

Climate Change and Ecology Policy and Accountability Committee

Agenda

Wednesday 7 May 2025 at 7.00 pm

145 King Street (Ground Floor), Hammersmith, W6 9XY

Watch the meeting live:

<https://www.youtube.com/hammersmithandfulham>

MEMBERSHIP

Administration	Opposition
Councillor Nicole Trehy (Chair) Councillor Laura Janes Councillor Stala Antoniadou Councillor Callum Nimmo	Councillor Jose Afonso

CONTACT OFFICER:

Amrita White
Governance and Scrutiny
Tel 07741234765
E-mail: Amrita.White@lbhf.gov.uk

Note: This meeting is open to members of the public. . If you would like to attend, please contact amrita.white@lbhf.gov.uk. The building has disabled access.

Date Issued: 24 April 2025

Climate Change and Ecology Policy and Accountability Committee

Agenda

7 May 2025

<u>Item</u>	<u>Pages</u>
1. APOLOGIES FOR ABSENCE	
2. DECLARATIONS OF INTEREST <p>If a Councillor has a disclosable pecuniary interest in a particular item, whether or not it is entered in the Authority's register of interests, or any other significant interest which they consider should be declared in the public interest, they should declare the existence and, unless it is a sensitive interest as defined in the Member Code of Conduct, the nature of the interest at the commencement of the consideration of that item or as soon as it becomes apparent.</p> <p>Where Members of the public are not allowed to be in attendance and speak, then the Councillor with a disclosable pecuniary interest should withdraw from the meeting whilst the matter is under consideration. Councillors who have declared other significant interests should also withdraw from the meeting if they consider their continued participation in the matter would not be reasonable in the circumstances and may give rise to a perception of a conflict of interest.</p> <p>Councillors are not obliged to withdraw from the meeting where a dispensation to that effect has been obtained from the Standards Committee.</p>	
3. MINUTES <p>To approve the minutes of the previous meeting and note any outstanding actions.</p>	4 - 9
4. ACTIVE TRAVEL IN HAMMERSMITH & FULHAM <p>This report and the accompanying presentation provides a summary of the many workstreams that are being delivered in the borough to improve active travel. It also considers active travel in the context of the Net Zero Transport Strategy currently being developed and the importance of increasing active travel to address the many transport challenges facing the Hammersmith and Fulham (H&F).</p>	10 - 51
5. WORK PROGRAMME <p>For the Committee to suggest items for the work programme</p>	

6. DATE OF FUTURE MEETINGS

To note the following dates of future meetings:

- 1st July 2025
- 4th November 2025
- 2nd February 2026
- 21st April 2026

London Borough of Hammersmith & Fulham

Climate Change and Ecology Policy and Accountability Committee Minutes



Tuesday 28 January 2025

PRESENT

Committee members: Councillors Nicole Trehy (Chair), Stala Antoniadou, Laura Janes and Jose Afonso

Other Councillors:

Councillor Wesley Harcourt (Cabinet Member for Climate Change and Ecology)
Councillor Rowan Ree (Cabinet Member for Finance and Reform)

Officers:

Hinesh Mehta (Assistant Director Climate Change), Bram Kainth (Executive Director of Place), Andre Mark (Head of Finance – Strategic Planning and Investment), Kellie Gooch, (Head of Finance, Place), John Galsworthy (Director of Climate Change and Transport) and Amrita White (Committee Coordinator)

External:

Grace Clifford (Ocean Conservation Trust)
7 members of the public were in attendance

1. APOLOGIES FOR ABSENCE

There were no apologies for absence received.

2. DECLARATIONS OF INTEREST

There were no declarations of interest

3. MINUTES

RESOLVED:

That the minutes of the meeting held on 19th November 2024 were agreed as an accurate record.

4. 2025/26 REVENUE BUDGET AND MEDIUM TERM FINANCIAL STRATEGY (MTFS)

Corporate Budget

Councillor Rowan Ree (Cabinet Member for Finance and Reform) gave a presentation that detailed the proposals for the 2025/26 revenue budget – including the risks, financial resilience, and impact of those proposals. He showed slides that highlighted the following key aspects.

- The Net General Fund Revenue Budget was £221m.
- The difficulty of operating environment included reduced revenue funding, changing demographics and a sluggish national economy.
- The key objectives of the financial plan were ensuring the safety of residents, businesses and visitors, protecting the statutory services and other Council services valued by residents, promoting prosperity, running an efficient council, ensuring strong financial governance and resilience, and preserving low council tax rates.
- The budget headlines for 2025/26 included investing £3.5m in community safety and crime prevention, relieving pressure on statutory services, investing in the Upstream Industrial Strategy, tackling climate change and investing in sports facilities.
- Council tax would increase by 88p per week, but it was estimated that four in 10 households would receive some sort of discount.

Councillor Rowan Ree noted that the Revenue Budget would be presented to the Cabinet and Budget Council in February 2025 and thanked cabinet members and officers for their work in realising a balanced budget over the past year.

Departmental Budget

Kellie Gooch, (Head of Finance, Place) gave a presentation on the department's revenue budget 2025/26. This covered the department's recent achievements, relevant to this Committee as follows:

- Launched the largest ever local authority green community investment scheme (£5m target).
- Highest concentration of electric vehicle charging points in UK and largest concentration of air quality monitors in Europe
- Recognised by UK Divest as amongst the most successful local authority Pension Funds in divesting from fossil fuels
- Promoting active travel - creating a legacy of cycle trained young people, delivering Bikeability for families and green local deliveries through 'Parcels Not Pollution' cargo bike scheme
- Recognised leaders in environmental action: A-rating from the Carbon Disclosure Project for transparent and bold climate action and commitment. Rated by Climate Emergency UK as having London's best climate emergency plan

Kellie Gooch, (Head of Finance, Place) also updated members on the budget implications and future strategic budget risks. This included significant funding

requirements for addressing the climate and ecological emergency. Including ongoing pressure and challenges to secure funding for the H&F Plan objectives

Councillor Jose Afonso thanked Councillor Rowan Ree and officers for their presentation. He noted that a report on the 2025-30 Air Quality Plan had been presented at the last Full Council. However, he expressed concerns that the allocated funding was insufficient to deliver the necessary projects to meet the plan's targets. He asked officers how they intended to secure funding for these projects moving forward. John Galsworthy (Director of Climate Change and Transport) noted that the team's role was primarily to influence projects that contributed to achieving the climate target. He explained that most of the investment would come from external sources as and when it became available. Additionally, government grants would be pursued whenever possible.

Councillor Jose Afonso asked about the costs associated with the parklets on Wandsworth Bridge Road and future street scaling projects, specifically how much the Council had spent to date and how much it planned to spend in the future. John Galsworthy (Director of Climate Change and Transport) explained that the initiative had been cost-neutral with any revenue from tickets being reinvested into the high street. He clarified that the existing parklets were temporary, designed to rebalance traffic in the area. Once the final layout was determined, the parklets would be relocated and reused in the next designated location.

The Chair requested further clarification on the additional 2% increase in the staffing budget allocated for pay inflation. Kellie Gooch, (Head of Finance, Place) explained that the additional 2% was included in the budget to account for anticipated pay increases, though the exact amount was not yet known. This was an estimate for a potential pay award or inflation adjustment of approximately 2%.

Councillor Laura Janes referring to the Green Investment Strategy, requested further insight into the factors contributing to its success. Kellie Gooch, (Head of Finance, Place) explained that the strategy's success was largely due to the Council being an early adopter of this type of borrowing, at a time when few other Council's had pursued it. Since its initial implementation, a second tranche had been introduced, and the Council was set to be the first to move forward with a third tranche. She noted that the Council aimed to secure £5mil through a phased approach, allowing time to build and sustain effective communication.

Councillor Rowan Ree (Cabinet Member for Finance and Reform) noted that the primary goal of the scheme was to raise awareness and engagement of climate change for those that were interested. The scheme also provided a win-win outcome. The Council benefited from slightly more competitive borrowing rates while the environment and investors also gained from the initiative. He noted that he was scheduled to attend an event at the Green Finance Institute where he would discuss strategies to broaden the implementation of these schemes, ensuring they were accessible to a wider audience.

Councillor Stala Antoniades asked a follow up question with regards to the green investment strategy. She asked whether there had been opportunities to collaborate with partners from the industrial strategy and if any incentives had been offered to

facilitate such partnership. Councillor Rowan Ree (Cabinet Member for Finance and Reform) explained that the first two tranches of the scheme were primarily targeted at resident in the borough. He also observed that there was a market among local businesses, many of which were interested to invest, while enhancing their corporate social responsibility and optimising their treasury management functions.

The Chair asked for clarification on how the Council was accounting for its green credentials. Kellie Gooch, (Head of Finance, Place) noted that the climate budgeting was a relatively new concept, one that the Council was still working to develop in a more robust and comprehensive manner. The Council was in the early stages of a project designed to assess spending and its impact on climate, and officers were also examining approaches adopted by other councils.

