

London Borough of Hammersmith & Fulham

Report to: Community Safety and Environment Policy & Accountability Committee

Date: 20/07/2020

Subject: Temporary Cycle Lanes

Report of: Bram Kainth – Chief Officer (Public Realm)

Responsible Director: Sharon Lea – Strategic Director for the Environment

Summary

The public health emergency resulting from the Covid19 pandemic has transformed the context for Transport and brought into focus some of the inherent limitations in the way space is allocated on the public highway and in public spaces generally.

The way people travel to access employment, education, leisure and retail facilities will be different as we emerge out of lockdown. Public transport facilities such as tube and bus services are likely to remain reduced for some time and the need to enable more sustainable journeys and greater choice for travel is paramount to support local businesses, the community and the economic recovery.

Reduced congestion and improved air quality were demonstrated during lockdown and the need to maintain provision for more sustainable journeys for the long term evident. Temporary Cycle Lanes continue to play a key part in enabling sustainable journeys and will play a key role in the recovery.

Recommendations

For the Committee to note the report, comment and/or derive recommendations.

Wards Affected: All

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Background Papers Used in Preparing This Report

Appendix 1 - GOLD and SLT Report COVID Response Transport Strategy

Background to Temporary Cycle Lanes

1. The coronavirus (COVID-19) crisis has had a terrible impact on the lives and health of many UK citizens, as well as severe economic consequences. But it has also resulted in cleaner air and quieter streets, transforming the environment in our borough.
2. Levels of walking and cycling have increased during the COVID-19 pandemic, after the government issued rules and guidance instructing people to avoid public transport and stay at home to control the spread of the virus.
3. On 9th May the Government announced that councils should reallocate road space to accommodate “significantly increased numbers” of cyclists and pedestrians.
4. Some of the first measures in London to be implemented were the new temporary segregated cycle lanes that opened in Hammersmith on the 18th May as part of plans to adapt public spaces in the borough. In Hammersmith these measures will:
 - Make it easier and safer for people to maintain social distancing
 - Avoid a sharp increase in car use. If people switch even a fraction of their previous journeys to cars, congestion will return impacting on essential deliveries and emergency services
 - Keep the air as clean as possible to protect everyone's health and to reduce carbon emissions
 - Support those who are less mobile or cannot walk or cycle by limiting demand on public transport

5. More than two miles of pop-up cycle lanes have been marked out with barriers from King Street at the border with Chiswick, around Hammersmith Gyrotory and down Hammersmith Road to Olympia, using more than 3,500 barriers.
6. In addition, new temporary cycle lanes have now been installed on Wood lane and at Shepherds Bush Green.
7. In April, pavements in the busy shopping areas of King Street and Uxbridge Road [were temporarily widened](#) to help pedestrians queue safely outside shops and to pass each other while social distancing.

Decision-making for Temporary Cycle Lanes

8. The roll out of temporary cycle lanes under emergency powers during the early stages of the pandemic enabled a prompt response to the crisis and adherence to government guidelines.
9. Where required temporary traffic orders were used and will continue to be used and revised guidance issued by the Department for Transport on advertising traffic regulation orders during the COVID-19 pandemic continues to be followed.
10. A report (*Appendix 1 - GOLD and SLT Report COVID Response Transport Strategy*) was presented at the GOLD and SLT Boards on 5th May 2020 and 11th May 2020 respectively. This report set out the Council's transport response to the COVID-19 pandemic and the revised delivery approach.
11. The necessary legal process for emergency, temporary, experimental or permanent schemes will continue to be followed alongside the Council's governance and decision-making process.

Considerations for policy and community engagement

12. The existing policy context for transport, climate change and public realm remains a key driver for change both locally and regionally. The strategic and local road network aligns to achieve these principles and therefore all schemes should aim to reduce road casualties, improve cycling and pedestrian facilities and enable sustainable journeys, while enhancing the environment for all.
13. The policy context as we emerge from the pandemic brings into sharp focus multidisciplinary policy agendas across, economy, climate emergency, transport, public health and wellbeing. How these align and deliver what will emerge as normality is a key consideration when delivering temporary or permanent changes to the road network.
14. Following installation of the temporary cycle lanes, The Climate and Ecological Emergency Commission and the Cycling and Walking Commission provided views which led to some changes on site and to our internal processes. Ongoing

engagement with the Commissions will also shape the launch of future trials and the design of permanent schemes.

15. Wide ranging and numerous perspectives exist in the community from residents, businesses, commuters and different road users; all with differing needs and views. A key challenge remains in balancing these needs, perceived needs and the wider context of changing behaviours, attitudes and modes of travel.
16. Feedback from members of the public and businesses, is being used to make changes to temporary schemes such as alterations for accessibility, loading or bus stops. These will continue to be reviewed and design changes incorporated before installing semi-permanent materials.