

	<p align="center">London Borough of Hammersmith & Fulham</p> <p align="center">COMMUNITY SAFETY, ENVIRONMENT & RESIDENTS SERVICES POLICY & ACCOUNTABILITY COMMITTEE</p> <p align="center">2nd March 2016</p>
<p>Officer review of the Hammersmith Gyratory consultation by Transport for London</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 outlines officer responses and recommendations to the Transport for London (TfL) consultation on the provision of dedicated cycle lanes through the northern section of the Hammersmith gyratory.

2. RECOMMENDATIONS

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

3. INTRODUCTION

- 3.1 Transport for London (“TfL”) are consulting on the Hammersmith Gyratory Better Junction scheme. The Better Junctions schemes are part of TfL’s investment of £4bn in the road network. . As part of this plan, TfL are reviewing junctions and gyratories across London to make them safer for all road users, including cyclists, and to make journey times more reliable.
- 3.2 The Mayor’s Cycling Vision was released in early 2012 and contains commitments to a number of ambitious outcomes which will transform cycling in London. The Better Junctions Programme contributes to the “Safer Streets for the Bike” Outcome and commits to “...widening to allow more space for cyclists, creating more segregated cycle lanes...”. “...introduce[ing] more cycle-only paths or phases through junctions and gyratories...” These statements point towards the minimum standard for cycling facilities that this project aims to deliver.

- 3.3 The new Labour administrations manifesto entitled *The Change We Need*, outlines 11 key actions for the borough relevant to cycling, including *creating a greener borough, being more fair to drivers, and improving the borough for cyclists*. The manifesto also outlined the need to *encourage more and safer cycling*.
- 3.4 The new Cycling Strategy 2015 was adopted by Cabinet on 12 October 2015. We are determined to ensure our roads are as safe as they can be for cyclists, and that our infrastructure is suitable for our predicted growth in population, and our aspiration of getting 8% of our residents travelling by cycle each day.
- 3.5 One of the most intimidating junctions that was identified by the public in the Strategy consultation, was the Hammersmith Gyratory.
- 3.6 Improvements to Hammersmith Gyratory are required in order to reduce the number of cycle collisions and to contribute to the Mayor's cycling growth strategy as set out in the Mayor's Transport Strategy ("MTS") and his casualty reduction target.
- 3.7 The aim is not only to provide improved facilities for existing cyclists but also to attract new cyclists by breaking down negative perceptions associated with the dangers.
- 3.8 TfL are proposing to give cyclists dedicated space and separate cycle signals at junctions on the northern side of the gyratory. This would offer cyclists a more comfortable and direct route between King Street and Hammersmith Road, bridging the gap in the proposed A315 cycling route that the gyratory currently creates.

4. How does this fit in with wider plans for Hammersmith town centre?

- 4.1 TfL and Hammersmith & Fulham Council are working together on ambitious plans for a long-term transformation of Hammersmith town centre.
- 4.2 TfL are proposing shorter-term improvements to improve safety and connectivity for existing cyclists and support the Council's cycling strategy to increase the number of new cyclists in the area.

5. Proposed layout changes

- 5.1 To improve conditions and safety for cyclists the scheme will:
- Provide a segregated two-way cycle track on the north side of Hammersmith Broadway. Cyclists would be physically separated from traffic by a kerb. TfL would make room for the cycle track by reallocating space from some sections of the wide pavement on the south side of the road.
 - Separate cyclists and motor vehicle movements at junctions; cyclists would have their own traffic signals which would operate at different times to those for motor traffic.
 - Extend the eastbound contraflow cycle track on King Street to allow cyclists to reach the gyratory from Hammersmith Town Hall without having to follow Studland Street, Glenthorne Road and Beadon Road. The cycle track would be physically separated from traffic.
 - Provide a short two-way section of cycle track on Queen Caroline Street to allow access to Blacks Road and Hammersmith Bridge Road.

- Enable cyclists to pass through the island at the junction of Hammersmith Road and Butterwick, and increase the size of the island to accommodate cyclists and pedestrians

6. Improve conditions for other road users.

6.1 To improve conditions for other users the scheme will:

- Install pedestrian countdown signals at the crossings of King Street, Beadon Road, Shepherd’s Bush Road, Queen Caroline Street, Hammersmith Road and Butterwick.
- Widen the footway on King Street where possible to provide more space for pedestrians in this busy area
- Raise the carriageway to footway level on King Street opposite Lyric Square to make crossing more convenient for pedestrians and encourage slower motor vehicle speeds.
- De-clutter footways by rationalising locations of street furniture along the route.
- Increase cycle parking around the gyratory and rationalise it.
- Relocate one loading bay and two disabled parking bays on Black’s Road to provide space for additional taxi rank spaces

7. Removal of pedestrian crossing

7.1 To ensure cyclists have adequate space to wait for a green signal on the island at the south of Shepherd’s Bush Road, we would need to remove the existing pedestrian crossing that connects this island to the south side of Hammersmith Broadway.

7.2 Although the crossing is less well-used than others in the area, its removal would mean some pedestrians would have to find alternative routes. Those walking between the south side of Hammersmith Broadway and the west side of Shepherd’s Bush Road would need to cross Queen Caroline Street and Beadon Road. Those walking between the south side of Hammersmith Broadway and the east side of Shepherd’s Bush Road would have a choice between crossing Queen Caroline Street, Beadon Road and Shepherd’s Bush Road or crossing Hammersmith Broadway at its junction with Butterwick.