A member of the public asked a series of questions. Firstly, he enquired whether 'climate net zero' was still listed as the primary climate goal for 2030. Additionally, while acknowledging that the extra £120k allocated for climate related projects was a positive step, he expressed concern that this funding might be limited given the current climate emergency. He requested further clarification on the expected impact, the Council aimed to achieve with this additional investment.

Councillor Rowan Ree emphasised the importance of distinguishing between revenue and capital spending. He explained that most of the Council's investments in climate and sustainability were capital expenditure, paid over an extended period as part of the capital budget. The original £120k had been allocated from the revenue budget and was intended to help secure larger funding opportunities.

A resident observed that the Council was already halfway between declaring a climate emergency in 2019 and asked whether the council was confident it would achieve its net zero goal by 2030. Councillor Wesley Harcourt emphasised that the net zero carbon target by 2023 remained in place. Although he acknowledged that this was a challenging goal, he explained that the Council had spent much of early 2019 developing strategies and was now focused on their implementation. He further provided an overview of the work being carried out by the Council with regards to Climate Change and Ecology and noted that capital projects would play an increasingly significant role, alongside measures to protect the community as the conditions evolved.

RESOLVED.

1. That the Committee noted the budget proposals and agreed to recommend them to the Cabinet as appropriate.
2. That the Committee noted the proposed changes to fees and charges and agreed to make recommendations as appropriate.

5. MOTION FOR THE OCEAN - INLAND COUNCIL SIGN UP

Grace Clifford (Ocean Conservation Trust) gave a presentation on the Ocean Conservation Trust, a charity dedicated to resorting and protecting the ocean through people centred, positive action. The charity's funding primarily came from ticket sales, gift aid, and donations. Her slides covered key topics such as ocean literacy, the charity's programmes, promoting ocean access, ocean advocacy and marine citizenship. She also provided an overview of the local government model for the "Motion for the Ocean" proposal for the Council to sign. She explained that this model brought together local communities and government leaders, with the aim of driving change at a national level through local council support. Additionally, she shared examples of how various councils had successfully implemented the "Motion for the Ocean" model.

The Chair thanked Grace Clifford for her presentation and noted that virtual reality (VR) headsets would be available after the meeting for anyone interested in experiencing the "under the ocean" VR journey. She highlighted that the River Thames, which ran through the borough, was increasingly polluted, emphasising that its protection and restoration were key priorities for the Council. She expressed her support for advancing the "Motion for the Ocean" to Full Council and opened the floor to any questions.

Councillor Stala Antoniadis thanked Grace Clifford for her engaging and inspiring presentation and enquired about any proactive measures the council could adopt to support the motion. In response Grace Clifford (Ocean Conservation Trust) responded by encouraging participation in the 'Think Ocean Challenge' a series of small actions and micro habits that could be developed over time. She provided examples such as switching to sustainable energy providers, reducing plastic usage, opting for environmentally responsible banking, engaging in litter picking and choosing to walk instead of driving. These small efforts would collectively contribute to the objectives of the motion.

A resident enquired about the impact of animal agriculture on the ocean and whether the 'Think Ocean Challenge' addressed dietary influence. In response Grace Clifford (Ocean Conservation Trust) noted that whilst animal agriculture was not a primary focus for the charity at this time, they were open to collaborating with stakeholders from various sectors to explore its connection to Ocean health. She also mentioned that the 'Think Ocean Challenge' included guidance in reducing meat consumption and making more sustainable dietary choices.

A resident observed that the Council was already engaged in several initiatives related to the motion. She suggested that the Council could further enhance its efforts by engaging and facilitating local voluntary groups or organisations to participate in litter picking. Additionally, she recommended that if the Council agreed to support this motion, it should explore further opportunities to implement new initiatives and raise awareness of existing policies related to this cause.

Councillor Laura Janes asked what additional actions the Council could take to enhance the motion's impact within the borough. Clifford (Ocean Conservation Trust) suggested that committing to and engaging with Fulham Reach Boat Club regarding sewage issues would be beneficial. She also emphasised the importance of working

with communities to understand their needs and priorities. In addition she also highlighted the importance of applying pressure on national government where necessary and setting funding related targets. She also committed to circulating key highlights to the Committee after the meeting.

Action: Grace Clifford

Members noted that they were collectively in favour of presenting the motion to full council as soon as possible, subject to further work being carried out around its wording.

RESOLVED:

That the Climate Change and Ecology Policy and Accountability Committee recommended an H&F specific 'Motion for the Ocean', based on the model motion in Appendix 1 and including the pledges within the report, be submitted to Full Council for approval at the next available meeting.

6. WORK PROGRAMME

The Chair requested that an item of active travel be presented at the next meeting and representatives from Ghent be invited to attend the Committee remotely.

7. DATES OF FUTURE MEETINGS

The next meeting was due to take place on 7th May 2025.

Chair

Contact officer: Amrita White
Committee Co-ordinator
Governance and Scrutiny
☎: 07741234765
E-mail: Amrita.White@lbhf.gov.uk

Agenda Item 4

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Climate Change Policy and Accountability Committee

Date: 07/05/2025

Subject: Active Travel in Hammersmith & Fulham.

Report author: Ben Kennedy, Senior Service Manager, Transport Strategy

Responsible Director: Bram Kainth, Strategic Director of Environment

SUMMARY

This report and the accompanying presentation provides a summary of the many workstreams that are being delivered in the borough to improve active travel. The first part of the report outlines how the development of a Net Zero Transport Strategy for the borough and the important role active travel plays in addressing the many transport challenges facing the Hammersmith and Fulham (H&F).

The second part of the report explains that as active travel is considered so important a separate Active Travel Strategy will be developed as a subsidiary document to the Transport Strategy.

The third part of the report provides the context for active travel in the borough and how we compare to the rest of London and neighbouring boroughs. It then sets out what active travel initiatives and schemes H&F is currently delivering.

RECOMMENDATIONS

1. For the committee to note and comment on the paper and attached presentation

Wards Affected: ALL

Our Values	Summary of how this report aligns to the H&F Corporate Plan and the H&F Values
Building shared prosperity	Encouraging active travel will support local businesses and high streets by making them more accessible and increasing pedestrian footfall, cycling and wheeling trips. Motorised traffic and

	congestion will be reduced, improving accessibility in public spaces and enabling the reallocation of roadspace from cars to pedestrians in areas of high customer footfall.
Creating a compassionate and inclusive council	The activities to promote active travel in H&F will improve equality and inclusivity by enabling equitable access to safe and healthy transportation options, ensuring that all residents, regardless of background or socioeconomic status can benefit from improved mobility and well-being.
Doing things with local residents, not to them	Active travel enhancements and an Active Travel Strategy will be co-produced with a stakeholder working group with residents represented on this group. There will be continued engagement with the Disabled Residents Team to ensure disabled residents needs and preferences are considered and improvements are sought across the entire borough.
Being ruthlessly financially efficient	Investing in active travel infrastructure and education will reduce long-term healthcare and transportation costs in H&F. The majority of the funding to deliver these improvements has been secured from TfL and we will continue to bid for additional external funding to improve the borough.
Taking pride in H&F	Enhancing active travel options contributes to a cleaner, greener and more attractive borough, residents will be able to take pride in their community and the public realm will be a more pleasant and welcoming environment.
Rising to the challenge of the climate and ecological emergency	Promoting active travel will reduce carbon emissions from transport sources and the environmental impact of motor vehicles in the borough, helping H&F to meet our Net-Zero targets.

Background Papers Used in Preparing This Report

DETAILED ANALYSIS

Net Zero Transport Strategy

1. A new Net Zero Transport Strategy (the Transport Strategy) is currently being developed by officers which will set out our vision and objectives for transport in the borough. The Strategy responds to drivers of change, policy contexts, evolving challenges, issues and opportunities, and identifies the measures by which the council intends to meet its transport goals. Achieving these goals will result in improved air quality, personal health, inequality and community cohesion, access to opportunities and services, and economic growth. A successful Strategy will be necessary to rebalance our transport system and public realm to create places for people moving around by active travel rather than just the movement of vehicles.
2. The new Transport Strategy will promote active travel throughout the borough by ensuring that residents have access to safe and attractive active travel routes and alternatives to motorised transport. Behaviour change and education initiatives alongside well designed and safe infrastructure will be key to encourage and increase the levels of active travel in the borough.
3. To date work has been undertaken on collating and analysing data and research as part of the evidence base to inform the development of the Strategy. This has included reviewing engagement activities and consultation feedback on recent transport schemes as well as undertaking a strengths, weakness, opportunities and threats (SWOT) analysis of transport issues and challenges.
4. The current draft vision for the Transport Strategy is outlined below:
Vision: Hammersmith is a great place to live, work and thrive.
This Strategy will help deliver this vision enabling the creation of attractive streets and vibrant spaces that are accessible, inclusive, resilient and safe for all. It will help ensure our neighbourhoods are fit for the future, becoming cleaner, greener, healthier and more resilient, and there will be less traffic on our roads with more people moving around safely using active travel modes.
5. The proposed objectives that the Transport Strategy will aim to deliver are set out below:
 - a. The Borough's air quality is cleaner and our streets are quieter
 - b. Reduce carbon emissions from transport sources to achieve net zero goals
 - c. People feel safe using our streets, public realm and transport system
 - d. Street space is shared more efficiently and effectively
 - e. Improved health and wellbeing of residents through higher rates of active travel
 - f. Reduced inequalities in access to services and jobs
 - g. Improved community cohesion
 - h. Supports economic growth and the outcomes of the Industrial Strategy.
 - i. Our public realm and streets are more resilient to a changing climate
 - j. The Borough benefits from improved public transport connections between the north and south

