

## A3 West Hill Wandsworth

During 2004 TfL implemented a major cycle improvement scheme along the A3 from the A205 South Circular in Wandsworth heading southwest for about a kilometre. The scheme was initiated after a fatal accident which involved a southwest bound (uphill) cyclist and an articulated lorry.

The design option followed was a downhill cycle lane (on-carriageway) and a southbound (uphill) adjacent/segregated cycle track. This track was also designed to allow less confident cyclists heading southbound downhill to continue as an alternative to using the main A3 carriageway. Existing crossings of side-roads and entrances were mainly raised-tables, others were added or improved to give increased priority to cyclists where possible. Clear priority signing and markings were included where there was likely to be doubt.

**Below and right:** the uphill segregated cycle track in use.



## Scheme Reference: SC/0454/001/004

An after-study was carried out to determine the effectiveness of the scheme. This included usage surveys, a user questionnaire, a video conflict study, and a collision study. Clear construction dates are necessary to ensure the best before and after assessments.

### Usage

Most commuter cyclists were using the downhill cycle lane, although a few cyclists were using the track at all times of the day.

### Questionnaire

The questionnaire asked both cyclists and pedestrians for their views. Cyclists were generally favourable with the main complaint that the track surface could have been smoother, it was hand laid HRA (asphalt). Pedestrians were slightly critical overall, with some complaining of some excessive cyclists' speeds. With this particular scheme there had been few benefits for pedestrians, normally more pedestrian gains can be incorporated.

### Video

The video study was carried out at three sites for 12 hours 7am-7pm. It was directed primarily at the junctions of the cycle track with the side-road junctions. Here, despite clear markings for cyclists to give-way, a few cyclists failed to give-way and as a result some had near-misses.

**Below:** the downhill cycle lane in use.

**Below right:** the cycle track being used downhill.



## Findings:

### The study highlighted certain issues:

- All cyclists gave an overall positive response, with speed, safety, comfort and overall cycling experience improving.
- With present users there is a similar (mainly positive) attitude towards using both on and off-carriageway cycling facilities.
- There appears to be ambiguity at cycle track crossings. Giving clear indications of user priority cannot be over stressed. Neither cyclists nor motorists will give-way unless it clearly obvious to them. Travelling in a straight line seems to convey priority to cyclists. Whilst being on the carriageway (or being in a motor vehicle) seems to convey priority to motorists.
- Rough surfaces annoy cyclists. Smooth surfaces may encourage cyclists to speed and so annoy and be a danger to pedestrians. Choice of surface texture and smoothness (as well as horizontal deflections) may have design uses to encourage appropriate speed on tracks and shared surfaces.
- Many motorists turning into a heavily used side-road did not seem to expect cyclists coming downhill in the cycle lane, despite clear cycle lane markings.

The full report will be available soon on the TfL website: [www.TfL.gov.uk/cycles/company/reportlibrary.shtml](http://www.TfL.gov.uk/cycles/company/reportlibrary.shtml)

