

# Kew Bridge Road LB Hounslow

## Description

A CRISP study was carried out on the Link following its addition to the LCN+ network in 2006. This identified that stakeholders were unhappy with the off-carriageway cycle track for cyclists heading southwest, which was narrow and close to the kerb, whilst the surface was also in poor condition. Stakeholders preferred to remain on-carriageway. The route featured a standard bus lane in one direction with a poorly constructed and intermittent cycle track in the other that was too close to the carriageway and below the standard set out in LCDS.

In order to accommodate an on-carriageway cycle lane on one side the borough needed additional carriageway width. The plan was for a 1.5m westbound cycle lane, with eastbound cyclists accommodated in the existing 3.0m bus lane. This required minor road widening and adjustment to central refuge islands. Kerb works were undertaken in order to provide the new cycle lane. These had to be carefully executed in order to minimise the need

to relocate utility services. The scheme was initially delayed as the borough had to wait for Thames Water to finish a major Victorian water mains replacement programme in the area. The borough worked closely with Thames Water, who found it necessary to lift a long section of kerb line for their works. This kerb line was then replaced, further back, by the borough's engineers, avoiding any need for rework. Finally, the scars left by the Thames Water project were obliterated by principal roads resurfacing, resulting in a high quality surface on which the green cycle lane was installed.

The borough now intends to install a 30m long loading and parking bay in the very wide footway, which will clear the way to implement an "at any time" waiting and loading restriction along the entire length of the new cycle lane.

Hounslow cyclists strongly favoured on-road facilities as they felt that not only was the existing facility not used but that any upgrade to the cycle track would

## Existing conditions

- Bus lane eastbound
- Substandard off-road cycle track with poor quality surface westbound
- Cycle track excessively narrow and too close to carriageway
- Stakeholder preference for on-road facility

## Scheme details

- 1.5m green surfaced cycle lane
- Three entry treatments
- Bus stop modification

still result in the majority of cyclists preferring to use the road, as the cycle track brought cyclists into conflict with pedestrians and forced cyclists to stop or give way to motor traffic at vehicular entrances to apartment and commercial blocks.

