

<p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">COMMUNITY SAFETY, ENVIRONMENT & RESIDENTS SERVICES POLICY & ACCOUNTABILITY COMMITTEE</p> <p style="text-align: center;">18 November 2015</p>	
<p>CYCLING IN THE BOROUGH</p>	
<p>Report of the Cabinet Member for Environment, Transport and Residents Services</p>	
<p>Open Report</p>	
<p>Classification: For Scrutiny Review & Comment Key Decision: No</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director; Mahmood Siddiqi, Director for Transport and Highways</p>	
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1. EXECUTIVE SUMMARY

- 1.1. This report gives what will be an annual update on developments in cycling in the borough since the report to PAC on the subject in February 2015.

2. RECOMMENDATIONS

- 2.1. That the Committee review the report and comment on its contents.

3. INTRODUCTION AND BACKGROUND

- 3.1. Since the last report to this committee in February, there have been two major interventions that relate to cycling in the borough.
- 3.2. Firstly, the borough has appointed a full time cycling officer with responsibility to promote cycling.
- 3.3. Secondly, The Cycling Strategy 2015 has been adopted by the Council and is the strategic document that will facilitate the increase cycle usage to an 8% modal share.

4. THE CYCLING STRATEGY

- 4.1. The Cycling Strategy 2015 was adopted by Cabinet on Monday 12th October 2015.
- 4.2. The final strategy took into account all the comments and feedback from interested groups, committees and residents and is aimed at increasing the modal share for cycling in the borough to 8% of all journeys.
- 4.3. The Strategy is set out into five distinct sections:
 - **Our target.**
 - **Our plans for safer and easier cycling.**
 - **Our plans for protecting pedestrians.**
 - **Our plans for improving road safety.**
 - **Other improvements.**

5. Our Target.

- 5.1. The target we are aiming for is an increase from our reported current level of modal share of 5% to a figure of 8%.
- 5.2. To put these figures into context, there will be an increase in daily trips in the borough from 512,000 to 563,000 based on the expected growth of the borough population from 182,000 to 200,000 by 2031. The modal share for cyclists will go from a base of 3% or 15,000 trips a day in 2011 , to 45,000 trips by bike per day by 2031. To get to the 8% modal share target, we would need to attract another 30,000 trips per day by bike in the borough.
- 5.3. Cycling is good for everyone, even those who don't do it as it:
 - Means less overcrowding on tubes, trains and buses
 - Fewer cars on the road means less congestion and less maintenance.
 - Less air pollution
 - Safer streets.
- 5.4. In addition, for those who do cycle, the benefits are:
 - Benefits in health.
 - It's a very low cost of travel
 - The journey times are quicker.
- 5.5. The target is based upon delivering not only a number of major cycling schemes such as two cycle superhighways, the Quietway routes, Shepherd's Bush Green 'hamburger', but also local infrastructure improvements, major

developments in Wood lane with new cycling links and facilities, as well as an ongoing marketing campaign.

- 5.6. However, the target is dependent on these infrastructure projects being completed as planned.
- 5.7. The main focus is in making our roads safer and therefore getting new cyclists to ride daily rather than totally concentrating on facilities for existing committed cyclists

6. Our plans for safer and easier cycling.

- 6.1 One of the most intimidating junctions in the borough for cyclists is the Hammersmith Gyratory. We are working with TfL to design a new scheme as part of a wider regeneration project for central Hammersmith as well as part of TfL's 'Better Junction' programme.
- 6.2. Outline designs that have been developed to accommodate safe and continuous cycle routes along the northern edge of the Gyratory. Traffic modelling is currently underway including significant growth in cycle numbers likely to use a better facility.
- 6.3. We have also acknowledged that to make the scheme work, all the links to the East-West route need also to be improved and new cyclists should find the links 'intuitive'. In particular the links from the south onto the Gyratory will be reviewed and improved. The work on strengthening the flyover has now finished and the space for cycling underneath the structure is much clearer, but not perfect. It is the intention to consult on the scheme in the new year.
- 6.4 Linking with the better junction project for Hammersmith Gyratory, are the links to this junction along Hammersmith Road and King Street. This supercycle highway is named CS9 and has similar aims of providing segregated cycle lanes along the length of this route.
- 6.5 Outline design is currently being undertaken and we expect the initial designs by the end of November. This route will be significant in our aim to attract more cyclists as it aims to create new cycle lanes through the centre of Hammersmith.
- 6.6 Cycle superhighways within the borough also feature in the plans from TfL.
- 6.7 A new east-west superhighway from Acton to Tower Hill is proposed which will consist of a two-way segregated track along the elevated A40 Westway. Improved links for cyclists will also be created at the Wood lane junction.
- 6.8. The Strategy also identifies other major junctions in the borough that we consider need better cycling infrastructure.