8. Bus lane on Beadon Road

8.1 Beadon Road is narrow and carries a high volume of buses and general traffic. To reduce delays currently experienced by buses approaching the gyratory, TfL would provide a new bus lane on Beadon Road between Glenthorne Road and Hammersmith Broadway.

9. Scheme benefits for cyclists.

9.1 The table below details the high-level outcomes of the Better Junction project and the associated benefits for cyclists.

Outcome	Benefits
A road layout which provides separation between cyclists and general traffic on desirable cycling routes.	Reduction in cyclist collisions. Increased cycling volumes with associated health, public transport and trade benefits.

A road layout which provides pedestrian facilities which can accommodate pedestrian demand and desire lines.	Reduction in pedestrian collisions. Reduction in pedestrian severance across the gyratory.
Any reduction in traffic capacity mitigated as far as possible.	Noise and air pollution minimised. Cycling not impacted by stationary traffic on and around the gyratory.
Any increase in bus journey time or decrease in journey time reliability mitigated as far as possible.	Public transport accessibility to and from Hammersmith Town maintained.
A highway design which fits with emerging requirements of the Hammersmith Gyratory area	Minimised re-work and disruption when the future developments are progressed

9.2 Design layout for the scheme is attached in Appendix 1.

10. CONSULTATION

- 10.1 Council officers have been working with TfL on proposed changes to the Gyratory for the last 18 months.
- 10.2 Initial feasibility designs were created by the borough in 2008 and in association with HFCyclists and passed to TfL, which formed the initial outline designs for the project.
- 10.3 These outline proposals were discussed with various groups such as the Hammersmith BID and indirectly with the Hammersmith and Fulham cycle action group, HFCyclists. TfL have also conducted a number of pre-consultation discussions with stakeholders such as the London Cycling Campaign, and the TfL modes; buses, LV etc.
- 10.4 TfL have started the public consultation on the 6th of February 2016 until the 14th March 2016. <https://consultations.tfl.gov.uk/roads/hammersmith-gyratory>
- 10.5 The Consultation Process will consist of a number of different stages, all of which are designed to allow the maximum interaction with the public and businesses. Public consultation is one stage of the delivery programme.
- 10.6 TfL have emailed details of the consultation to a comprehensive stakeholder listing in Hammersmith and Fulham, and all consultees on their consultee list for London.
- 10.7 H&F Council have mailed out to all of its main stakeholders details of the consultation.
- 10.8 TfL are conducting a series of public consultation 'open door' sessions at the St Pauls church in Hammersmith which is adjacent to the Gyratory.
- 10.9 TfL have mailed out a consultation leaflet to residents located near the gyratory.
- 10.10 There are a number of stages that the scheme has gone through and will go through before any permanent changes are made;
- Design – Initial designs go through a series of review stages to ensure that the proposed changes are feasible and meet the needs of the project and the residents.
 - Engagement – While plans are being designed Council staff will contact residents, businesses and commuters who will be impacted by the changes to find out how they perceive the area as it currently stand.

- Public consultation – The plans will be drawn up and sent to residents and businesses in the area to offer the opportunity to ask questions and raise any concerns they may have.
- Statutory consultation – The final proposed designs incorporating any agreed changes based on the previous stages will then be made available to the borough for residents to provide final feedback.
- Implementation – The proposed and agreed plans will then be implemented over an agreed timescale.

10.11 The results from the full public consultation will be gathered and evaluated by TfL, and a results document produced that will be issued to the Council. This document will be used to prepare the Cabinet decision report for implementation of the scheme, subject to public support.

11. OFFICER COMMENTS

11.1 Officers across the following council departments have been consulted for their comments.

- Highways engineering
- Planning department
- Urban Design
- Smarter choices
- Development Control

11.2 These comments have been collated as follows:

Cyclists:

- Cycle lanes appear to be narrow at the junction with King Street
- Where will additional cycle parking be located at the junction of King Street and the Broadway
- How will the pedestrians be kept out of the cycle lanes at crossing points
- Can the cycle track along King Street be bi-directional?
- Can cyclists have a 'green wave' across all the junctions?
- Could the crossing proposed to be removed be incorporated in a re-design of the stop lines for the traffic lights?
- Can the cycle track that crosses Shepherd's Bush Road be re-aligned to be less of a dog-leg and more direct for cyclists

11.3 Bus users.

- The Bus lane along Beadon Road is hampered by the zebra crossing. Could this be changed to a Toucan?

11.4 Pedestrians:

- The pedestrian crossing from Shepherd's Bush road to Hammersmith Broadway could be retained if the pedestrian crossing was incorporated in the signals.
- Can the pedestrian crossing of Shepherd's Bush road northbound lane be realigned alongside the cycle track.

11.5 Motorised vehicles;

- Outside Hammersmith Broadway station, how are delivery/collection vehicles accommodated?

11.6 Other comments:

- Can more 'greening' be incorporated into the islands and the scheme incorporate more sustainable urban features?

Appendix 1. Overall scheme design.

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.	Cycling Strategy 2015	Richard Duffill ex 1749	Transport and Highways