

# Comments on SBG Draft CRISP Report

## From John Griffiths / hfcyclists - local branch of LCC

### SUMMARY

#### 1 ANALYSIS OF PLAN / I PRESUME THIS IS LBHF PREFERRED OPTION

Seems to be based on a) no roundabout, b) avoid pedestrian conflict

result:

eastbound: atrocious route for cyclists,

westbound: idea of refuge good, could be improved

#### 2 COLIN BUCHANAN AND PARTNERS - OPTIONS

seems to be based on a) no roundabout, b) make safe for cyclists

leads to possible cyclist / pedestrian conflicts.

results: cannot readily interpret as no drawings / sketches and difficult to visualise

#### 3 LOOKING AT BACKGROUND MATERIAL / DATA.

#### 4 LOOKING AT LOCATIONS

#### 5 FACTORS SUPPORTING THE STRATEGY OF CYCLISTS USING THE ROUNDABOUT

#### 6 SUGGESTIONS FOR WAY FORWARD

#### 7 CONCLUSION: DOES NOT MATCH SAFETY CRITERION

Dropping cyclists into the outside of the fast lane of a three-lane one-way highway, and then leading them across the path of turning buses, does not match the criterion that the study should provide a safe route.

### DRAWINGS [for ease of reference]

D1 Dropped kerb entry into outside lane of Uxbridge rd opposite Caxton rd

D2 The cycle lane enters on left and continues on the far side of the bus slip road.  
I advocate an advanced stopping line at the roundabout

D3 The suggested refuge for the Rockley rd junction

D4 Layout of the Rockley rd junction [not present configuration of bus lane / crossing]

D5 Suggestion for refuge at Rockley rd

## 1 ANALYSIS OF PLAN / I PRESUME THIS IS LBHF PREFERRED OPTION

This is a very difficult document from which to glean any sense of what is going on. It is not until one gets to 5.1.9 that it says "The suggestions and options brought up at the CRIM meeting [18 January 2005] are shown in the appendix C on drawing number 88900/83" It does not state that it is the preferred option.

At the CRIM there was great enthusiasm from the LBHF Highways department for a route along the north side of the Common and then passing through the crossing by the W12 centre to link up with the quadrants around the southern side of the roundabout. This route may have evolved into the cycle lane on the south side of the Uxbridge rd shown on the PLAN.

This route drops down into the outside of the fast lane of the Uxbridge rd near Caxton rd. The route leads you across the bus slip road with buses passing across your line of passage. It then assumes that you will make your way to the quadrants on the south of the roundabout via the Advanced Stop Line for westbound cyclists. This may be full of westbound cyclists.

A cyclist on this route would appear to be very exposed to danger.

The philosophy behind this choice appears to be based on no roundabout, and avoid pedestrian conflict

The west bound route appears to come off the quadrant, then follow the road to the Rockley rd junction, where the suggestion of a refuge to help cross to the common is good. Some details could be improved, especially the sharp turns required.

The PLAN can be compared with information in the data sheets. These give opportunities/ strategy options by location. Some of these are recommended. They do not seem to be tied into any stated strategy

In Data sheets / Uxbridge rd to Shepherds Bush Station it refers to this cycle lane as option 3 [not to be confused with option 3 supplied CBP in part 6]  
"An advisory cycle lane on the south side of Uxbridge rd with a drop kerb feeder lane from the Common - £16,000"

The Recommendation given - At least options 1 [additional cycle parking] and 6 [additional signing] - Strangely this cycle lane is not specifically recommended.

## 2 THE OPTIONS DEVELOPED BY CBP -

In Part 6 five Options were developed by the LCN+ consultants, Colin Buchanan and Partners

Their philosophy seems to be based on  
no roundabout  
make safe for cyclists  
realise this always leads to possible cyclist / pedestrian conflicts.

However, without drawings or sketches these are far too complex to visualise and compare with each other and LBHF intentions. These imaginative suggestions MUST have sketches before you can expect anyone to make serious comment upon them.

### 3 LOOKING AT BACKGROUND MATERIAL / DATA.

The large PLAN is based on an out of date map.  
It does not show

a) the latest changes in layout of cycle lanes and roadways after road widening at NW junction. We want the problems there addressed properly, including the problem of the disused toilet block.

b) the latest changes in layout of cycle lanes and islands for SW junction. You have not looked at the problem of cyclists using the pedestrian areas as cycle routing inadequate.

c) the latest bus station

d) the correct layout of bus lane/ turn lane into Rockley rd.