- 6.9. The Holland Park Roundabout at Shepherd's Bush Green is one such junction. We're working with Transport for London to develop a 'cycle hamburger' in which cyclists and pedestrians will be able to cross safely through the middle of the roundabout.
- 6.10. As part of our Local Improvement Plan, (LIP) we have identified three other junctions in the borough where safety improvements are needed;
- Uxbridge Road and Old Oak Road
 - Scrubs Lane and North Pole Road
 - Fulham High Street and New Kings Road.
- 6.11. For each of these junctions, we will look at changing the current layout to improve the safety and provision for cyclists. Such improvements might include advanced stop lines, cycle feeder lanes or continuous cycle lanes through the junctions.
- 6.12. Our future plans also include the creation of Quietways through the borough. These are vitally important cycle routes using roads in our borough that are more suitable for less confident and cyclists who wish to cycle at a slower pace.
- 6.13. The first of these routes we are working on is parallel to the Thames Path. We understand the many different issues that this route creates, especially around the pinch points near Furnival Gardens.
- 6.14. Our primary aim is to create an alternative route for cyclists that uses quiet roads parallel to the pedestrian routes and in doing so try to eliminate the conflict points with pedestrians. Our outline proposals will be shared with the neighbourhood and resident groups as well as with the local cycling group.
- 6.15. In the northern part of the borough we have two Quietways being developed.
- 6.16. One is a continuation of the Kensington and Chelsea Quietway heading towards East Acton. This route seeks to use and improve the cycle paths around Wormwood scrubs and open up the leisure areas to a greater number of residents.
- 6.17. The second route involves an upgrade of the Grand Union canal path. The aim of this route will be to open up the canalside to a greater number of cyclists for leisure use.
- 6.18. One of the key elements in the Cycling Strategy is that we want to ensure that our roads are safer, and this can occur when traffic is slower. Almost a third of our roads already have a 20mph speed limit on them and to further improve the borough we have recently consulted on a 20mph limit for all our roads except the TfL network. We firmly believe that a slower speed limit on all our residential roads will encourage more people to cycle.

6.19 The historic design of Hammersmith Bridge with narrow lanes and pinch-points makes it difficult for cyclists as vehicles try to overtake them on the bridge. We will be investigating and evaluating improvements for cyclists.

7. Our Plans for protecting pedestrians.

7.1. We believe that creating more space for cycling should however not come at the expense of pedestrians.

7.2. One of our key actions is to not only make information and opportunities about safe cycling and where to cycle, available to all our residents, but where there are issues and conflict, on pavements and jumping red lights, we will offer education and skills opportunities for all our residents.

7.3. We already have a very successful 'Exchanging Places' programme, as well as all our cycle training opportunities courses we run throughout the year. This programme will expand year on year.

8. Our plans for improving Road Safety.

8.1 Heavy lorries have been identified as potentially the major source of cyclists deaths on roads in London, and in particular where there are left turning movements. TfL have introduced new legislation requiring all HGV's to be fitted with safety features such as additional mirrors and side guards on all vehicles using the road network. With all the development taking place in Hammersmith and Fulham we will be working with the police to ensure that these laws are enforced.

8.2 In addition we are working with the police on our 'Exchanging Places' initiative where resident and cyclists can experience what a HGV driver sees and vice-versa.

8.3. This is run alongside our Safer Urban Driver training initiative where all drivers of HGV's undergo specific training. To date over 1300 drivers have taken this course in our borough. All of these initiatives are designed to make our roads safer for cyclists and we have programmed a full programme for future years.

8.3 Our training doesn't stop at adults, we believe that training for all our children is vitally important and we will continue to offer Bikeability training at all our schools.

9. Other Improvements.

9.1 The cycling strategy also identifies that both resident and on street parking are important in the borough. We already install a number of new cycle parking hoops on our streets each year, but we need to increase these numbers, and in doing so, where possible, rationalise the locations and increase the number of secure units available. Trials of units such as the Bikehanger have been successful and we will be looking to plan more of these on our streets this year.