- k. There are long term, lasting benefits to the Borough resulting from the construction of Old Oak Common HS2 Station
6. Six key themes and priority areas have been identified for the draft Strategy within which appropriate policies, interventions and proposals will be set out. The six key themes are:
- i. Safe active travel
 - ii. Transition to cleaner vehicles
 - iii. Enabling climate adaptation and resilience
 - iv. Places for people not traffic
 - v. Connecting people and places
 - vi. Sustainable growth and development

Active Travel Strategy

7. The Transport Strategy is intended to be a high-level strategic document and will not go into detail on specific topics. As active travel is considered so important a separate Active Travel Strategy will be developed as a complementary document to the Transport Strategy that will provide greater detail on the programme of future active travel initiatives.
8. To ensure that the Active Travel Strategy is developed in collaboration with the community we are intending to establish an Active Travel Working Group to co-produce the strategy. The Active Travel Working Group will include residents and representatives from interested stakeholder organisations that reflect the whole borough.

Active Travel

9. Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.
10. Active travel is a low-carbon way to get around and offers many benefits compared with other forms of transport. Increasing active travel will be essential if we are to achieve the wider strategic priorities of increasing physical activity, tackling obesity, improving air quality, improving the economy and achieving net zero carbon emissions by 2050.
11. Increasing active travel will be essential if we are to achieve the wider strategic priorities of the council that relate to physical health, air quality, improvements to the local economy & public realm and achieving net zero carbon emissions.
12. TfL benchmarking data of trips undertaken by residents in different boroughs across London enables us to see how the residents of Hammersmith & Fulham travel in comparison to other Inner London boroughs. This data reveals that H&F residents use cars and active travel modes at similar levels to the Inner London average. However, when compared to Inner London peers such as Camden, Lambeth, RBKC and Westminster, our residents drive their cars more often and travel by active travel less.
13. Data provided by TfL reveals that the number of people killed and seriously injured from road collisions on H&F's streets has declined significantly since 2005 but more recently this decline has plateaued out and our current trajectory

means we are unlikely to meet the targets set by the Mayor of London unless dramatic action is taken. Officers are currently working on the development of a Road Danger Reduction Plan to better understand the reasons why the targets are not being met and what interventions are required to get back on track.

14. There are several weaknesses and threats to the borough that may affect the implementation of an active travel strategy, such as, increasing numbers of private cars owned or leased by residents on our streets, pedestrian and road user casualties, and crime and the perception of crime creating barriers to active travel.
15. Hammersmith & Fulham Council has been delivering an extensive programme of active travel initiatives and schemes to increase active travel rates amongst our residents, these include:
 - i. Bikeability training & education to schoolchildren, families and adults
 - ii. Dr Bike health check sessions
 - iii. Try Before You Bike scheme
 - iv. All-Ability Cycling sessions
 - v. Active Safer Routes to School
 - vi. Travel for Life accreditation
 - vii. Parcels Not Pollution scheme to encourage the use of e-cargo bikes
 - viii. OurBike Community E-cargo Bike Hire scheme
 - ix. Residential cycle parking hangars installation programme
 - x. Hammersmith Cycle Parking Hub
 - xi. Hammersmith Bridge reopening to cyclists without having to dismount
 - xii. Cycleway route schemes
 - xiii. Pedestrian safety and accessibility schemes
 - xiv. Street lighting improvement schemes
 - xv. Greening the grey schemes
 - xvi. Beat the Street initiative
 - xvii. School Streets Plus
 - xviii. Clean Air Neighbourhoods
 - xix. Micro-mobility bays rollout
16. The accompanying presentation provides more detailed information on each of the initiatives and schemes mentioned above.

LIST OF APPENDICES

Appendix 1 - Net Zero Transport Strategy & Active Travel presentation

Net Zero Transport Strategy & Active Travel

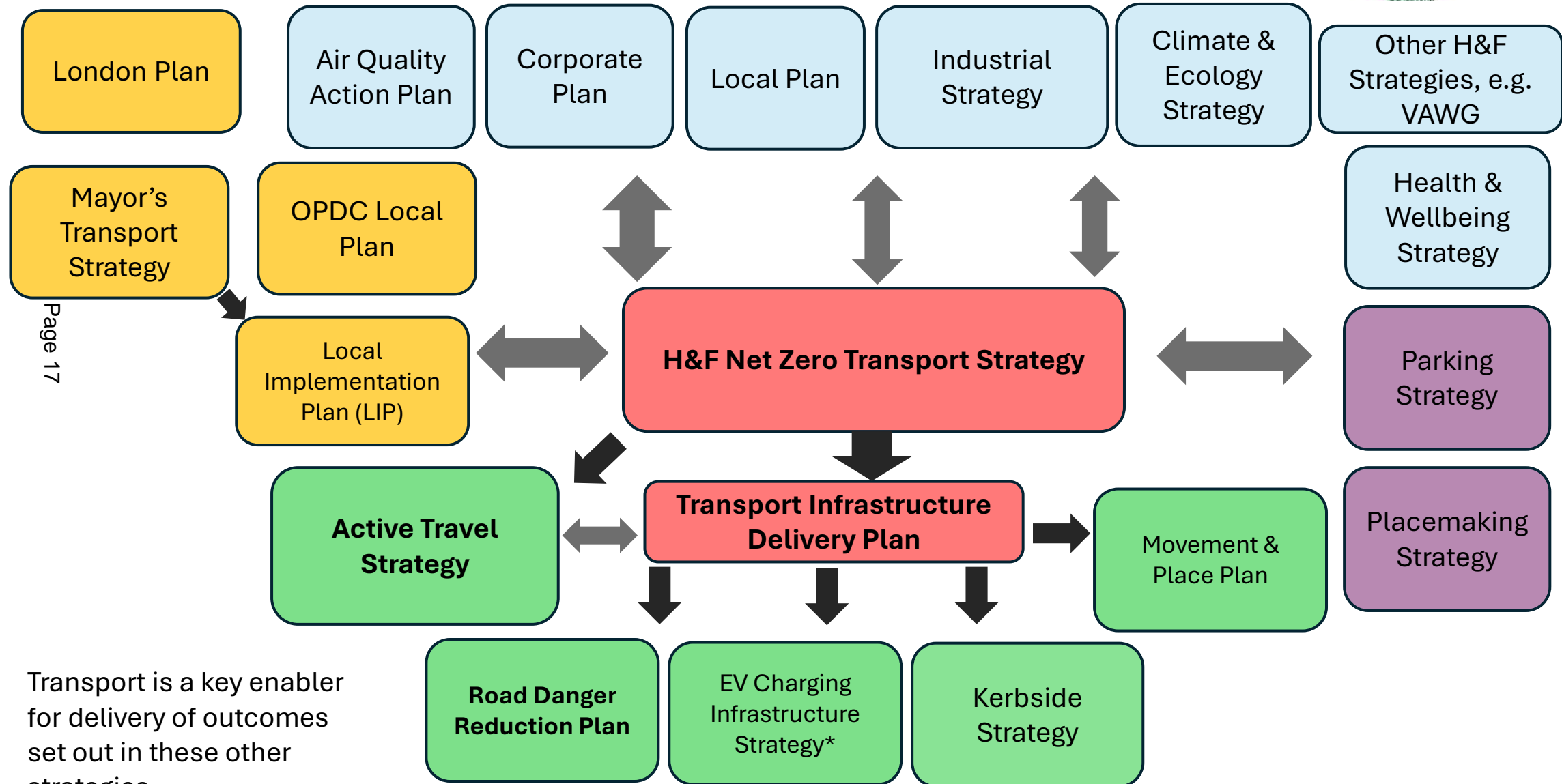
Climate Change & Ecology
Policy & Accountability
Committee
07 May 2025



Content

- Net Zero Transport Strategy (SWOT analysis, vision, objectives, challenges, issues, priorities)
- Active Travel – definition, benchmarking, challenges
- Active Travel Strategy & Working Group
- Active Travel Behaviour Change & Education Initiatives
- Cycling Parking Schemes
- Cycle Infrastructure Schemes
- Pedestrian Improvement Schemes
- School Streets Plus
- Clean Air Neighbourhoods
- Micro-mobility Schemes

The role of the Transport Strategy



How are we doing? SWOT Analysis



STRENGTHS

- Strategic location between central London and Heathrow.
- Strong economic growth reflected in high number of strategic developments.
- Excellent east-west public transport connections.
- Strong climate agenda and political support.
- Extensive EV Charging Network
- Strong take up of cycle hangar scheme
- High participation in cycle training, including for adults and secondary school students
- Higher than inner London average cycle trips

WEAKNESS

- Poor north-south public transport and road connections.
- Increasing car ownership.
- Lack of continuous and safe cycle network.
- Sustainable travel mode share lower than Inner London neighbours.
- High volumes of through traffic resulting congestion & poor air.
- Road user deaths and casualties still too high.
- Severance created by river, rail and road infrastructure (TLRN).
- North of the borough isolated from rest of the borough.
- Limited step-free access to rail and tube networks.
- Huge wealth inequalities in the borough.