This does not inspire confidence.

#### TRIP GENERATORS?

At 2.2.2 it refers to 3 key trip generators. It does not include Westfield, or the BBC at this point. Will the cycle plans for Westfield be the same as those developed for Chelsfield?

#### CYCLE FLOW DATA from PART 2 -

Not all necessary data has been collected. This may have the effect of diminishing the significance of the number of cyclists using the main roads, or going to and from the roundabout, or turning right onto the common at Rockley rd.

Section 1 Holland park roundabout to W12 mall:

Only includes traffic crossing to central reservation . No cycle flows that stay on road. Also does not look at facilities on south side of roundabout and comparing them with on road cycle flows.

Section 2 Rockley rd junction:

No flows for cyclists turning right from Shepherds bush Green. This important if you are going to put any serious design thought into the capacity and safety of any proposed refuge.

Section 5 . Uxbridge rd to Shepherds Bush station At 2.1.10 says a large number of cyclists travel towards Shepherds Bush train station [central line]. Actually nearly all are travelling to Holland Park roundabout. [393 going straight on compared to 23 stopping.]

## 4 LOOKING AT LOCATIONS

### WOOD LANE / UXBRIDGE ROAD JUNCTION

The PLAN does not use the latest changes in layout of cycle lanes and roadways after the road-widening at NW junction. We want the problems there addressed properly. Can the disused toilet block be made smaller? If not need there is a need to change the crossing layout. Is that a Highways problem or a LCN+ problem?

### UXBRIDGE RD TO HOLLAND PARK ROUNDABOUT.

Advisory Lane on South side of Uxbridge rd. NOT a good suggestion. Being injected into outside of fast lane RATHER DANGEROUS. And not very sensible having the lane continuing to the other side of the bus slip rd with right-turning buses turning through you.

This means no off road cycle route from Caxton rd to Central Line station. So any eastbound cyclist would have to use the roadway.

Having a cycle lane on the north side of the Uxbridge rd, in the car door opening area, as in Hammersmith rd, is very dangerous and not to be encouraged.

SUGGESTION: ON UXBRIDGE ROAD. Put cycle markings regularly along the left-hand vehicle lane, indicating presence of cyclists. Make this lane wider. If any cars park in that area extend the cycle markings into the next lane too. Also good as buses pull out and cyclists may need to move over a lane.

If you really want to encourage cycling - MAKE RED ROUTE. MAKE 20MPH.

Cycle lane on the Common up to Caxton rd: What is the point. Any cyclist going further east will have to use the roadway. Coming from Wood lane or from the west along Uxbridge rd, no point in switching to Common. For a few westbound cyclists could just make path shared use.

Not sure of point of Toucan crossing at Caxton rd. Is there to be shared use on the pavement? No cycle route to cross to on pavement. If you are leaving the common to join the traffic flow you can do this when lights red for traffic/ green for pedestrians. If you have been walking with bike on the pavement, you can walk across the road with pedestrians onto the common. [UNLESS it leads directly to cycle parking for Westfield].

### HOLLAND PARK ROUNDABOUT.

Pleased TfL have been approached concerning advancing the stopping point for cyclists at the approach to the roundabout. See 5.1.8. I hope that this gets followed through and treated very seriously. And rapidly.

Also could have a reservoir against the kerb part way round the roundabout.

### W12 CENTRE CROSSING.

Need to sort out cyclists/ pedestrian conflicts and where cyclists want to go. Any developments here should not interfere with on-road cycle traffic. Drawings should be made available of all CBP's options and made available for comment.

#### ROCKLEY RD JUNCTION

I see this problem as the most serious in need of being addressed.

The refuge needs to be able to cater for present and future foreseeable use. You need to know expected flows per light change. You have not measured the present figure.

On the Common, the fencing is restrictive for cyclists. Especially if coming over from this refuge. Also need to be sure no cyclist / cyclist conflict with southbound flow from Common.

The proposal for a loop on pavement. Probably this will interfere with pedestrian space. No point in it being a toucan crossing, if no cyclists on pavements at either side. A refuge would be preferable.

