

CYCLE SUPERHIGHWAY CS9

The proposed Cycle Superhighway CS9 from Kensington to Brentford and which will run through the Town Centres of Hammersmith and Chiswick will potentially involve the largest change to this area of west London in recent years. Transport for London TfL who are promoting and consulting on the scheme will potentially drive it through unless there is a ground swell of opinion against the scheme. **It is therefore most important that you express your views before the deadline of 31 October 2017.**

Details of the scheme including several images and how to comment can be found at: consultations@tfl.gov.uk

In addition, there is one remaining local consultation exhibition, which will be held on Sunday 22 October in Ravenscourt Park. 11am – 3pm. **Where - TfL can't tell me!**

The Hammersmith Society view is that while supporting the principle of improving cycling facilities, **this is not the right scheme** as it will have a very damaging effect on King Street, Hammersmith Road and Chiswick High Road as a whole and specifically for other road users, buses and pedestrians.

Our main points of concern are :

- It does not seem that there is proven need for such a drastic scheme along this route.
- Cycle Superhighways encourage high speed relatively long distance commuter cycling and would be of no benefit to a town centre such as King Street which is already struggling.
- High speed cycling can be very intimidating to pedestrians and other slower cyclists.
- The main 'high street' section of King Street including pavements is already very narrow. The scheme will involve further restrictions to footway widths for pedestrians and road widths for buses and traffic generally. There will be no allowance for stopping off (including buses), breakdowns or emergencies, deliveries and parking in King Street. This will affect both users and traders.
- The slowed or stationary traffic will lead to an increase in pollution levels.
- Some bus lanes will be removed and bus stops relocated, sometimes onto 'traffic islands', which will be intimidating for users, particularly the frail or elderly and users with pushchairs.
- The closing off and restricted use of some turnings off King Street (Eg. British Grove) will be disruptive to local residents and businesses and often quite impractical.
- The existing bicycle contraflow in King Street does cause problems to cycle users and pedestrians but as an alternative to the two-way Cycle Superhighway, it could be retained (as a 'Quietway') and extended for the rest of King Street and onto the Broadway.
- Use of the other roads (eg. Blacks Road) and the A4 verges must be considered.
- The Cycle Superhighway should not be bulldozed through as an end in itself but should be considered in conjunction with the long term reorganisation of the Broadway and King Street which although part of the Local Plan seem to have been kicked into the long grass.

This scheme must be re-thought : Please make your views known!