

MINUTES

Meeting Title	Design Review Group– Cycle Superhighway 9		
Date of Meeting	19 th June 2017	Time of Meeting	09:00 – 13:00
Location of Meeting	Holden Room 5th Petty France, 55 Broadway, London, SW1H 0BD		
Chair	[REDACTED]	Minutes	[REDACTED]

Attendees		
[REDACTED]	RSM Sponsorship, TfL	[REDACTED]
[REDACTED]	RSM Sponsorship, TfL	[REDACTED]
[REDACTED]	RSM Sponsorship, TfL	[REDACTED]
[REDACTED]	Senior Technical Officer, RSM Sponsorship, TfL	[REDACTED]
[REDACTED]		[REDACTED]
[REDACTED]	Leading Design Engineer, ODE, TfL	[REDACTED]
[REDACTED]	Traffic Designer, ODE, TfL	[REDACTED]
[REDACTED]	Traffic Designer, ODE, TfL	[REDACTED]
[REDACTED]	RSM Sponsorship, TfL	[REDACTED]
[REDACTED]		[REDACTED]
[REDACTED]	London Cycling Campaign	[REDACTED]
[REDACTED]	Borough Officers, Ealing	[REDACTED]
[REDACTED]	Sustrans	[REDACTED]
[REDACTED]	Metropolitan Police	[REDACTED]
[REDACTED]	Sustrans	[REDACTED]
[REDACTED]	Metropolitan Police	[REDACTED]
[REDACTED]	Metropolitan Police	[REDACTED]
[REDACTED]	Royal Borough of Kensington & Chelsea	[REDACTED]
[REDACTED]	London Borough of Hammersmith & Fulham	[REDACTED]

Meeting Notes
<p>1. Introductions and apologies</p> <ul style="list-style-type: none"> - As above.
<p>2. Cycle Superhighway 9</p> <p>Discussion</p> <p>[REDACTED] described the scheme’s objectives, which are to:</p> <ul style="list-style-type: none"> - Encourage active travel by improving facilities for cyclists and pedestrians, in line with the Healthy Streets approach - Achieve mayoral objective to make cycling safer and easier

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- Increase the number of cyclists across all demographics, by:
- Providing safe, direct, comfortable cycle facilities which can be used by all
- Overcoming barriers to cycling at tricky junctions
- Connecting town centres in west London
- Improve safety, addressing known collision trends
- Minimise impact on bus journey times and journey time reliability

It was noted that the proposals did not extend very far into RBKC and [REDACTED] recorded LCC's dissatisfaction with this.

Section 16 (Hammersmith Road)

- [REDACTED] asked how large platoons of cyclists in one direction will impact on smaller flows of cyclists in the other direction at the junction of A315 and Blythe Road and other signal controlled junctions where there is a 2-way track. [REDACTED] said experience on CS6 has shown that users accommodate each other without a problem. [REDACTED] was comfortable with this providing there is enough time for long queues of cyclists to get through the signals; [REDACTED] advised signal timings will be adjusted to ensure enough time for cyclists.
- [REDACTED] and [REDACTED] expressed concern about the layout at Warwick Road junction at the boundary with RBKC. [REDACTED] noted that a scheme was consulted here in 2016 and a link with a route via Russell Road is available west of the junction.
- [REDACTED] noted that it appears possible to implement a Hold the left turn arrangement. Also [REDACTED] said the eastbound central lead-in lane could be extended so left turners have to cross it. [REDACTED] said TfL could consider this.
- [REDACTED] said at the junction of A315/Blythe Road that HGV use the junction so measures to mitigate risk and indicate cycle priority need to be considered
- [REDACTED] asked how many HGVs will use the junction. [REDACTED] to investigate.
- [REDACTED] asked if Blythe Road or Olympia Way can be closed. [REDACTED] explained this is unlikely to be possible as HGV need to deliver goods to ensure safe operation for the Olympia centre.
- [REDACTED] asked to ensure cycle connections can be made to all side roads and whether Olympia Way can be made contra-flow for cycling.
- [REDACTED] said that Edith Road/ North Road are narrow and cyclists need sufficient width to proceed to the ASL. [REDACTED] explained that a raised table will be installed to slow vehicles down.
- [REDACTED] asked how cyclists turning left from North End Road will reach the cycle superhighway. [REDACTED] said that this junction has been subject to comprehensive assessment, with numerous options to maintain this access modelled. Traffic capacity at the junction is already limited, and allowing additional time for cyclist access is predicted to result in significant congestion. Access is provided via Southcombe Road, and cyclists on North End Road can still access the cycle track.
- [REDACTED] highlighted that access to the cycle superhighway from Avonmore road is difficult. [REDACTED] explained that cyclists can use the shared crossing facility. [REDACTED] asked how cyclists can leave Avonmore Road; there are alternative routes avoiding these junctions.
- [REDACTED] asked for the A315 Hammersmith Road where cyclists are in the bus lane to be reduced to a 20 mph speed limit. [REDACTED] explained that the bus lane will be 24 hours, which cyclists can use. [REDACTED] advised that the London Borough of Hammersmith and Fulham had consulted on 20mph limits on various roads last year and confirmed that Hammersmith Road would remain at 30mph. While TfL can make the case for a 20mph limit, the decision is with the local authority.
Gaps in the segregation are required where the cycle track could connect into adjoining side roads or shared use paths. TfL will review the layout to ensure these gaps are provided where required.

