

To Mr. Alex Morrison,  
Consultation Team  
Transport for London

October 11 2017  
ref: BCC821. Dmb.

By email to consultations@tfl.gov.uk

Dear Sir,

**Cycle Superhighway 9: Chiswick to Brentford Town Centre.**

The Brentford Community Council met on October 9<sup>th</sup> and considered your consultation proposals. They have asked me to write to you.

As you may know the Brentford Community Council (BCC) is the principal Amenity Society in the Brentford area of Hounslow and has a direct concern in your proposals.

The BCC was founded in 1988 and has been concerned with every planning and transport proposal in our area for 29 years. We regularly give views on all major proposals, which are included in reports to Hounslow members.

However, we have had no direct communication from TfL and we would ask you to confirm that we are now on your data base and that you will advise us of all other proposals in our area.

The BCC views on this consultation are:

1. Cycling is developing in our area, but it is not the best form of transport for the very young, the elderly the disabled and those with large parcels or the weekly shop from the supermarket to bring home. It can also be difficult to commute to work if part of the journey is by cycle and part by tube or by bus.

***The BCC supports the Mayor's objective to improve the safety and accessibility of cycling throughout London. However, we note that the road system in Brentford is already inadequate and we would not support Cycling facilities which will significantly increase journey times for other travellers.***

2. Brentford is now one of the main focal points for new development in Hounslow. Although parking is being restricted in new developments some growth in vehicle movement is anticipated.

The BCC notes the delay times which TfL already anticipates will happen between Kew Bridge and Brentford Town Centre when the Brentford Community Stadium with its 910 flats is built out.

We also note that the Brentford East SPD (now out for consultation) could be the basis for further construction. It is likely that these developments will generate more traffic and further delays.

***The BCC considers that any proposal which further reduces road capacity on the North/South Circular Road or Kew Bridge Road and Brentford High Street is unacceptable.***

***Further delays could cause problems for residents, emergency vehicles and visitors on whom the prosperity of the new Brentford Town Centre will depend.***

3. We understand that the government is expected to announce their preferred location for an additional runway next year. If a runway at Heathrow is chosen the heavy traffic pressure on the west of London is likely to increase. This could put extra-pressure on the A4/M4 corridor and on the North and South Circular Roads.

The Mayor is currently considering expanding his Clean Air Zone from central London. It is understood that this may happen progressively, possibly extending to the North/South Circular Roads. They would then carry the traffic wishing to avoid the protected zone, further increasing their traffic load.

We are also very concerned about the impact of the Superhighway on Watermans Park. At the moment the park is one of the few safe havens in Brentford for those of all ages including, families with young children. It is essential to provide a safe environment there where vulnerable people and young children can seek enjoyment without supervision.

***The BCC considers that the route chosen for Superhighway 9 will contribute to gridlock.***

4. Hounslow Council is now consulting on their preferred option for developing along the A4 between Power Road and Syon Lane. They envisage a new rail station north of the A4, near the Grand Union Canal serving a shuttle connecting Brentford to Cross Rail. It is thought that this link, supported by improved local bus services, could raise the PTaL of the development sites in Brentford.

Clearly this link and the proposed development along the A4 will require good access by all modes including cycling.

There are already cycle lanes along both sides of the A4, which are now used, although they have not been properly maintained nor carefully signed. They are now dangerous for cyclists and for pedestrians.

Hounslow's plans in the Brentford East SPD might enable TfL to consider another option, linking their Chiswick proposals with the A4 via Capital Interchange Way where a new market place is proposed.

***The BCC considers that a fully separated, well signed and signalled two way cycle route to one side of the A4 continuing towards Hounslow central and Heathrow should be the preferred option. We recommend that TfL works with Hounslow Council to integrate a re-aligned Superhighway 9 into the plans for the Great West Corridor and for Brentford East.***

***This solution could be linked to Brentford Town Centre via Half Acre or Ealing Road South or by a cycle route on the West side of the Grand Union Canal.***

We note that this proposal was put to Hounslow Council by their consultants Urban Initiative. The Executive Summary of their Golden Mile Site Capacity Study 2014 recommended this proposal as "The Great West Cycleway.

***We request you to consider this option in detail before going further with your current plans which would increase congestion and damage our park.***

Yours sincerely

Denis Browne, Chairman, Planning Consultative Committee  
Brentford Community Council

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