

**London Borough of Hammersmith & Fulham**

Transportation and Highways

London Borough of Hammersmith & Fulham

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Date: 21<sup>st</sup> March 2016

Melissa Cazzato,  
Senior Sponsor,  
Transport for London,  
3<sup>rd</sup> Floor Yellow Zone  
Palestra,  
197 Blackfriars Road,  
Southwark,  
London,  
SE1 8NJ

**Dear Melissa,**

**Reference: Consultation on the provision of new dedicated cycle lanes at Hammersmith gyratory.**

Hammersmith and Fulham council are pleased to be able to respond to the above consultation that will contribute to making our roads safer for cyclists in the borough.

We are determined to ensure that our infrastructure is suitable for our own growth in population, and our aspiration of getting 8% of our residents travelling by cycle each day. The Hammersmith gyratory was identified in the new cycling strategy as a junction that is intimidating for cyclists and we welcome the proposals in the consultation.

Following detailed discussion with officers who have been involved in developing the proposals with yourselves, and the recent meeting of the Community Safety, Environment and Residents Services Policy and Accountability Committee, the council wishes to submit its support for the scheme and identify some areas that need to be addressed. The comments from the committee are attached in the form of the minutes of the meeting held on the 2<sup>nd</sup> March 2016.

**The Council is in support of:**

- The provision of a segregated two way cycle track on the north side of the gyratory.
- The separation of cyclists and motor vehicles at junctions and the provision of cyclists having their own traffic signals.
- Providing a two-way section of cycle track on Queen Caroline street to allow access to Blacks Road and Hammersmith Bridge road.
- Installing pedestrian countdown signals at all crossings in the scheme.

Name of director: Mahmood Siddiqi

Director of Transport and Highways

- De-cluttering and re-paving or resurfacing.
- Increasing cycle parking

**The Council has concerns with the following Proposals:**

- The extension of the eastbound contra-flow cycle track on King Street.
- The provision of such a track being a single 'stepped track' construction.
- The removal of the pedestrian crossing between Hammersmith Broadway and Shepherds Bush Road.
- The provision of with-flow cycle lanes from the Butterwick /Hammersmith Road junction along Hammersmith Road.

The following further detailed comments have been collated from Council officers and should be read in conjunction with the above points:

**Impact on Cyclists:**

- The council has concerns with the proposal of having a single width contra-flow cycle lane from Bridge Avenue to the junction with the Gyratory. Such a proposal does not encourage new cyclists, does not make the best use of the available space, and does not meet the Council's aspiration of having a continuous bi-directional track from East to West.
- The Cycle lanes appear to be narrow at the junction of Queen Caroline Street with King Street, the turn into King Street should be as 'smooth' as possible from each direction.
- There are no proposals shown for additional cycle parking be located at the junction of King Street and the Broadway. The consultation advises that space has been re-allocated from the pavement to enable the track to be installed. Where will this additional parking therefore be placed?
- Officers are concerned that pedestrians will be faced with a 2-3m cycle track in front of them at the main pedestrian crossing outside the tube station. How will the pedestrians be kept out of the cycle lanes at these crossing points?
- The consultation advises that cyclists would have their own signals which would be green at different times to motorists, however it does not indicate that these 'green' lights are linked together forming a green wave for cyclists through the junction. Without this in an easterly direction, cyclists will use the normal vehicle lanes if the vehicles are moving and the cyclists are held.
- The cycle track that crosses Shepherd's Bush Road is not as direct as it could be, could it be re-aligned to be less of a dog-leg and more direct for cyclists by the smoothing of the kerb areas.
- The proposed cycle lane in Blacks Road is shown as a single lane only, to facilitate cyclists wishing to head westwards along Blacks Road, we would like this cycle lane to become bi-directional.

**Impact on Bus users:**

- The Bus lane along Beadon Road is bisected by the existing zebra crossing linking Lyric square with the area adjacent to the Hammersmith and City line. At peak hours, the uncontrolled crossing by pedestrians means that all traffic is compromised and traffic queues form along Hammersmith Grove and Beadon Road. H&F council would like to work with TfL to resolve these concerns, and work on improving the traffic flow that would also enable Buses who leave the current Bus stop outside the station to move into the outside lane to access the Broadway bus station.

**Impact on Pedestrians:**

- The consultation advises that the pedestrian crossing from the Broadway to the island at the entrance to Shepherds Bush road will be removed. Officers believe that this crossing could be retained as part of the signals at this location and therefore retain this crossing movement.
- Officers would also like to see the pedestrian crossing of Shepherd's Bush road northbound lane be realigned alongside the cycle track.