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Section 15 (Hammersmith Gyratory)

- [REDACTED] advised that TfL consulted on the Hammersmith Gyratory scheme, which has been approved for construction. CS9 builds on the benefits of this scheme, providing fully segregated two-way cycling on King Street and a simpler connection at the Butterwick junction.
- [REDACTED] said that the layout on the north west side of the Hammersmith gyratory is complex and that pedestrians may cross the 2-way cycle track without looking both ways. [REDACTED] explained the blue surfacing may be an option to highlight the cycle superhighway to pedestrians.
- [REDACTED] also expressed concerns about stacking space for cycles and progression through the many signals. [REDACTED] explained signals will be timed to ensure cyclist progression as far as possible.
- [REDACTED] asked how cyclists from Shepherd's Bush Road turn right onto CS9. [REDACTED] explained that due to space and signalling constraints, we are unable accommodate this movement. A link via Bute Gardens is an alternative. [REDACTED] expressed concern about a number of 'rat-runs' emerging across the CS9 proposed track. He asked for tight geometry and suggested continuous footways at all side roads to slow motor vehicles. If these were not viable he asked for area wide schemes to address the 'rat-running'. [REDACTED] noted such schemes are complex and must balance local considerations. TfL will review potential for this with LBHF.
- [REDACTED] asked the width of the segregation between the cycle track and the carriageway on the A315 near Bute Gardens as the main carriageway has a c.3m lane and is used by buses. JW explained that due to a lack of physical space a larger divider cannot be installed. [REDACTED] advised that this section will have a full height kerb so motor vehicles should not be hard up against the kerbline.
- [REDACTED] asked if there will be a clear contrast between the footway and the cycle superhighway. [REDACTED] explained that there will be.

Section 14 (King Street East)

- It was noted that cyclists travelling eastbound in the cycle track approaching Bridge Avenue will be permitted to turn right into this street or continue straight ahead on King Street. TfL to update designs to show either an ahead & right marking in the cycle track, or none at all.
- [REDACTED] said the design for Bridge Avenue has been revised from a signal controlled movement to ensure traffic can flow more freely through the area.

Section 13 (King Street West)

- [REDACTED] noted the potential for continuous footways at a number of accesses and minor side roads.
- [REDACTED] said that Leamore Street is used by HGVs and shown in designs as a proposed Quietway. Vehicle speeds should be reduced here if this is to be used as a Quietway.
- [REDACTED] said that it will be difficult to enter the cycle superhighway from MacBeth Street. This is a connector to Fulham Palace Road. Through discussion it was agreed a shared use area is not desirable but cyclists could be signed via Holcombe Street.
- [REDACTED] asked if the loading bays are required on A315 King Street. [REDACTED] explained that they are required for businesses.
- [REDACTED] said the A315, at the junction with Studland Street appears hostile. [REDACTED] to investigate access to the cycle superhighway from Studland Street and explore the possibility of a contra-flow for cyclists on Dalling Road.
- [REDACTED] said that there is a development on Nigel Playfair Avenue, which may alter traffic volumes. [REDACTED] asked that continuous footways are considered for Nigel Playfair Avenue and similar side roads. [REDACTED] explained continuous footways are proposed where traffic volumes are low enough to warrant this treatment.
- [REDACTED] said it is difficult for cyclist to access the cycle superhighway from Ravenscourt Park. [REDACTED] explained that cyclists can use the shared crossing facility to enter the cycle superhighway. [REDACTED] noted that this is a significant connection and asked that the crossing be as wide as possible.

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- [REDACTED] expressed concern regarding conflict with traffic using Ravenscourt Road, especially HGVs going to the A4. [REDACTED] noted that mitigating measures are proposed but TfL can review and seek to strengthen them
- [REDACTED] noted high volumes of traffic use Weltje Road and asked to ban the entry into Weltje Road. [REDACTED] noted this is the only access to the A4 so required to avoid lengthy diversions. [REDACTED] said that the blue surfacing and raised table will slow down vehicles crossing the cycle superhighway. [REDACTED] said that the layout of trees and buildings prevent the cycle superhighway being indented into Weltje Road.
- [REDACTED] said that right turning vehicles into Weltje Road will not be looking for cyclists in the cycle superhighway, which could cause conflict. [REDACTED] noted measures to ensure cyclists are conspicuous, including blue surfacing and logos.