SUGGESTION I have supplied an alternative design as to how a refuge could be constructed

#### SHEPHERDS BUSH RD / GOLDHAWK RD JUNCTION

Again you present old layout of junction.

You say no problems. We consider cycle provision on islands is inadequate. Presently de facto is shared use. We suggest that you study this junction and make it officially shared use. There would be a great problem should police / wardens crack down on safe but unofficial movements.

See our comments at  
<http://www.hfcyclists.org.uk/SBGnew.htm>

Why spend a lot of money on signing at this junction, when it would be better as shared use. This would be more in fitting with less clutter.

## 5 FACTORS SUPPORTING THE STRATEGY OF CYCLISTS USING THE ROUNDABOUT

### IS THE ROUNDABOUT DANGEROUS?

The accident analysis on the map shows a very LOW concentration of accidents on the roundabout. Each of these was slight, not serious or fatal. Elsewhere many accidents were serious. [The key on the diagram is the same for pedestrian and cyclist incidents??]

2.6.6 states 2 accidents near the roundabout going east, compared to 26 in the SBG area.

### THE POSSIBILITY OF PEDESTRIAN / CYCLIST CONFLICT IN OTHER OPTIONS

The options to avoid the roundabout described by CBP all raise concerns about possible cyclist / pedestrian conflicts from putting routes through areas of high pedestrian flows around and between the W12 centre and Shepherds Bush Station. see

6.2.5

6.3.6

6.4.9

6.5.4

6.6.5

The peak pedestrian and cyclist flows occur at about the same times. There is increasing worries about antisocial behaviour of some cyclists. The extent of possible pedestrian / cyclist conflict needs to be considered very seriously.

Options that involve putting cyclists through areas of dense pedestrian use need to be thought through and tested very carefully.

### MANY CYCLISTS USE THE ROUNDABOUT

Many cyclists already use the roundabout as a direct, fast, and safe route. As much as possible should be done to support them on the roadways leading to the roundabout, and on the roundabout.

### THERE ALREADY EXISTS AN ALTERNATIVE TO THE ROUNDABOUT

For less confident cyclists there already exists the Addison Road Bridge route to avoid the roundabout. This is a detour that may take an extra few minutes.

## 6 SUGGESTIONS FOR WAY FORWARD

Whether other options are chosen or not, money should be spent on the ways to help cyclists on the roadways, at the roundabout and on a refuge at Rockley rd.

### SUGGESTIONS TO IMPROVE ROADWAYS / ROUNDABOUT ROUTE

Eastbound

- a) placing large cycle markings on 2 lanes of the roadway along the Uxbridge rd
- b) advanced stopping point at the roundabout,
- c) possibly a reservoir for eastbound cyclists next to kerb half way round roundabout. This can be taken from kerbside rather than roadway.

and westbound

- a) placing large cycle markings on roadway coming from the roundabout up to the Rockley rd junction
- d) a much safer Rockley rd junction with refuge designed to cater for expected flows.

Time-limited mandatory cycle lanes are a further option that could be added. See 4.2.27 of the London Cycling Design Standards

The further options of a 20mph zone and a red route should be considered very seriously.

### SUGGESTION FOR A REFUGE AT THE ROCKLEY ROAD JUNCTION

This design for a refuge shown at in the accompanying drawings. It has the advantage of catering for many cyclists, and delivers the cyclists to join the northbound flow from Rockley rd. It also has an easier entry, and does not require a cyclist to manoeuvre an S-bend with small radii when entering from the general traffic flow.