OPPORTUNITIES

- HS2 Station & associated transport proposals.
- Industrial Strategy & economic growth.
- Placemaking proposals for growth areas and town centres.
- TfL Cycleway proposals and associated funding.
- Securing effective mitigation from HS2 related activities.
- Potential benefits to night-time economy later LU services.
- Strong take up of cycle hangar scheme & expansion.
- AI and dynamic traffic, parking and kerbside management.
- Reopening of Hammersmith Bridge.

THREATS

- HS2 construction impacts + closure of OOCL.
- Poor surface access to HS2 Station.
- OPDC planning authority with differing aims and objectives.
- London Plan policies (SIL, riverside wharves, etc.).
- Heathrow Airport Expansion.
- Public transport patronage below pre-pandemic levels.
- Bus speeds are slowing deterring usage.
- Traffic congestion and delays at key junctions and links.
- New forms of transport without adequate regulation.
- Increasing impacts of climate change happening faster.
- Unsustainable growth and new development.
- Crime & perception of crime.

Transport Strategy – a draft vision



The Transport Strategy sets out our vision and objectives for transport in the borough.

Vision: Hammersmith is a great place to live, work and thrive.

This Strategy will help deliver this vision enabling the creation of attractive streets and vibrant spaces that are accessible, inclusive, resilient and safe for all. It will help ensure our neighbourhoods are fit for the future, becoming cleaner, greener, healthier and more resilient, and there will be less traffic on our roads with more people moving around safely using active travel modes.

Objectives that the Strategy will aim to deliver:

- The Borough's air quality is cleaner and our streets are quieter
- Reduce carbon emissions from transport sources to achieve net zero goals
- People feel safe using our streets, public realm and transport system
- Street space is shared more efficiently and effectively
- Improved health and wellbeing of residents through higher rates of active travel
- Reduced inequalities in access to services and jobs
- Seek to support improved community cohesion by reducing severance
- Supports economic growth and the outcomes of the Industrial Strategy.
- Our public realm and streets are more resilient to a changing climate
- The Borough benefits from improved public transport connections between the north and south
- There are long term, lasting benefits to the borough resulting from the construction of Old Oak Common HS2 Station

Key transport issues

1. High traffic flows on our roads, both local and external causing congestion and air pollution
2. Levels of car use amongst residents higher than comparable inner London boroughs
3. Too many vulnerable road users being killed and seriously injured on our roads
4. Cycle route facilities are inconsistent, lack connectivity, some are poorly designed & impact negatively on disabled persons and pedestrians
5. Poor behaviour by some cyclists and scooters intimidates pedestrians and more vulnerable residents
6. Increasing car and van ownership adding to congestion and parking stress
7. Poor health and wellbeing amongst some residents from sedentary lifestyles
8. Town centres and high streets are dominated by traffic and too little space given to people and place
9. The borough is very vulnerable to climate change impacts – flooding, heat stress
10. Buses are stuck in traffic delays and speeds are slowing
11. Public transport connections between the north and south of the borough are poor
12. Construction impacts from HS2 on the borough need mitigating
13. Surface access to OOC Station will be terrible, only accessible via Old Oak Common Lane
14. Severance caused by road and rail infrastructure, particularly the north of the borough

Emerging Themes / Priority Areas

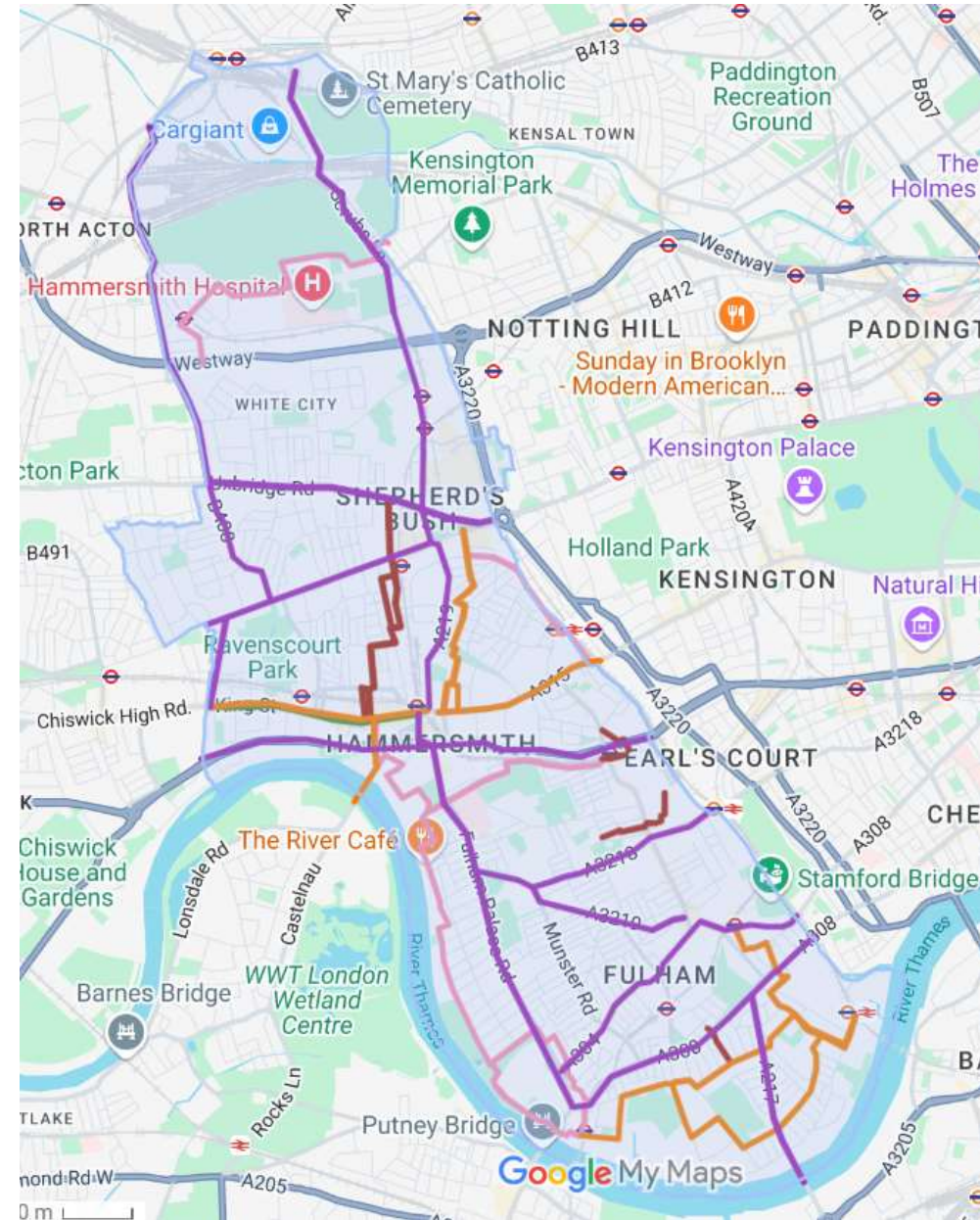


1. Safe active travel
2. Transition to cleaner vehicles
3. Enabling climate adaptation & resilience
4. Places for people not traffic
5. Connecting people and places
6. Sustainable growth and development

Doing things with residents not to them

- Intend to establish an Active Travel Working Group with the goal of co-producing a H&F Active Travel Strategy.
- The Active Travel Strategy will look at walking, cycling and wheeling.
- Output will include the identification and classification of a network of cycle routes.
- We will continue engagement with Inclusive Environment Disabled Residents Team.