Section 12 (Goldhawk Road Junction)

- [REDACTED] noted that banned turns have been introduced at the Goldhawk Road junction from Chiswick High Road into British Grove
- [REDACTED] said there will be a pinch point northbound on Goldhawk Road. [REDACTED] said there is a 3.6m width and it was acknowledged this does not follow LCDS guidance. [REDACTED] to review this and seek a minimum width of 4m.
- [REDACTED] asked if British Grove can be de-signalised due to the low traffic volumes. [REDACTED] explained that this is not possible as vehicles need to service properties. [REDACTED] to investigate cycle access.
- [REDACTED] explained that the right turn into British Grove will be banned due to the low traffic volumes.
- [REDACTED] explained that a signage and enforcement strategy will be implemented to discourage vehicles from driving in the cycle superhighway.
- It was thought that Prebend Gardens is proposed as a potential Quietway but there is no direct connection with CS9. TfL will review this with the borough.

Section 11 (Chiswick High Road)

- [REDACTED] noted that the 2-way cycle track alignment has been adopted to avoid mature trees and retain bus lanes as far as practicable. It is yet to be determined at what level the cycle tracks will be because of tree roots, services etc.
- [REDACTED] acknowledged [REDACTED] point that reasonable access from the CS9 track to and from roads on the north side of the A315 needs to be provided. [REDACTED] agreed that a strategy is required for access from other routes and roads on and off CS9.
- [REDACTED] explained that there will be a clear delineation between the footway and cycle lane on the A315.
- [REDACTED] said the location is in a conservation area and asked what materials will be installed. [REDACTED] advised materials will be sympathetic to the local area, and will consider in more detail.
- [REDACTED] said the vehicles parking in the loading bays near Netheravon Road may open their doors into the cycle superhighway. [REDACTED] explained that there will be a minimum 0.5 buffer between the loading bays and CS9; this is the requirement in the London Cycling Design Standards. A wider buffer is provided where space allows.
- [REDACTED] asked who uses the loading bays. [REDACTED] explained that Chiswick High Road is a retail environment and has a thriving night time economy, which requires loading and could be aided by night-time taxi ranks. [REDACTED] acknowledged a further analysis of access across the cycle track to parking and loading bays is required once the preferred levels of the cycle track are suggested, particularly for mobility-impaired users.
- [REDACTED] suggested installing a filter on Airedale Road to restrict traffic movements and simplify the junction. [REDACTED] to communicate with the borough.
- [REDACTED] asked for the length of bus cages to be maximised to ensure two buses can get into stops. Designers to investigate.

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- [REDACTED] said that Chiswick lane / Upham Park Road junctions imply a 2-stage right turn facility but it is not marked. [REDACTED] said that was not necessary as cycles can cross unopposed.
- SM suggested that Annandale Road presents a filtering opportunity with Devonshire Road to reduce traffic flows locally and reduce turning movements across cycle track.
- [REDACTED] emphasised the importance of a buffer strip to the 2.5m cycle track. A buffer of 0.5m is provided at parking bays in line with LCDS guidance.
- [REDACTED] said Fishers Lane is an important link. [REDACTED] explained that this is a one way road onto the A315 and the borough requires parking bays to remain for the GP surgery so there is limited scope to provide contra-flow cycle facilities.
- [REDACTED] noted that Duke Road is proposed as exit only to reduce collisions arising from traffic turning from Fisher's Lane into Duke Road.
- [REDACTED] asked for the taxi rank to be removed from A3000 Heathfield Terrace. [REDACTED] explained this rank is occupied during the night. [REDACTED] explained further that this is a residential area and parking bays will be required.
- [REDACTED] indicated LCC consider the Heathfield Terrace section as a significant 'fail' as proposed and asked for the layout to be reconsidered.
- [REDACTED] asked for 20mph speed limit to be implemented on A3000 Heathfield Terrace. [REDACTED] asked for speed reduction measure to be installed. [REDACTED] advised it is proposed as a 20mph speed limit.
- [REDACTED] said that an area wide consideration is need here to reduce general traffic on the CS9 alignment to below 2000pcu's and if this is not achievable more physical measures will be required. [REDACTED] noted that traffic will be significantly reduced by the proposed measures at Wellesley Road.