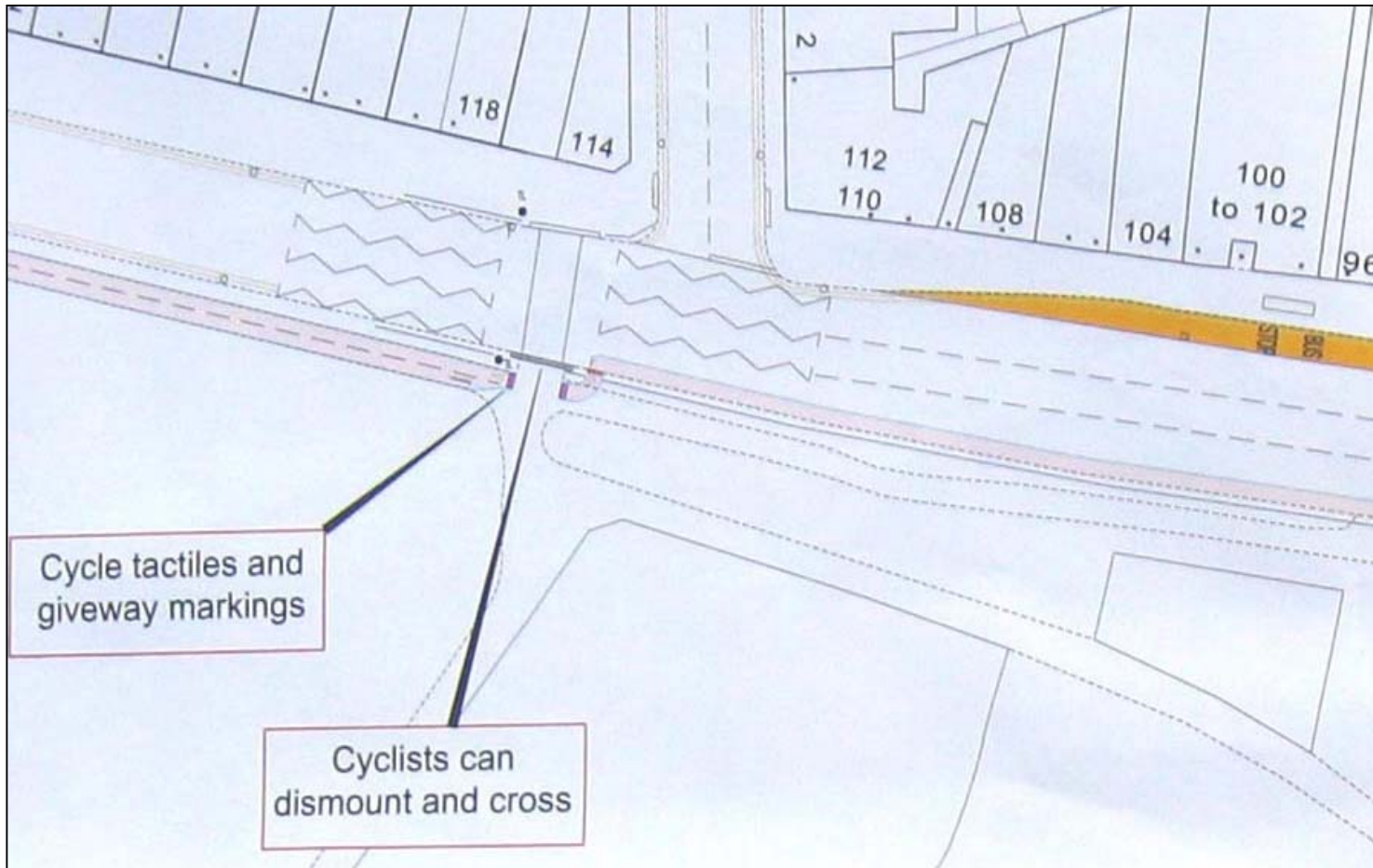
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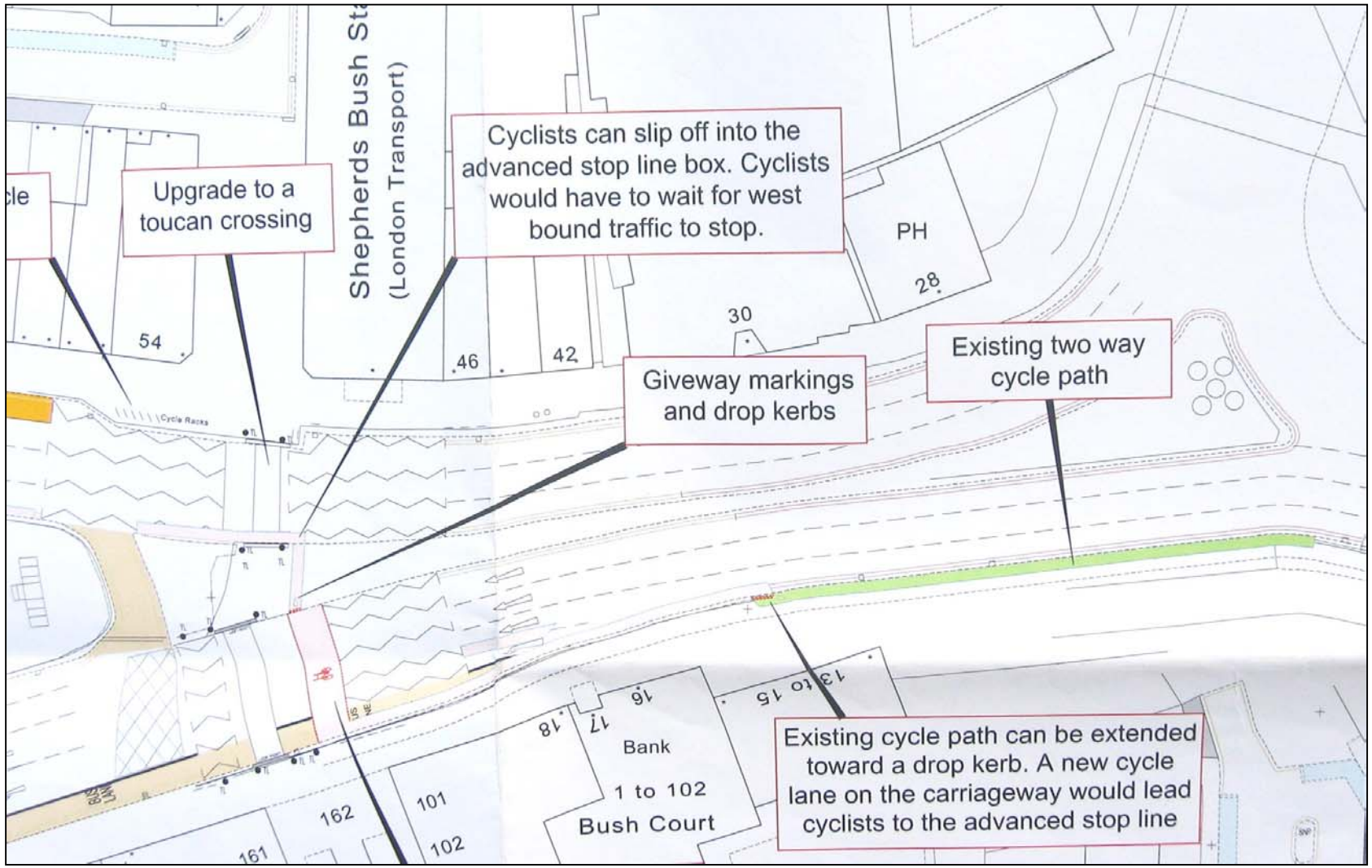
This whole draft CRISP study is very poorly presented if you expect untrained stakeholders to comment upon it. It is almost impossible to find out what is going on. I am fortunate in that I have had long experience in dealing with complex patent and legal documents.