Page 22



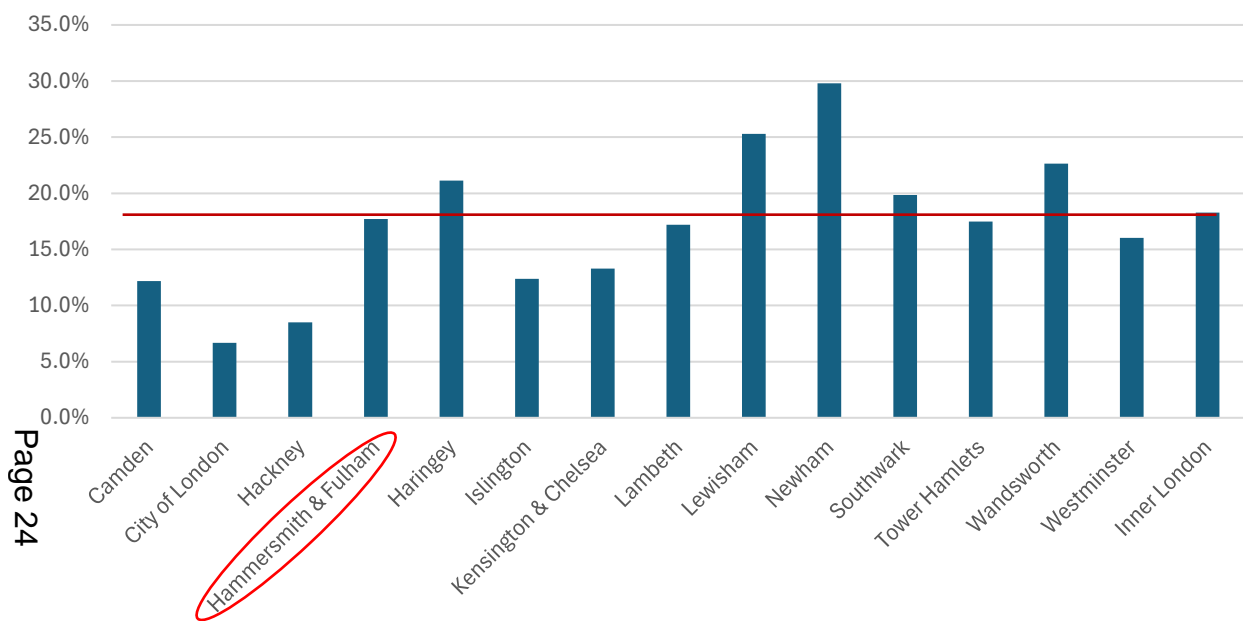
Definition of Active Travel

Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with **walking and cycling**, but active travel can also include trips made **by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes** (taken from the definition in the [Future of Mobility: urban strategy](#)).

Active travel is a low-carbon way to get around and offers many benefits compared with other forms of transport. Increasing active travel will be essential if we are to achieve the wider strategic priorities of increasing physical activity, tackling obesity, improving air quality, improving the economy and achieving net zero carbon emissions by 2050.

Borough Resident Trips % Mode Share – Car & Active Travel (source TfL)

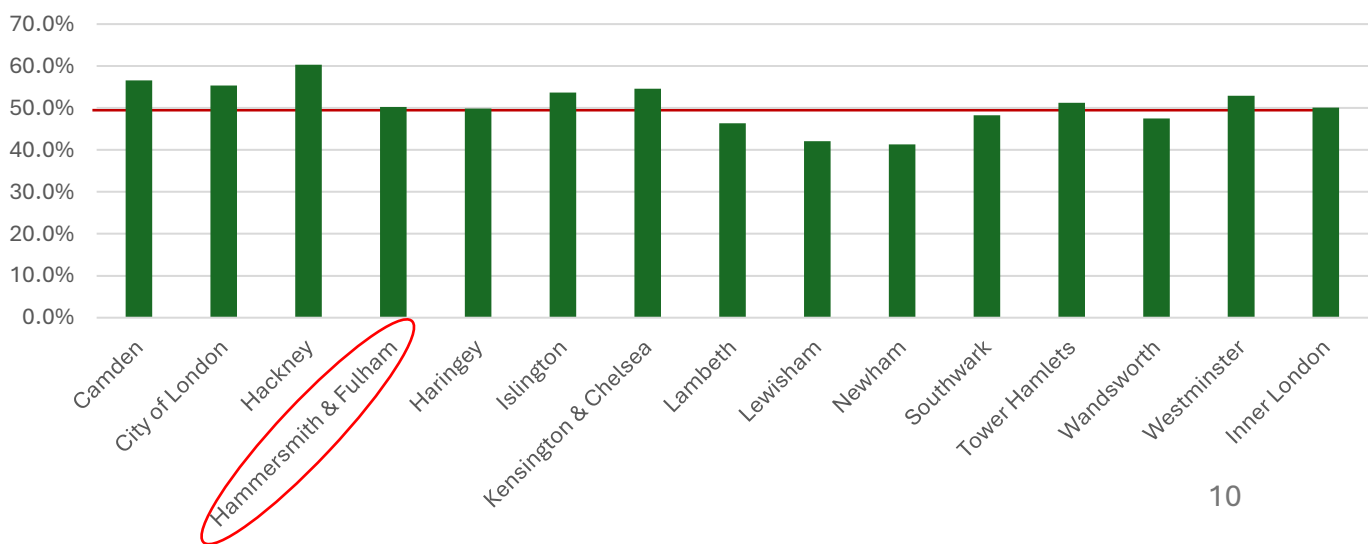
Car/motorcycle



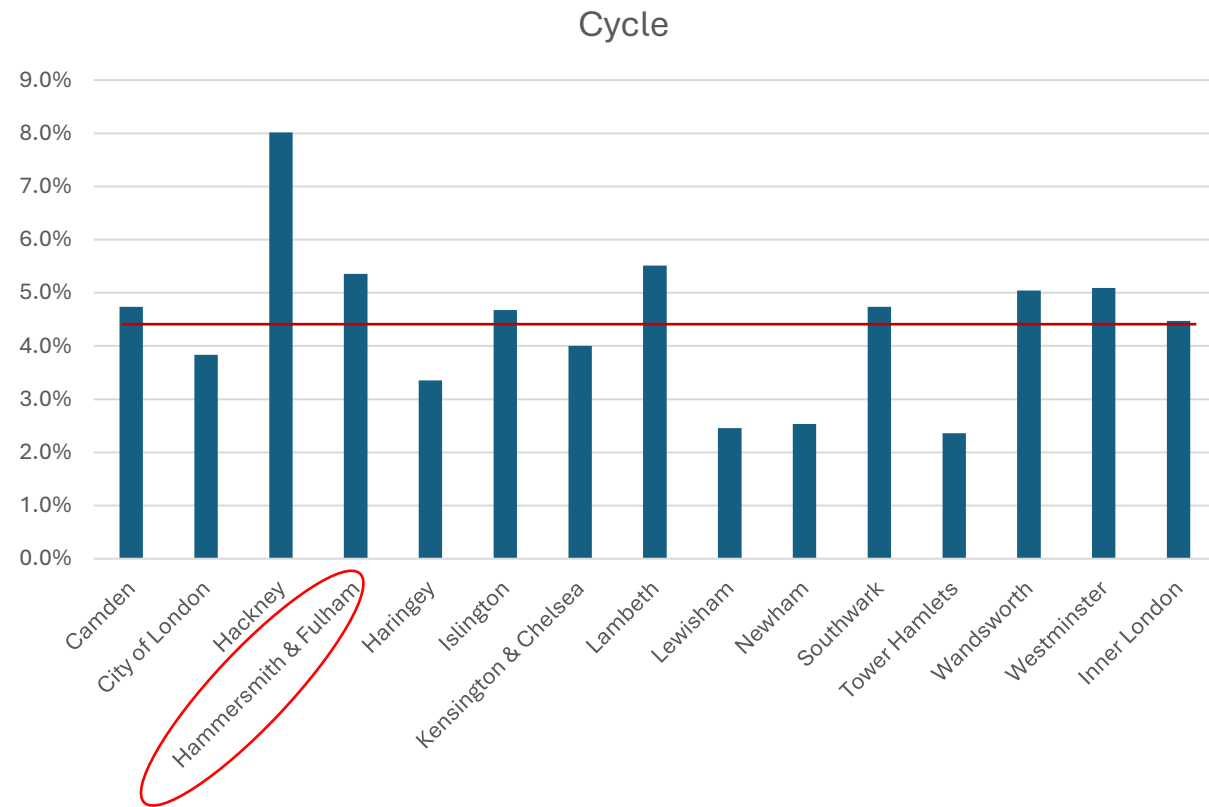
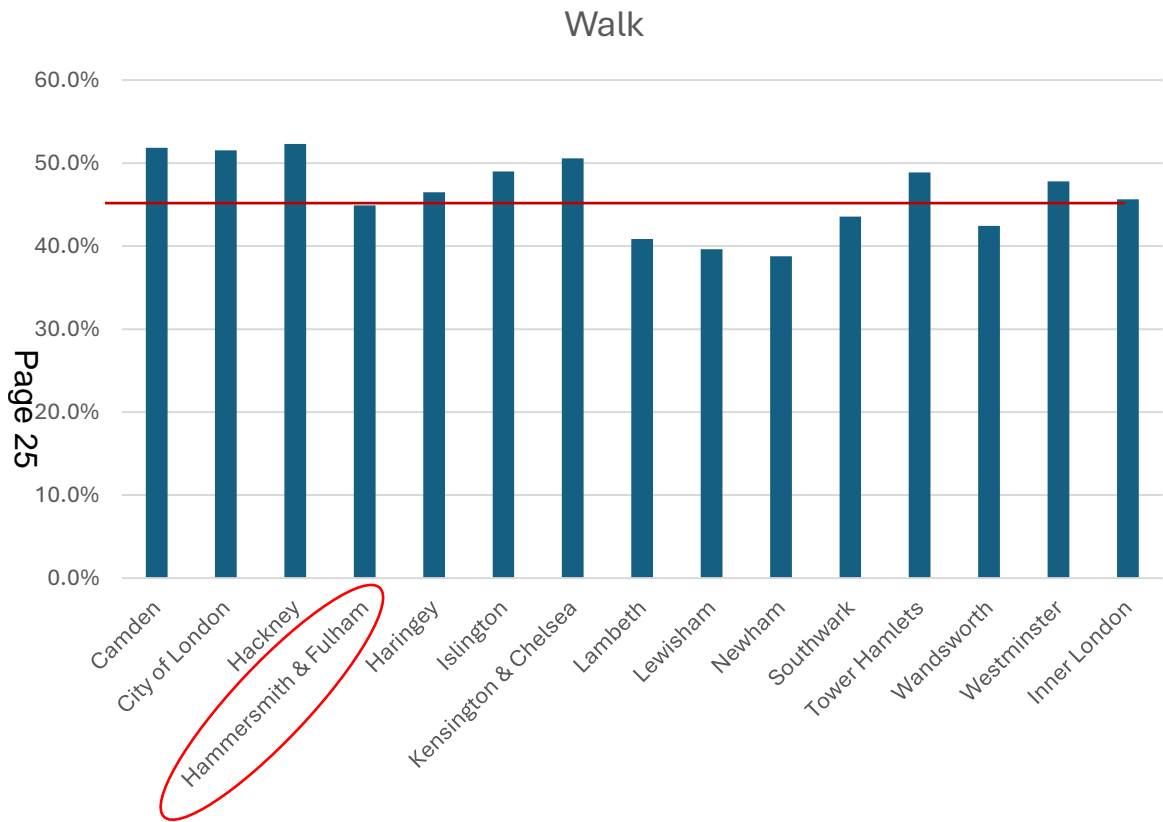
H&F's mode share for cycling/walking combined is the same as the Inner London average but lower than comparable boroughs like Camden, Hackney, RBKC, Islington, Lambeth and Westminster.

