

## **London Borough of Hounslow (LIP3)**

### **20mph speed limits**

LB of Hounslow has plan to introduce Borough wide 20mph to reduce accidents and various other benefits which can be achieved by reducing speed limit, but just changing speed limit through signs alone may not necessarily achieve the results. Best practice such as the use of additional measures such as Enforcement, Engineering (reducing the road widths and introduction of speed cameras including average speed cameras) along with Education and Awareness, are required to increase driver compliance with the 20mph limits. These additional measures will not only improve road safety and KSI but also make residents feel more confident and increase the number of people cycling and walking. Including measures such as these will help the introduction of 20mph limits to begin to emulate that 20mph zones which have been successful due to changes to road design such as the use of traffic calming.

### **Segregated Cycle Lanes**

Safety for cyclist and safety fears is one of the biggest factor that discourage many people from using cycling as a preferred mode. Projects such as Mini Holland in Kingston, Enfield and Waltham Forest with segregated cycle lanes across the borough can encourage safe cycling along with junction improvements. LB of Hounslow should follow this example from these Boroughs and introduce safe and segregated cycle lanes across the Borough.

### **Bus Rapid Transit on A4**

The Borough is planning for Express bus service between Chiswick and Heathrow airport on the A4. This distance on the A4 is approximately 11miles long. Express bus service or Bus Rapid Transit system operate in class A traffic for it to be successful, where there is no interruption from other road users or traffic. Such system is in operation in Cambridge operated by Stagecoach where buses run up to 60mph in this corridor. To run a BRT service requires a dedicated bus infrastructure at high cost, but it can be achieved if Lite Bus Rapid Transit system is introduced where buses can operate on 24hr operational dedicated bus lanes strictly enforced with zero kerb side activities. Multi door buses such as the New Route Master can help reduce the dwell times and make journey times more reliable. Lite BRT will not only improve the journey times but also reduce the cost of infrastructure and money can be spend on building segregated cycle lanes.

### **Reliable Journey Times**

LB of Hounslow suffers from relatively poor levels of access to public transport. The Borough has plans to increase and improve public transport with Cross Rail projects and provide new bus routes in the borough to improve its PTAL and thus to reduce car dependency. However, it is important to provide reliable journey times on public transport; this can be achieved on buses if dedicated bus lanes are introduced with longer operational hours during peak time and reducing kerbside activities such as loading during bus lane operational hours.

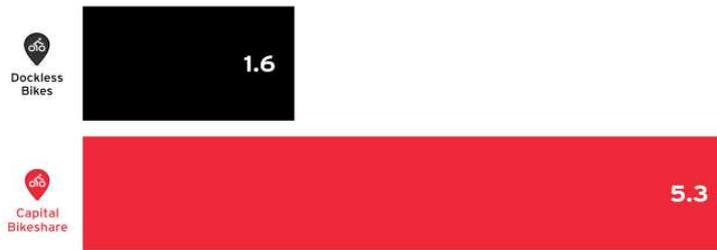
### **Lamppost Charging**

The Borough has plans to introducing charging for electric vehicles using lamppost. Care needs to be taken with the locations chosen as charging at lamppost may increase the kerb side activity and can create obstructions in bus lanes for public transport during operational hours. London Living Streets is proposing a hierarchy of EV charging locations to prioritise Healthy Streets and active travel. This consists of 1. Off street (eg in public and private car parks) 2. On the carriageway in well-designed build-outs 3. Using the pavement as last resort, ideally on lamp posts or if 2.5 metres of space remains.

### **Dockless Bike Schemes**

LB of Hounslow is taking the initiative of increasing cycling within the Borough under the MTS. Many factors including weather, calendar events, built environments, users' demographic characteristics, pricing policy, cycling infrastructure, etc., can influence cycling and Bike Sharing usage. LB of Hounslow had introduced Dockless Bike Sharing (DBS) with Mobike on 25<sup>th</sup> January 2018, which is a DBS scheme. However the Borough seems to have no plans of introducing Docked Bikeshare (BS). Dockless BS are cheaper to operate whereas Docked BS has relatively higher operation cost due to operation of Dock stations. Most of the successful Docked BS are non-profit-oriented, subsidised and dedicated to improve urban transport, e.g. to promoting cycling and reducing automobile usage. On the other hand most of the Dockless BS are profit oriented and they don't have the responsibility to fulfill green and sustainable urban transport. The environmental impact under Docked BS is low as compared to Dockless BS which is high due to the fact that Dockless BS can create street clutter and hazards (whether left there by users, blown over by the wind or pushed over) especially for people who are visually impaired, children as well as for people who use mobility devices. Docked BS schemes are more user friendly especially for older people as they can use bankcards to hire bike and no smart phone or apps needed. Studies have shown Docked BS schemes are more popular among communities with older users. There is also a lower risk of vandalism to Docked BS schemes as compared to Dockless BS. If the Borough can introduce Docked BS schemes along with current Dockless BS schemes, this will offer residents more choice. Merging apps for both schemes can also increase the chances of finding a bike. According to a study in Washington DC merging apps for both Docked BS and Dockless BS increased the chances of finding a bike soar to 91%. This study also observed that the usage of Docked BS is high at 5.3 trips per day as compared to 1.6 trips per day on a Dockless BS scheme.

Estimated average daily trips per bike (October 2017)



Dock station and Dockless bike share usage in Washington DC  
Source: [medium.com/docked vs dockless bikes](https://medium.com/docked-vs-dockless-bikes)

Under MTS the borough wants to increase the number of people cycling, but at the same time the Borough should also consider Healthy streets with no hazards. The Borough should consider introducing a Docked BS scheme in conjunction with a Dockless BS thus giving residents more choice and access to Bikes, as not everybody owns one due to cost or storage problem.