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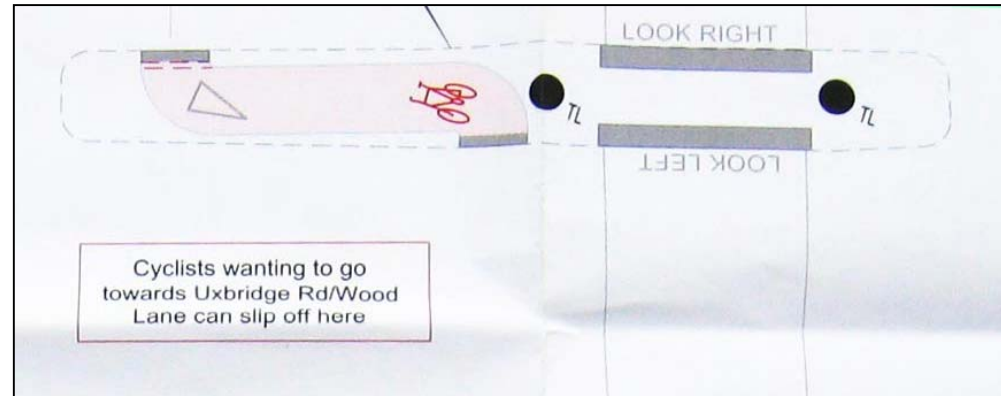
Drawings follow [for ease of reference]