Section 10 (Wellesley Road)

- [REDACTED] explained the A3000 Heathfield Terrace/Wellesley Road roundabout is fast moving and requested speed reduction measures. [REDACTED] requested for the roundabout to be made friendly for cyclists. [REDACTED] recommended removing the central island on the zebra crossing. [REDACTED] suggested raised tables on the approaches where drivers are most reluctant to give way. [REDACTED] noted this and said that the central dome will be raised.
- [REDACTED] flagged that Sutton Court Road is a dog leg for traffic, and suggested this movement be restricted for traffic. [REDACTED] noted this provides access to the A4 so could have a negative impact on the area.
- [REDACTED] suggested that the centre line be removed on Wellesley Road and proposed hatching be reduced
- [REDACTED] requested speed-reducing measures throughout Wellesley Road

Section 9 (Kew Bridge Junction)

- [REDACTED] explained that there will be a development near to the A3000 Wellesley Road, at the junction with A315 Chiswick High Road.
- In response to concerns from [REDACTED] and [REDACTED] said TfL will review provision of access between CS9 and Capital Interchange Way and the leisure centre and the cycle route on Lionel Road South.
- Vehicles turning into Lionel Road South will cross the cycle lane. [REDACTED] explained the cycle lane will be surfaced blue to highlight it to motorists.
- [REDACTED] requested modal filters at Strand on the Green to reduce traffic volumes turning out of this road.
- [REDACTED] requested access for cyclists from the junction at Kew Bridge Station onto the shared use section of Kew Bridge be provided. This could require extending shared use footway through the eastern arm of this junction.
- [REDACTED] asked for the eastbound bus stop outside Kew Bridge Station to be moved further along A315 Chiswick Road away from the junction, as cyclists will have to overtake buses which have stopped in the bus cage. [REDACTED] explained that the bus stop is required at this location for buses turning right from Kew Bridge, and is crucial to providing connectivity to Kew Bridge Station. There is insufficient footway width to provide a bus stop bypass. [REDACTED] asked if the number of westbound lanes could be reduced to improve

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- provision at the eastbound bus stop; explained this had been tested at length and would significantly increase congestion which would increase bus journey times through this crucial area. explained cyclists travelling east on Kew Bridge Road would be released ahead of general traffic
- raised concerns that not all cyclists will not want to cycle through this location as it is too hostile; stated Sustrans were concerned over the lower level of service compared to the rest of the route.
- requested blue surfacing to be installed to guide cyclists around the bus stop, highlighting to motorists.
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- suggested an all cycling phase at this junction. advised that this would significantly reduce capacity for all motor vehicles including buses, which would result in congestion, increased journey times and potential rat-running onto local roads.
- suggested making the footway shared access between A315 Chiswick High Road and Strand on the Green, dependant on pedestrian volumes. This would allow left turning cyclists to by-pass the signals where there is no separate left turn provision.
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Section 8 (Kew Bridge Road)

- explained that at 5 bus stops in this section. a conventional bus stop by-pass is not feasible due to lack of width, so the bus stop island locally becomes footway to enable a BSB.
- highlighted the use of a wide (4m+) bus lane for eastbound cyclists on the approach to Kew Bridge where highway width is constrained. said that LCC do not generally support shared bus lanes on cycle routes; however this may be the best option in this case locally. highlighted that bus lanes do not tend to be used by all cyclists; less confident cyclists may be less likely to use them.
- highlighted the difficult right turn into Green Dragon Lane which is a recognised cycle route.
- raised concerns over the indent of the cycle lane around the bus cage at 38 Kew Bridge Road. requested the island width to be increased to 4.8m from 4.2m.
- explained that the cycle superhighway coloured surfacing will be extended slightly for cyclists exiting the bypass.
- asked for a 20mph speed limit to be introduced at this location.
- explained access is required for Holland Gardens due a private development.
- explained the proposed CS9 route through Waterman's Park because of a lack of width on the highway and it was acknowledged that a primary issue here is security for users.

Section 7 (Brentford High Street)

- noted that the eastbound cycle facility is only 1.5m wide alongside a 3m general traffic lane. said LCC prefer a stepped track in this scenario and the speed limit should be 20mph.
- said that there is insufficient space for left turning vehicles/cyclists from A315 Brentford High Street into Ealing Road. suggested a painted line to ensure cyclists are not squeezed by vehicles. said cycle volume turning left are currently low. requested improved facilities for cyclists on Ealing Road; highlighted that this is beyond the scope of CS9.
- asked how cyclists will turn right into A315 Brentford High Street from Ealing Road. said cyclists can join the track running with general traffic from Ealing Road.
- highlighted concerns that at the end of the cycle superhighway, cyclists have to merge with general traffic and there is a pinch-point. suggested raising the pedestrian crossing to reduce traffic speeds. suggested a 20mph speed limit.
- asked for the central line to be removed at this location.
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- noted that the early indication is that CS9 has a potentially severe impact to journey times for motorists and buses.

Meeting Notes

- TfL are working closely with the relevant boroughs to manage adverse impacts and plan to consult later in the year.

- o **Outcome**

DRG is an opportunity for stakeholder input to the design process prior to wider public consultation. All comments made are noted by TfL.