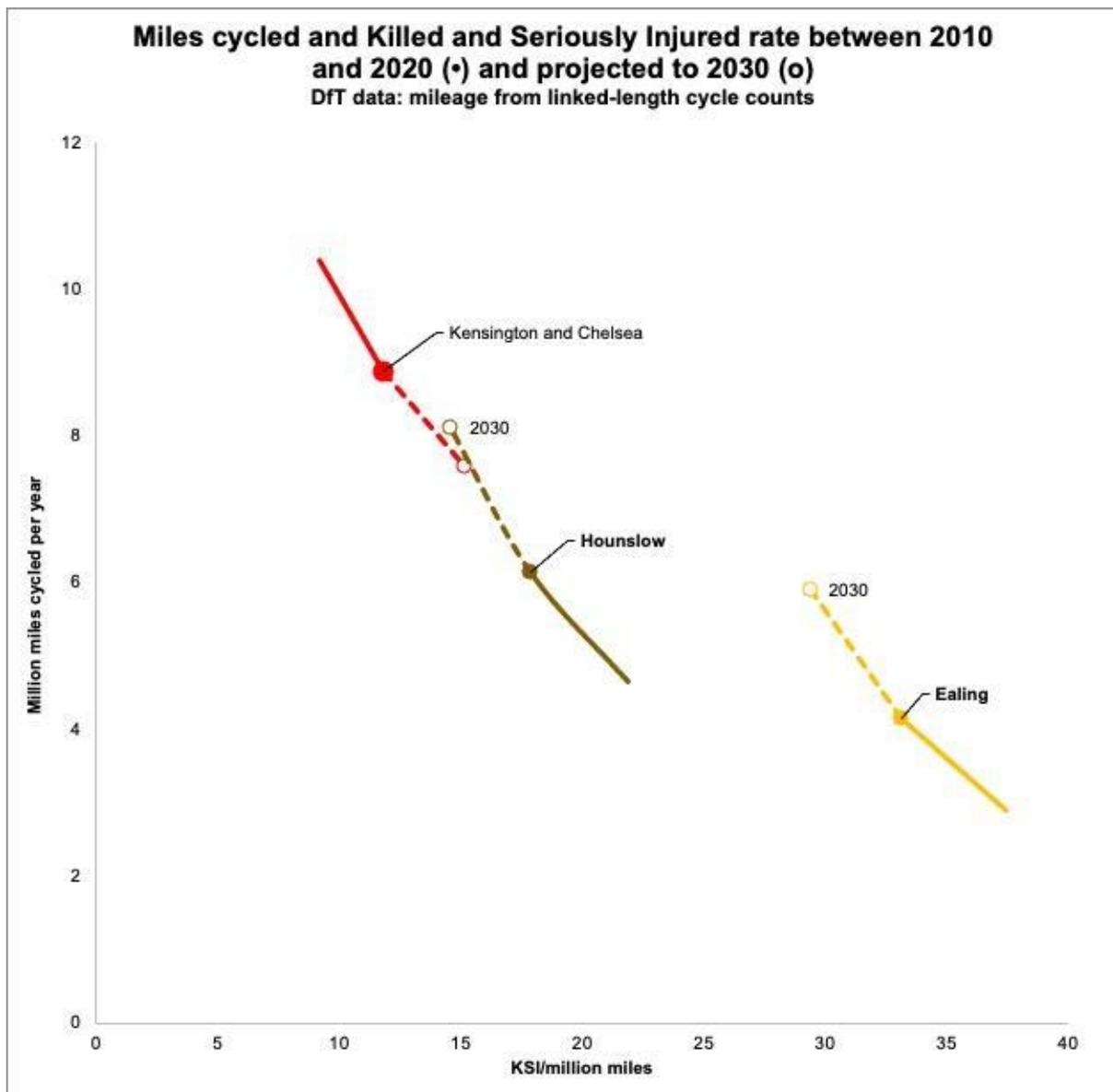
We have provided technical comments on specific points along the route in Appendix 2.

### **About Us**

Hounslow Cycling is the borough group of the London Cycle Campaign. We have several hundred local members and supporters. We campaign for better cycling facilities in the borough. We offer training and rides for cyclists who are less experienced or less confident. We provide a focus for those interested in cycling in the borough through meetings (either over a drink or on Zoom) and social media.

Leslie Scrine  
for Hounslow Cycling  
15 February 2020

## APPENDIX 1



The solid lines show that miles cycled have been inversely correlated with the rate of KSIs over the last decade. This is not necessarily causal - both measures are affected by a range of factors and transport policies. The dotted lines show projected progress if similar transport policies are sustained in Hounslow and Ealing for the next decade. These are contrasted with the deterioration in Kensington and Chelsea.

This chart is reproduced with permission of Professor Tom Pike.

## APPENDIX 2

The table below records our comments on specific locations along the route, using the map numbering in the consultation material for reference. These comments should be read in context of the general comments on design principles in the body of our response.