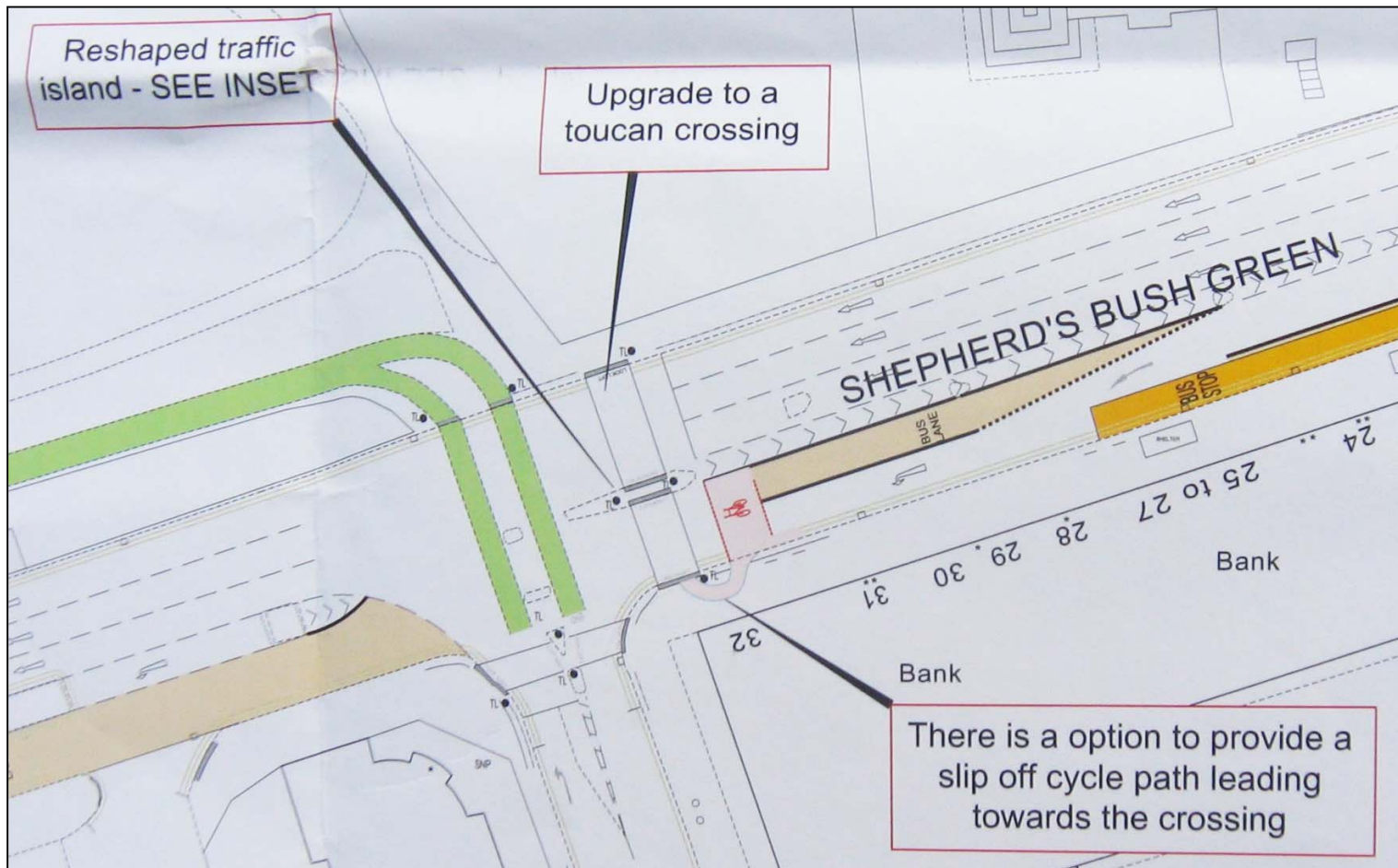
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