



London Borough of Hammersmith & Fulham

COMMUNITY SAFETY, ENVIRONMENT & RESIDENTS SERVICES POLICY & ACCOUNTABILITY COMMITTEE

2nd March 2016

Cycle Quietway between Kensington and East Acton.

Report of the Cabinet Member for Environment, Transport and Residents Services

Open Report

Classification: For Scrutiny Review & Comment

Key Decision: No

Wards Affected: All

Accountable Director; Mahmood Siddiqi, Director for Transport and Highways

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1. EXECUTIVE SUMMARY

- 1.1 This report outlines the proposed development of a cycle Quietway from the boundary of Kensington and Chelsea to East Acton, linking residential areas with main destinations such as Wormwood Scrubs, The Linford Christie stadium, and Hammersmith Hospital.

2. RECOMMENDATIONS

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

3. INTRODUCTION

- 3.1 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.
- 3.2 To help reach this target in Hammersmith & Fulham, the new cycle network will consist of two levels of cycle route, Cycle Superhighways which have segregated cycle tracks, and Quietway routes which utilise existing roads and streets which have lighter traffic flows.
- 3.3 The project has a number of key objectives that support the Hammersmith and Fulham Cycling Strategy 2015 and the Mayor of London's vision. These are:
- Increase the number of cyclists using alternative cycle routes
 - Improve cyclist safety and the perception of safety in the borough.
 - Improve pedestrian safety.
 - Improvement in the quality of the Public realm

- 3.4 We are aiming to make the majority of cycle routes in the borough “Quietways”, routes that overcome barriers to cycling, and therefore targeting cyclists who want to use quieter, low-traffic routes.
- 3.5 These routes are not just for current cyclists, they are for residents who want to get out and about, but don't want to be faced with lots of traffic, and who don't want to cycle on the main roads or in Bus lanes.
- 3.6 On such Quietways, there will be no need to separate cycles from traffic as part of the scheme we will aim to develop continuous routes with better wayfinding signage, new junction improvements to make it easier to cross main roads when necessary, and any other barriers such as chicanes , will be removed.
- 3.7 Designs for the scheme are attached in Appendix 1 and 2.

4. BACKGROUND

- 4.1 Transport for London (TfL) has identified that Route 213 from Kensington and Chelsea to East Acton is a Quietway route that could be developed in the first phase of Quietway routes in our borough.
- 4.2 TfL have allocated funding for the development of this Quietway route in 2016-2017.
- 4.3 The purpose of this route is to provide an alternative and upgraded link from the Kensington boundary to the East Acton tube station, taking in major locations such as Hammersmith Hospital, Wormwood Scrubs and the Linford Christie sports stadium.
- 4.4 The Quietway routes starts in the north of the Borough at the boundary with Kensington and Chelsea in Mitre Way, it then enters the southern edge of Wormwood scrubs and heads towards East Acton tube station before finishing at the A40 Westway cycle crossover.
- 4.5 The full Quietway route starts at St Mark's Road in Kensington and Chelsea and finishes at East Acton.
- 4.6 We have taken the opportunity to route the Quietway along the southern edge of Wormwood scrubs including a new shared access track into the scrubs. This new section of track will not only create and improve the access into the scrubs , but will create a short link to the existing track alongside the athletics stadium, and of course to Hammersmith Hospital.
- 4.7 Outline designs have been developed by Sustrans and H&F Council along the route.

5. Proposed layout changes

- 5.1 The proposed route would utilise existing cycle paths and upgrade them to Quietway standard, with this project also making changes to road junctions that would normally form a barrier to cyclists.
- 5.2 New cycle junction layout at the connection of Mitre Way and Dalgarno Gardens. This will make it much safer and easier to join the Quietway.

- 5.3 Proposed bi-directional cycle track along Mitre way linking Scrubs lane with the new junction at Dalgarno Gardens. This will encourage cyclists and family groups to access the scrubs by this link.
- 5.4 New cycle and pedestrian crossing of Scrubs lane. The junction will feature a new toucan crossing for pedestrians and cyclists which will enable easy access onto the Quietway.
- 5.5 Proposed new entrance into Wormwood Scrubs and then a new link including a shared cycle and pedestrian path along the southern edge of the scrubs to reach the existing cycle path near the Linford Christie stadium. This will become a new gateway into the Scrubs and follows a current desire line established by pedestrians.
- 5.6 Update of the existing cycle path alongside Wormwood Scrubs prison to a wider and better surfaced path. The current path is shared use but has a very narrow cycle lane marked out.
- 5.7 New cycle path link at the end of the path onto Braybrook Street outside Old Oak Primary school. This will overcome the issues of a blind corner adjacent to a high wall, and the new track follows a pedestrian and cycle desire line.
- 5.8 Changed crossing and minor junction changes at Fitzneal street and Du Cane road. The new crossing will make the crossing of Du cane road safer and easier for cyclists.
- 5.9 New one-way system southbound along Fitzneal Street with a contra flow cycle lane. This proposal aims to eliminate the current problem of 'rat-running' along Fitzneal street.
- 5.10 Physical improvements to the public highway and programme work designed to reduce congestion, manage traffic and promote road safety fall under the Council's statutory duties under a variety of acts including the Traffic Management Act 2004.
- 5.11 Where changes to the highway are proposed, these are in line with Section 122 of the Road Traffic Regulation Act 1984 ("The 1984 Act"); securing the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.

6. CONSULTATION

- 6.1 Council officers have been working with Sustrans and TfL on the proposed route.
- 6.2 H&F have started the public consultation on the 10th of February 2016 until the 14th March 2016.
- 6.3 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.
- 6.4 H&F have begun the consultation on the main Council cycling web site:
- 6.5 H&F have emailed details of the consultation to a comprehensive stakeholder listing in Hammersmith and Fulham.
- 6.6 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.

6.7 The results from the full public consultation will be gathered and evaluated by H&F, and a results document produced that will be presented to the Cabinet member.

Appendix 1. Proposed plan of the Cycle Quietway between East Acton and Kensington and Chelsea

Appendix 2. Detailed designs of Scrubs lane, Wormwood scrubs Du Cane road.

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