H&F's mode share for car is just lower than the Inner London average but it is higher than comparable boroughs like Camden, Hackney, RBKC, Islington, Lambeth and Westminster.

cycling & walking combined



Borough Resident Trips % Mode Share – Walking & Cycling (source TfL)



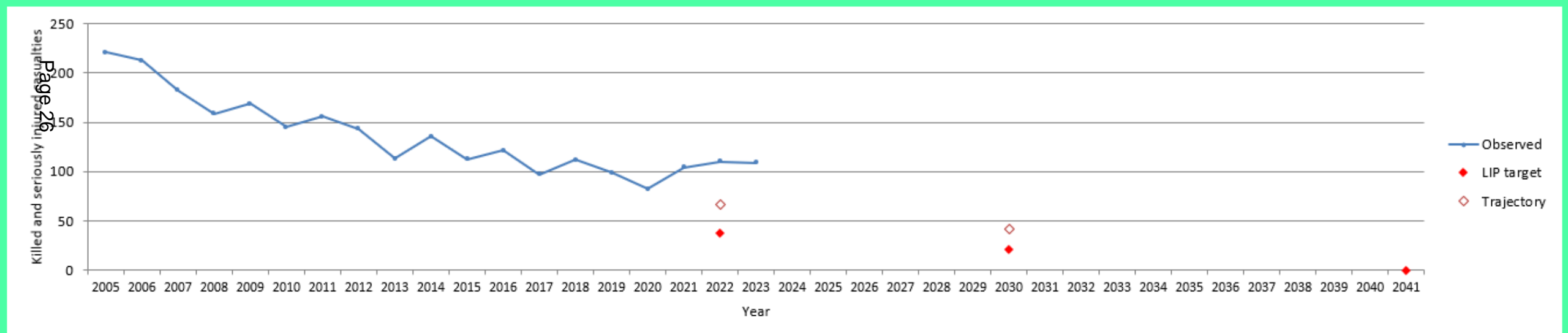
H&F’s cycling mode share for cycling is higher than the Inner London average but our walking mode share is just below this average.

H&F Road Deaths & Serious Injuries (source TfL)

Outcome 2: London's streets will be safe and secure

Outcome 2: Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets

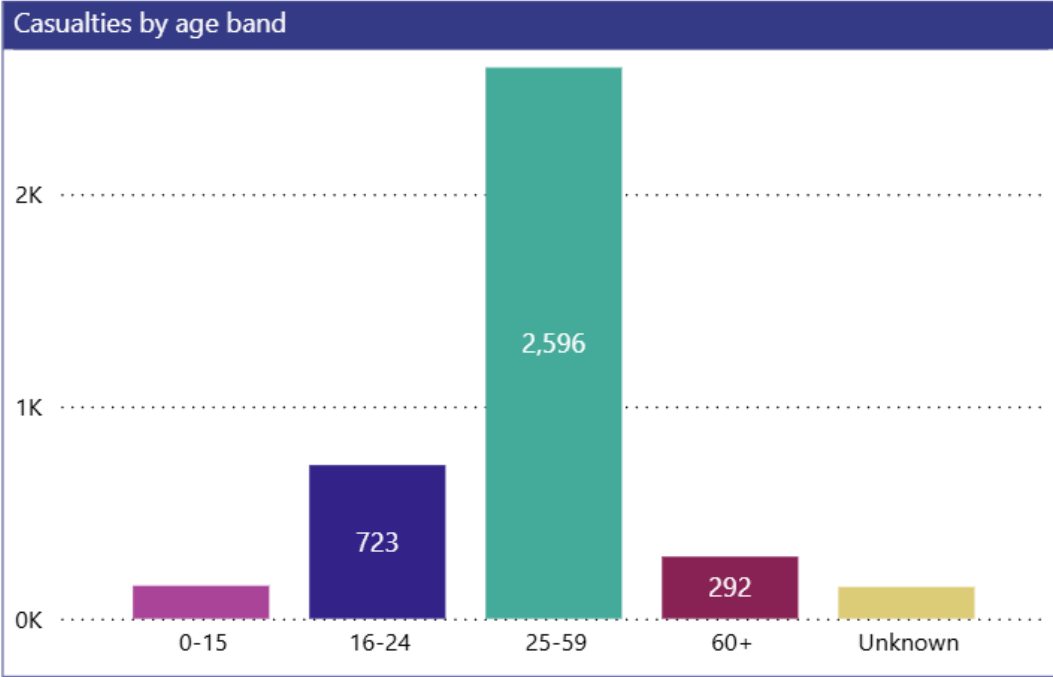
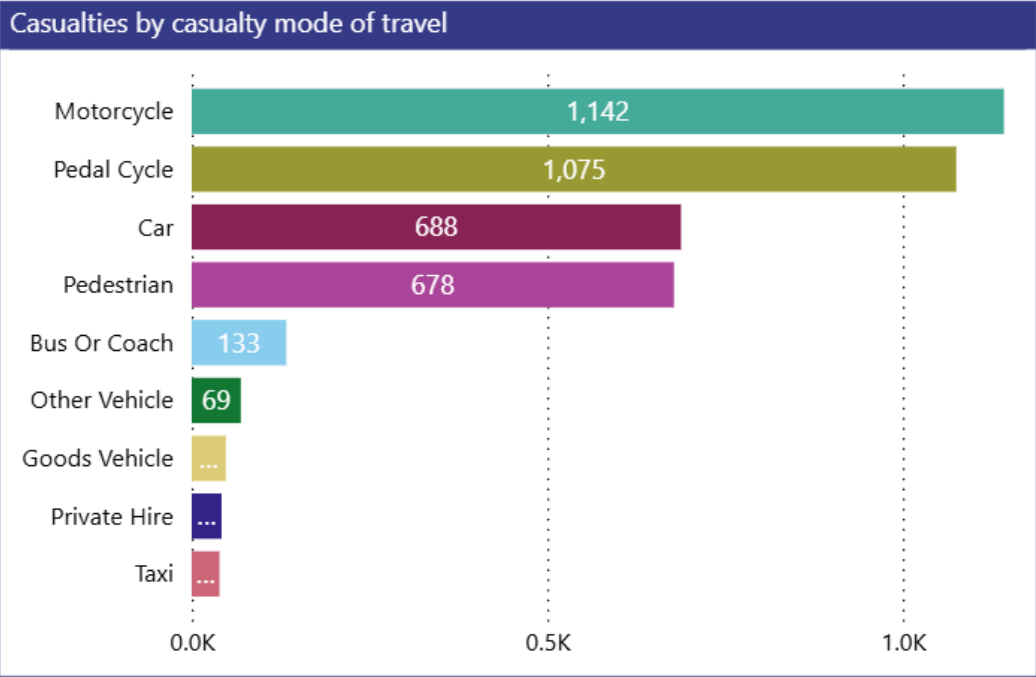
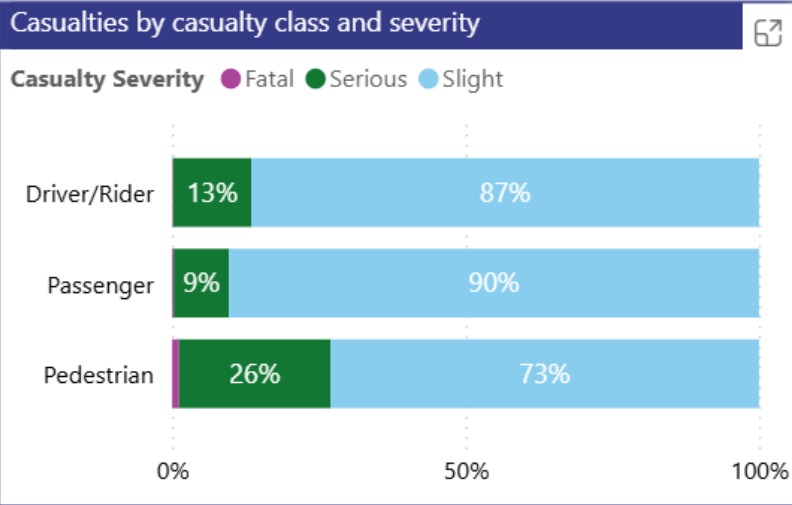
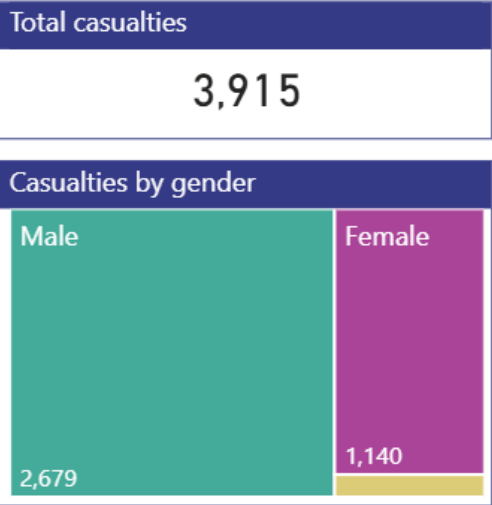
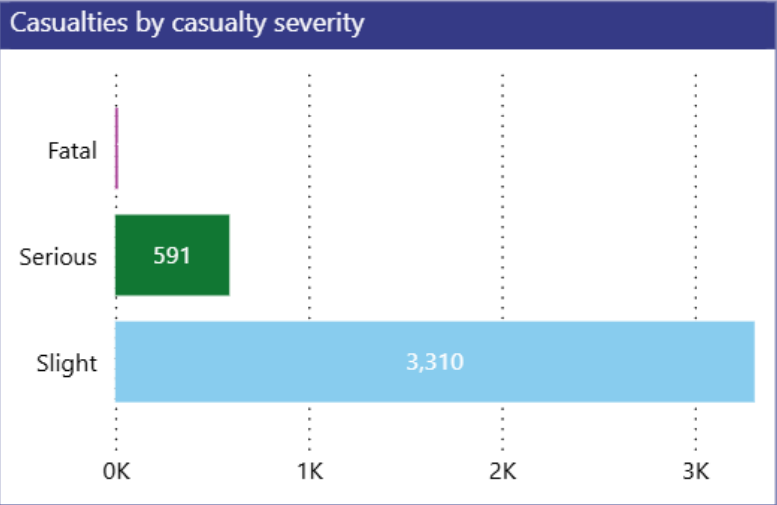
Observed with back casting applied				Killed and seriously injured casualties							LIP target		
2005-09 baseline	2010-14 baseline	2015	2016	Observed							2022	2030	2041
189	139	113	121	2017	2018	2019	2020	2021	2022	2023	38	21	0
				97	112	99	82	104	110	109			