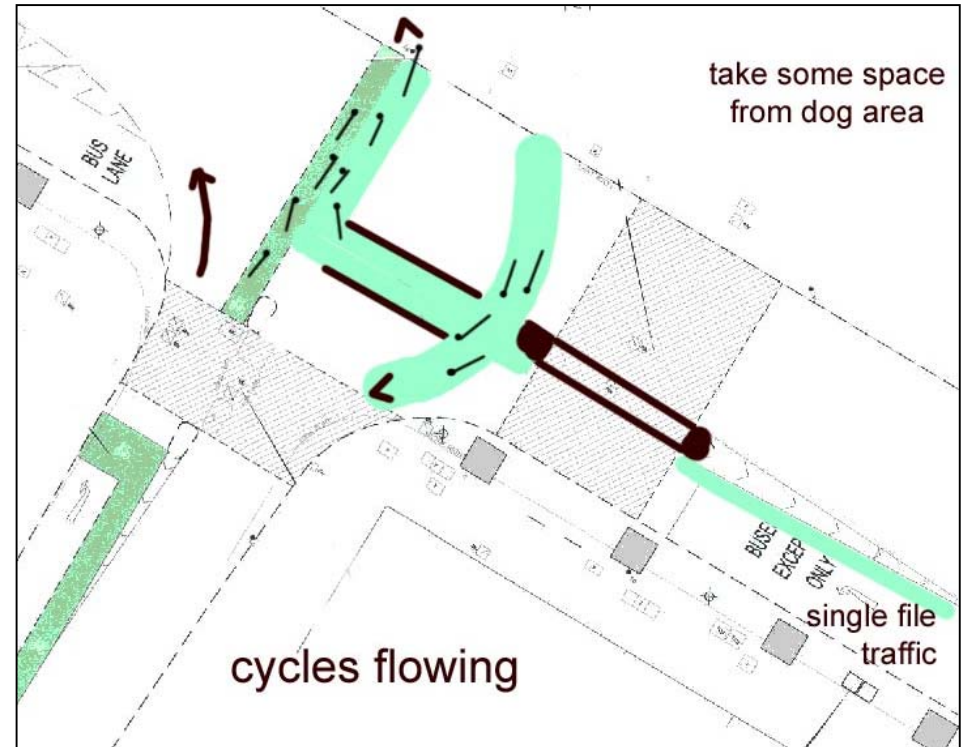
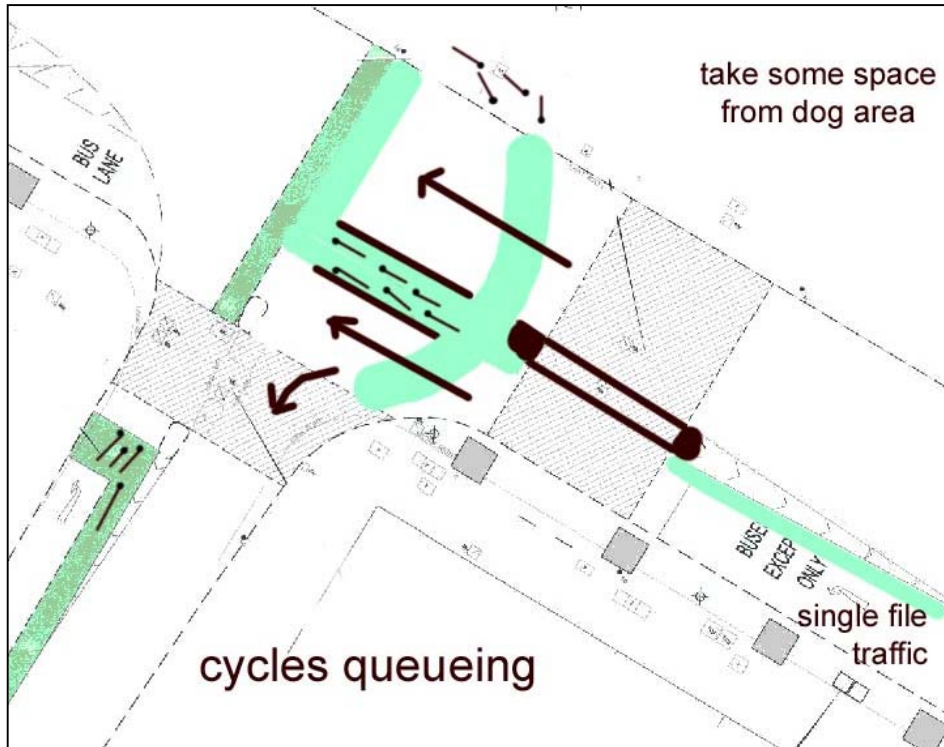
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