Map	Item	Comment
1	Connection with Hounslow High Street	The draft layout of this complex junction looks satisfactory. The method of control of traffic lights should prioritise buses, pedestrians and cyclists over general motor traffic.
2	Kingsley Road	Many eastbound cyclists turning N into Kingsley Road will find it easier to stay on the road from Hounslow Town Centre instead of using C9 and the toucan crossing.
2	Central reservation	The central reservation between Kingsley Road and White Bear Lane is moved northwards rather than removed altogether. The reason for this is not clear to us.
2	North Drive	The cycle crossing to the new shared use area appears to be too far from the junction. Could it be aligned with Swift Alley and (ideally) Swift Alley converted from pedestrian to shared use? Can provision be improved for cyclists turning from C9 westbound or onto C9 eastbound?
3	Bridge Road	We believe that there is a high volume of turning traffic at this junction with significant hook risk. It is not clear to us whether / how the arrangement of bi-directional bike lane and pelican crossings addresses this. Should the junction be signal-controlled rather than priority?
5	Thornbury Road	The cycle crossing to the new shared use area appears to be too far from the junction. Could it be sited at the pedestrian gate to the park, like the existing zebra? Extending the gap in the cycle lane kerb opposite the junction would improve provision for cyclists.
5	Spring Grove	This large junction needs careful design, including consideration of signals. The access to Spring Grove from C9 appears to be low capacity and not intuitive. Can provision be improved for cyclists turning from C9 westbound, perhaps by enabling confident cyclists to take the right turn filter lane and enlarging the refuge area for the less confident? The access to C9 from Spring Grove is unclear. In practice, many eastbound cyclists will use the main carriageway to join the with-flow section of C9. What is the intended route for cyclists turning from Spring Grove onto C9 westbound?
6	Transition from bi-directional to with flow	The transition is a long way east of the bus garage. This seems satisfactory given that the south side of the London Road is generally quieter. The text refers to a parallel crossing but the map shows a diagonal path for eastbound cyclists. On balance we prefer a diagonal crossing to a perpendicular one in this location.

7	The Grove	This is a useful cycle link to Osterley but the retention of 21m of parking space on the south side of London Road almost eliminates access to/from it. This should be remedied.
8	St John's Road	The new signal controlled pedestrian crossing is a welcome improvement.
8	Bus Stop N	We are dubious about the proposed floating bus stops N, Q and S with no rear pavement. We believe that Stop N is a busy one (TfL will know) and suggest that it would be better to sacrifice car parking opposite than the northern pavement space.
8	Parking on N side	The removal of parking on the kerb is welcome but the paved area between the proposed replacement parking spaces and C9 looks inadequate. There is consequently a near side dooring risk and likelihood of pedestrian / cyclist collisions.
9	Frazer Nash Close	Should the residential access have full side road treatment given the volume of traffic?
11	Trees	Tree removals seem particularly severe on the south side of London Road to the west of Busch Corner. Can this be reconsidered, including the positioning and length of bus stop S?
12	Busch Corner	Further detailed work is needed on this key junction, as stated in the consultation material. We suggest that consideration is given to a Manchester-style Cyclops design - the distance from carriageway to building lines is generous by London standards.. If a more conventional layout is retained then there are other issues for designers to address. Buses pulling out of Stop P may be obstructed by vehicles turning into Spur Road. Connection to/from the Twickenham Road bike lanes should be safe and intuitive. The method of control of traffic lights should prioritise buses, pedestrians and cyclists over general motor traffic.
13	On footway parking	We believe that all parking on the northern footway from Busch Corner to Syon Lane should be prohibited. This would make space for more greenery and planting as well as reduced vehicle crossover of the cycle lane.
13	Driveways	The vertical profile of the driveways on the N side of London Road is unclear to us from the map. We believe that the bike lane should remain level throughout this section, either at footway or roadway height.
13	Syon Lane	This is a useful cycle link between Brentford and Gillette Corner. Provision for cyclists turning into Syon Lane from C9 westbound should be improved, possibly by encouraging cyclists to take the right hand filter after the new uncontrolled crossing. Could this be simplified by moving that crossing a few metres to the E?
14	Syon Park	Should the planned hotel access have full side road treatment given the nature of the traffic?
15	Half Moon Close	The proposed connection to the Brentford - Twickenham cycleway looks satisfactory for "normal" cyclists. Designers should note that those with non-standard bikes (cargo bikes, trailers etc.) are obliged to

		use Busch Corner and Park Road instead since the Northumberland Estate uses gates to block mopeds.
15	Commerce Road	The main eastbound cycle route across this junction is not intuitive and the pedestrian route from the gauging lock to the south pavement is convoluted. Also, the intended cycle route to/from the gauging lock and canal towpath is not clear to us. Could the junction entrance be narrowed and centred slightly to the W? This would create more space before the road narrows for the canal bridge.
16	Canal Bridge	The removal of the right hand filter lane from Brentford Bridge is an appropriate way to create more space for pedestrians and cyclists.
16	The Ham	The proposed conversion from priority to signal controlled junction is appropriate given the expected increase in traffic. Eastbound cyclists are separated in space. Separation in time should be considered for westbound cyclists in light of expected volume of turning traffic once the development is complete.
16	Tallow Road	The proposed removal of the signalled junction looks acceptable on this quiet junction. It is unclear where the up ramp on C9 eastbound after The Ham junction is reversed. Consideration could be given to staying at footway level beyond the Tallow Road junction, which would affect the entry treatment.
17	Market Place	Market Place is currently a one way road for vehicles, and should remain so.
18	The Beehive	There appears to be no provision for westbound cyclists turning into Half Acre. Volumes are low (we believe) but this should be remedied. Additionally, southbound access to the advanced stop line is limited by vehicles turning left - would there be space for a cycle gate further N on Half Acre?