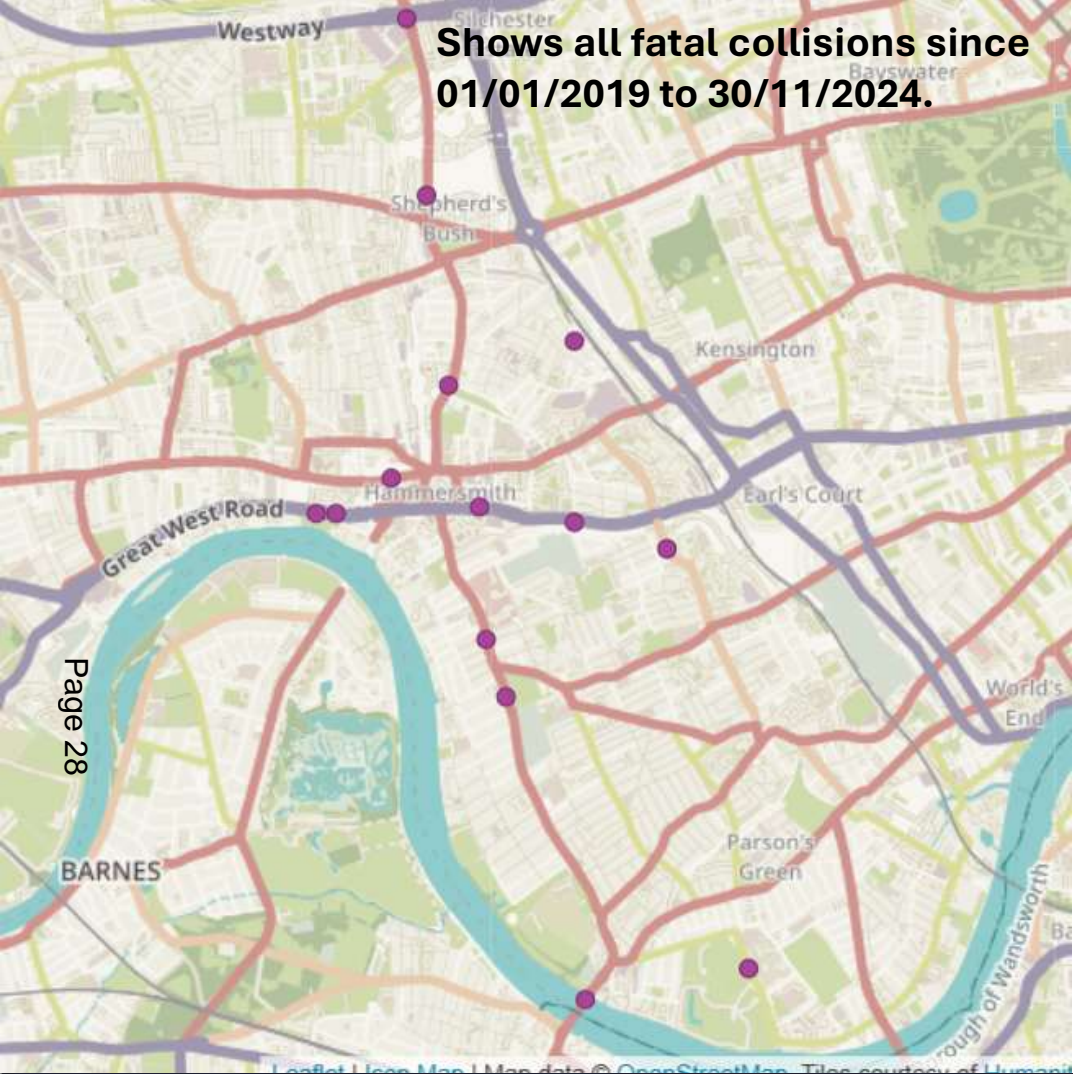


The number of people killed and seriously injured on H&F's streets has declined since 2005 but more recently this decline has plateaued and our trajectory means we are unlikely to meet targets unless dramatic action is taken.