**Impact on Motorised vehicles:**

- Outside Hammersmith Broadway station, the existing traffic lanes are compromised by vehicles loading to supply premises in the Broadway, especially security collection vehicles. How are delivery and collection vehicles accommodated in the new design?
- The proposal indicates that loading bays have been re-located on Black's road to the southern side. Officers believe that they can be retained adjacent to the shops on the north side, and the New Taxi Rank switched to the south side. Officers question who would use this Taxi Rank, or is it just a 'feeder' rank for the spaces outside the Broadway.

**Other comments:**

- The council would like to see more sustainable and 'greening' measures incorporated in the scheme, especially into the islands.

Hammersmith & Fulham Council look forward to working with TfL on the detail design of the scheme, and receipt of the outcome report from the consultation.

Yours sincerely

Richard Duffill  
Borough Cycling officer.

The following comments were collected from the Community Safety, Environment and Residents Services Policy and Accountability Committee held on the 2<sup>nd</sup> March 2016:

- *John Griffiths, Acting Chair of H+F Cyclists, explained that he was concerned that road space was being taken from pedestrians to accommodate the changes, in order to preserve road space. He was concerned about the increase in width of the crossing between King Street and the Broadway, and whether the crossing would have sufficient capacity for those using it. He was also concerned about the lack of a two way cycle lane on King Street, the use of a stepped, rather than segregated cycle track which could be unsafe. Mr Griffiths expressed his disappointment with the lack of detail in some of the plans. He said that pressure on the scheme from King Street could be reduced by the creation of a cycle route along Studland Street and onto Glenthorne Road.*
- The full response from H&F Cyclist group has been submitted separately to this report
- *Councillor Dewhirst explained that he was concerned with the impact on Fulham Palace Road, where the Council had previously done much to ease congestion.*
- *Nigel Hensman, a local resident, explained that he was concerned about pedestrian safety, especially about the new wider crossing, and about the impact on journey times through the junction. Other residents concurred with this view, and added that it was difficult to see how pedestrians waiting to use the crossing could be kept from doing so on the cycle lane. Mr Hensman noted that journey times for pedestrians could be significantly slower than at present, as could those for motor vehicles, although cyclists would benefit from a reduced journey time. John Griffiths pointed out that this might encourage car users to use more sustainable forms of transport.*
- The response from Nigel Hensman to the consultation is as follows and has been submitted to TfL directly.
- *I strongly oppose the proposed closure of the pedestrian crossing over the Broadway. You promised to review if this is really necessary.*
- *I strongly support the proposed new bus-lane along Beadon Road: At present many passengers leave buses stuck in Beadon Road, even though they intend going into the main station.*
- *re bus lane in Shepherds Bush road/ Hammersmith Broadway: you agreed to review this with the LBH. At present: the mandatory crossover of lanes confuses many drivers; the warning signage needs to be much clearer to ensure proper traffic flow into the gyratory.*
- *re cycle lanes crossing pedestrian flows: I believe the thousands of pedestrians crossing the cycling routes will not be adequately protected by the proposals, judging by the way many cyclists treat pedestrians perceived to be in their way.*
- *TFL traffic modelling data: the table muddles seconds and minutes and the 'difference' columns need revision.*
- *The quantity data should be made available to the public. This would allow a comparison of the impact of the proposals in terms of overall person-hours saved and lost.*

- *I am very concerned at the implications for general traffic during the evening peak hour. Nearly all the routes show proposed delays. The gyratory already suffers periodic gridlock and it seems counter productive to induce unnecessary problems.*
- Councillor Hamilton was concerned about the reduction in the number of lanes from the Broadway onto Butterwick and the potential impact on traffic. He was also concerned about the introduction of a bus lane on Beedon Road which could impact on Hammersmith Grove. He felt that the new taxi rank and loading bay arrangement in Blacks Way was poorly designed, as it would move the loading bays away from the rear of the shops which they serviced.
- A resident said that they were concerned that cycle lanes would be at different heights, which would make it difficult to cross roads, especially for those with difficulties seeing.
- Rosemary Petit, a local resident, said that she supported the idea of a bus lane in Beedon Road as it presently caused significant delays to journeys. She said that if a bus lane were not introduced, a bus stop should be, in order that people could access the western part of the town centre without waiting in traffic to get to the next stop on the route.

The committee thanked officers for their presentation, and asked that their disappointment that Transport for London had not attended the meeting be passed on.