- 9.2 Cycle Hire in our borough is also very important as we aim to get more people cycling. Currently we have 60 Santander cycle docks active in the borough, and are working with TfL and developers to install new sites.
- 9.3 There is a new station to be installed in Halford Road, and another possible station near the Gyratory. There are many areas of the borough that are not covered by the existing network, and as the borough has many new development areas, such as Wood lane and Old Oak, we are committed to increasing the network and identifying new locations that fill gaps.
- 9.4 Cycle hire is not our only initiative to make more cycling more accessible to our residents. Having identified all the current cycle shops, we are actively promoting the Cycle to Work schemes that are available from these retailers. We are also working with Transport For Londons business activation team to further promote cycling to businesses which we believe will also increae the number of cyclists on our network.
- 9.5 In the Strategy we have also identified the need to increase publicity for our residents relating to cycling and this means that we will be developing a new cycling web site, this will have the latest news and information on all our projects as well as having maps and other useful information available. The web site will also form the base for our Cycling Forum. This Forum will be used to give more information on our projects and initiatives , and will enable residents and local groups to feed back their wishes and desires for cycling in the borough.
- 9.6 Creating a new cycling map for the borough is also a priority as it is a vital tool to give to all new cyclists. Making a version that works both on the computer and in paper form is a complex process as legibility is critical, especially with all the different information that is needed to be on the map. We will be discussing the content of the map with as many different groups as possible to ensure that we have a consensus.

10. **Space For Cycling.**

- 10.1. The Council acknowledges the Space for Cycling Mini-manefesto from HF Cyclists and will work with the group to achieve where possible the contents of the mini-manifesto.
- 10.2. Initial responses to the Space for Cycling document are listed in Appendix 1.

LOCAL GOVERNMENT ACT 2000 **LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	None	N/A	N/A

List of Appendices:

Appendix 1. Space for Cycling Update

Appendix 1.

Hf Cyclists –Mini Manifesto	Comment.
<p>A complete cycling network in Hammersmith and Fulham connecting neighbourhoods, schools and town centres addressing key barriers (e.g. Hammersmith Gyrotory, Shepherd’s Bush Green, bridges, main roads, railway lines) with direct and safe routes and protected space and junctions on or over main roads.</p>	<p>The current cycle network in the borough consists of :</p> <ul style="list-style-type: none"> • Quietways • London Cycle Network routes. • TfL major cycle projects as per the Mayor’s Cycle Plan, including: <ul style="list-style-type: none"> -CS9, -East-West Westway A40. -Grand Union Canal Path • Quietway • East Acton Quietway. • These will not only increase the links with other boroughs, but will also incorporate the latest design requirements found in the TfL London Cycle Design Guide for safe cycle routes. • Major projects such as CS9 will also incorporate new routes for the Hammersmith Gyrotory and connecting links with south of the Borough over Hammersmith Bridge. • Shepherds Bush Green is being incorporated in the TfL ‘Hamburger’ • We will be reviewing all links on our network as we incorporate new improvements to our roads and streets as part of our LIP programme.
<p>Greater emphasis on the needs of pedestrians and cyclists over through traffic especially where space is highly contested. We have seen a dramatic fall in car ownership and use in the Borough so there is space to work with. Additionally the health issues of air pollution and inactive lifestyles need to be tackled together by providing a more pleasant environment and urban space for all.</p>	<ul style="list-style-type: none"> • The major projects we are undertaking show our desire , • The new Cycling Strategy covers all health and lifestyle issues. • The Strategy will give cycling a higher profile in the Borough. • The appointment of a full time cycling officer also shows our commitment. • We also recognise the health issues and in particular the air quality issues in the borough and where possible we are developing

	‘more environmentally friendly ‘ schemes. E.g. Talgarth road.
Further use of bollards (filtered permeability) should be made as a rapid and efficient way to reduce through traffic using residential streets as rat runs.	<ul style="list-style-type: none"> • We will work with the group to identify locations where filtered permeability would improve the cycling network.. • We will introduce these measures as part of an overall cycle network. Neighborhood pilot projects will identify possible locations.
Stronger enforcement of 20mph limits, using updated police guidance, to further reduce casualties and provide a safer feeling space where 20mph limits already exist.	<ul style="list-style-type: none"> • Enforcement can only be carried out by the Police. • We will work with the police to ensure greater enforcement. • Schemes are designed to be self enforcing where possible
Wider use of 20mph limits and zones in the borough. This should be introduced as a priority for Hammersmith Bridge and further as a priority in Town Centers. Ultimately our aim is for a default, borough 20mph limit.	<ul style="list-style-type: none"> • The current 20mph consultation will be concluded in the near future when the cabinet makes its decision on which areas of the borough become 20mph (or all).
Greater attention to road quality. Potholes are a nuisance to all road users and a particular danger to cyclists; the council should aim to address all potholes on the main roads rapidly as a matter of critical safety.	<ul style="list-style-type: none"> • We will include on the new cycling web site easier links to report Highway issues.
Increased efforts to provide parking for bicycles to support access to bicycles for more residents, including placing stands in the road. A single car space can hold 10 bicycles, helping free pavement space for pedestrians.	<ul style="list-style-type: none"> • We have started an ongoing programme of adding cycle parking to our streets • The new web site will enable residents to identify where cycle racks are needed for us to investigate.

