

## Scheme profile

Scheme code: BS\07\LCN\HIL.17

# Uxbridge Road LB Hillingdon

### Description

This scheme is located on Uxbridge Road, east of Hayes End Rd, on Link 94.

Uxbridge Road is a well used dual-carriageway with a 40mph speed limit, making it unfriendly for cyclists in parts. There are good sections of cycle track and cycle lanes, but these have gaps in them and need to be linked together in order to make riding along the Link continuous and also safer for cyclists using it. The Link 94 CRISP report showed that there was stakeholder desire for a continuous facility. The report also highlighted that traffic moved quickly along Uxbridge Road, creating problems for cyclists going across the side road junctions who might be faced with a vehicle turning off Uxbridge Road at speed.

At an early stage, the restricted width at a bus stop was identified as a major obstacle to providing a continuous cycle facility. With northbound cyclists using the carriageway and southbound users

the adjacent footway and cycle tracks, there was the need to accommodate both on one side of the carriageway, whilst maintaining room for pedestrians and buses. In order to sufficiently accommodate all users, the bus stop lay-by was narrowed to minimum width. As a result the bus stop encroached into the carriageway, although it was possible to ensure that it did not encroach into the general traffic lanes by realigning the new advisory cycle lane. A new green-surfaced cycle track was laid either side of the bus stop, with the area around the stop resurfaced and made shared-use, to provide a good quality surface for cyclists and pedestrians with the new layout making it clearer to all users where cyclists should be. In addition, the entry to Westcombe Lodge Drive was narrowed to reduce entry and exit speeds by motor vehicles and decrease the time that cyclists have to spend crossing the junction mouth.

### Existing conditions

- Dual carriageway
- 40mph speed limit
- Generally unfriendly to cyclists
- Intermittent cycle lanes

### Scheme details

- Bus stop realignment
- Cycle lanes to provide continuous facility
- Junction narrowing
- 2-way cycling possible on one side of the dual carriageway

Stakeholders on the CRISP study had requested that any gaps between facilities were completed in order to increase safety for cyclists and to provide a high quality and consistent Link that would be attractive to new cyclists.

Before



After



Before



After