Addison Connecting neighbourhoods under the railway and over Shepherds Bush Road by reducing traffic speeds and stopping rat-running.	<ul style="list-style-type: none"> • We have the 20mph speed limit consultation nearing conclusion. • As part of the Neighbourhood reviews we will investigate where the main issues are.
Askew Protected Space on Goldhawk Road, reworking a dual carriageway into a bicycle boulevard.	<ul style="list-style-type: none"> • Current scheme incorporates new cycle lanes but does not extend to a cycle boulevard. • We are investigating a possible ORCA trial on a section of the road.(Cycle separator on the road)

<p>Avonmore and Brook Green Connecting neighbourhoods over Hammersmith Road, by the A4 and around Olympia by making the one way streets in the area, two way for cycling</p>	<ul style="list-style-type: none"> • CS9 will become a major feeder to neighboring boroughs and will facilitate more access to and around Olympia. • Roads and streets adjacent to this route will be re-evaluated to see if they could become two-way for cyclists. • These streets are included in Ward pilot programme
<p>College Park and Old Oak Safe passage to the north of the borough with protected space on Wood Lane</p>	<ul style="list-style-type: none"> • The Wood lane corridor incorporates a number of large development projects where safe cycle passage has been identified. • New A40 East-west route will link this. • We are working on the whole area to ensure a connected and consistent approach for cycles.
<p>Fulham Broadway Make Fulham's main roads into welcoming high streets</p>	<ul style="list-style-type: none"> • These roads will be reviewed as a LIP Neighbourhood project
<p>Fulham Reach Safe prioritised junctions over Fulham Palace Road</p>	<ul style="list-style-type: none"> • These roads will be reviewed as a LIP Neighbourhood project. • We are working to design a 'Quietway' route that will cross Fulham Palace Road
<p>Hammersmith Broadway Make Hammersmith a calmer environment with 20mph from the Thames to the Town Centre</p>	<ul style="list-style-type: none"> • Work is underway to review all cycle lanes around the Gyratory as part of CS9 • 20mph speed limit is proposed for the area.
<p>Munster 20mph for the heart of Fulham</p>	<ul style="list-style-type: none"> • Consultation is underway for a 20mph in the area.
<p>North End Safe prioritised junctions over A4 and measures on surrounding streets</p>	<ul style="list-style-type: none"> • Included in Ward neighbourhood review
<p>Palace Riverside Safe prioritised routes throughout Palace Riverside</p>	<ul style="list-style-type: none"> • Riverside Quietway is being designed to use quiet streets and reduce the areas of conflict with cyclists and pedestrians.

	<ul style="list-style-type: none"> • This will also be developed as part of the overall cycle route development in the borough.
<p>Parsons Green and Walham Make the centres of Fulham into pleasant areas by reducing traffic speeds, removing rat runs and making one way streets two way for cycling.</p>	<ul style="list-style-type: none"> • Changes to cycle priority will follow a full evaluation of the possible routes.
<p>Ravenscourt Park Aschurch Park Villas is used as a rat-run despite existing calming</p>	<ul style="list-style-type: none"> • We will review the existing scheme to identify if additional measures are needed.
<p>Sands End Safe prioritised routes along Wandsworth Bridge Road</p>	<ul style="list-style-type: none"> • This is included in our Neighbourhood project plans. • We aim to divert cyclists onto other quiet routes in area.
<p>Shepherd's Bush Green Protected Space around Shepherd's Bush Green and Holland Park Roundabout</p>	<ul style="list-style-type: none"> • The Wood lane corridor incorporates a number of large development projects where safe cycle passage has been identified. • New A40 east-west route will link to this. • We are working on the whole area to ensure a connected and consistent approach for cycles.
<p>Town Safer junctions with lower speeds to improve entry to borough</p>	<ul style="list-style-type: none"> • 20 mph borough speed limit is out to consultation for the Town centre. • The cycle superhighway design will also include improved entry junctions.
<p>Wormholt and White City Safe Routes to Schools over Uxbridge Road and on key side streets</p>	<ul style="list-style-type: none"> • We will include this in the neighbourhood review.