Road Collision Casualties (TfL Data - period 01/01/2019 – 30/11/2024)

Page 27





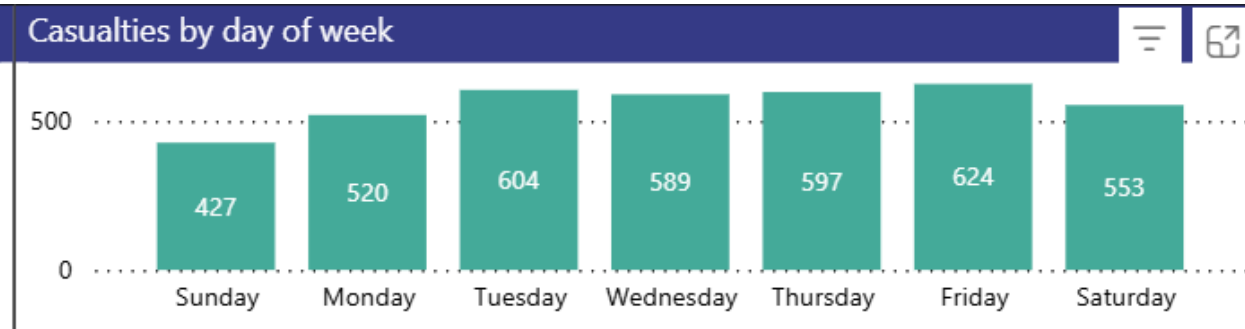
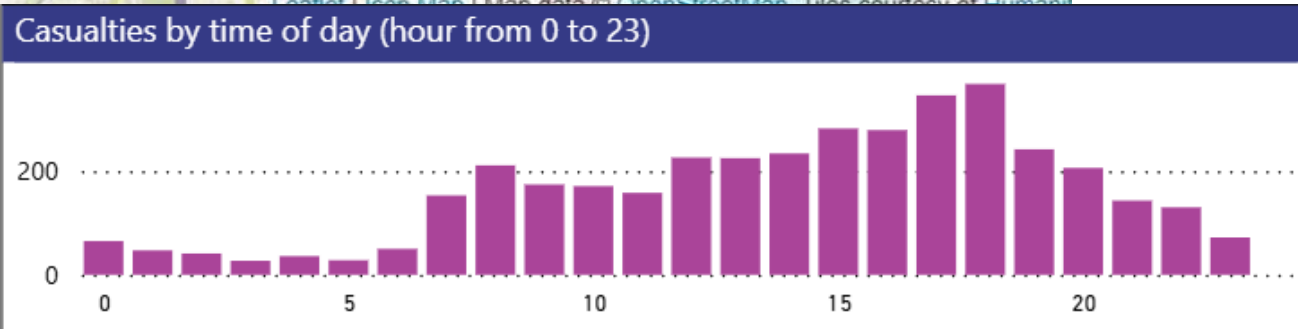
Vehicle involved casualty count: casualty mode of travel (rows), vehicles involved in collision (columns)

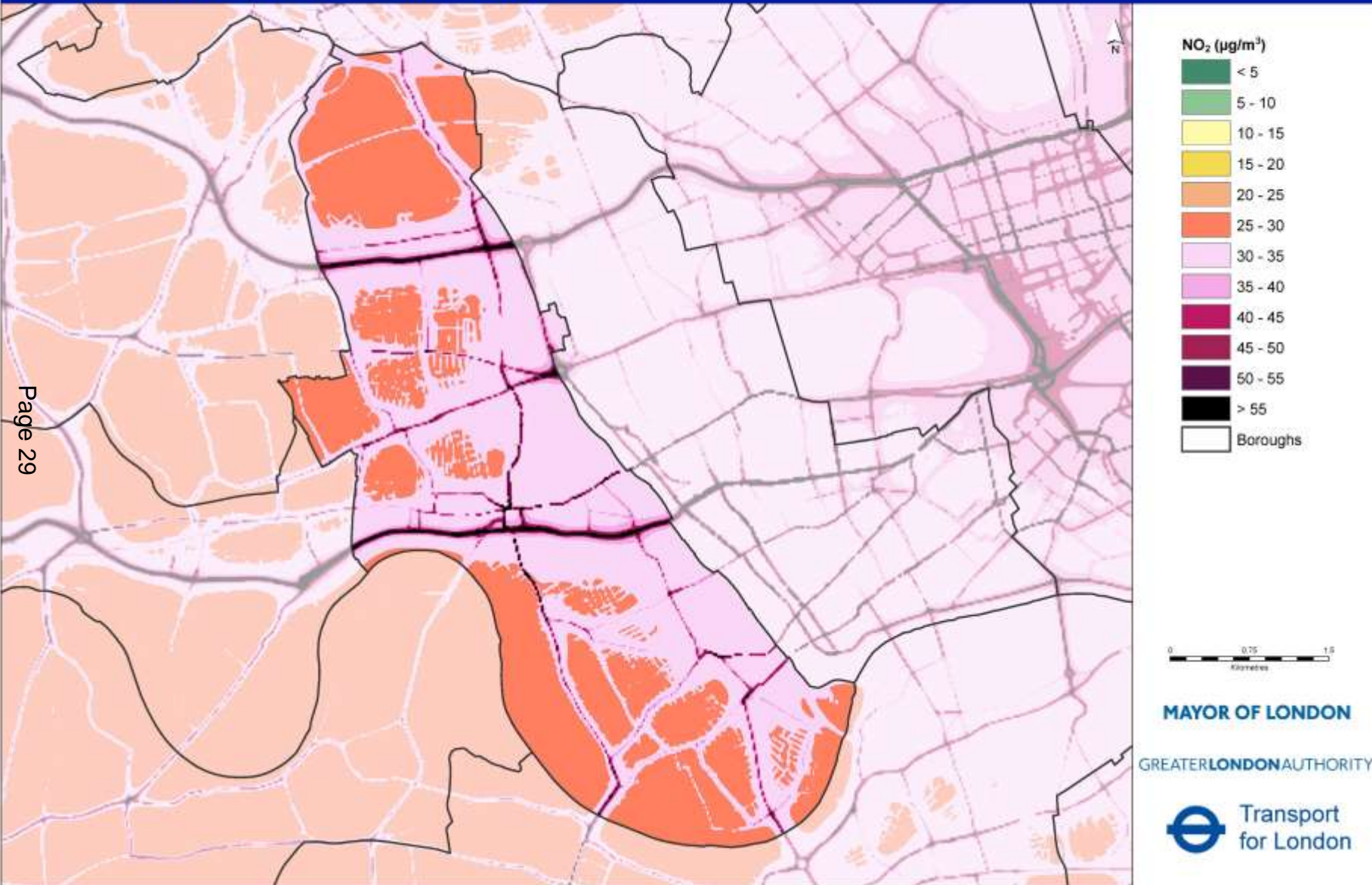
Casualty Mode of Travel	Pedal Cycle	Motorcycle	Car	Taxi	Private Hire	Bus Or Coach	**	Goods Vehicle	Other Vehicle
Motorcycle	16	62	812	29	33	20		125	11
Pedal Cycle	32	79	645	55	32	37		161	15
Pedestrian	56	130	333	9	26	36		84	24
Car	4	45	466	15	14	22		94	5
Other Vehicle	1	5	40	3	4	2		9	
Goods Vehicle		4	39	2		2		5	1
Bus Or Coach	2	1	25			9		7	1
Private Hire	1		22		12	3		7	1
Taxi	2	3	20	2				6	

Above shows the casualty mode of travel alongside* the vehicle involved in the collision.

* Column refers to casualties of passengers of bus/coach.
** Row refers to casualties of passengers that collided with bus/coach.

Casualties by time of day and day of week





Air pollution in the vicinity of our busiest roads and junctions remains poor and unhealthy for residents due to the volumes of vehicles using these routes.

Active Travel Challenges



- Design of cycleway facilities negatively impacting on pedestrians and disabled persons (floating bus stops)
- Road width constraints resulting in sub-optimal design solutions (bi-directional cycle lanes)
- Accessibility of green spaces and parks for all active travel modes (cycles, scooters, etc)
- Increasing usage of the River Path – reducing conflict & encouraging considerate sharing of the space
- Safe places for cycling & wheeling - on road vs segregation – government guidance
- Severance created by river, rail and road infrastructure including traffic dominance
- High volumes of traffic on our streets and the road danger associated with it
- External stakeholders such as OPDC and TfL may have conflicting aims and objectives to H&F
- Poor access to Old Oak Common Station HS2 on foot or cycle in current plans (construction phase & permanent)
- Managing e-bike and e-scooter rental schemes to support attractiveness (to shift from private car) and protect space for pedestrians and regular cyclists
- Collaboration with Met Police, LBHF Safer Neighbourhoods Team, Trading Standards re. illegally modified e-bikes

Bikeability, training & support to increase cycling

H&F and TfL fund free cycle training (**Bikeability Training**) and a variety of other cycling initiatives to anyone of any age and at any level to help get people pedalling across H&F.

Last year was a very successful year for training primary & secondary **school children** with over 2000 children trained. Cycle training is very over subscribed particularly for family training and adults with over 400 persons trained last year.

It has been a busy year for **Dr Bike** with many sessions held in our communities, businesses and NHS hospitals - over 1600 bikes checked over.

Other initiatives delivered to encourage the uptake of cycling include:

- **Try Before You Bike** is a unique pay-as-go-you bike rental scheme designed to help local residents get on their bikes.
- **All-Ability Cycling** - free weekly all-ability cycling sessions for residents with additional needs, including physical and learning disabilities run by Bikeworks every Friday and alternative Saturdays.

Due to reduced levels of funding it will be difficult to fund the current programme from September 2025 onwards.



Try Before You Buy



Bikeability training

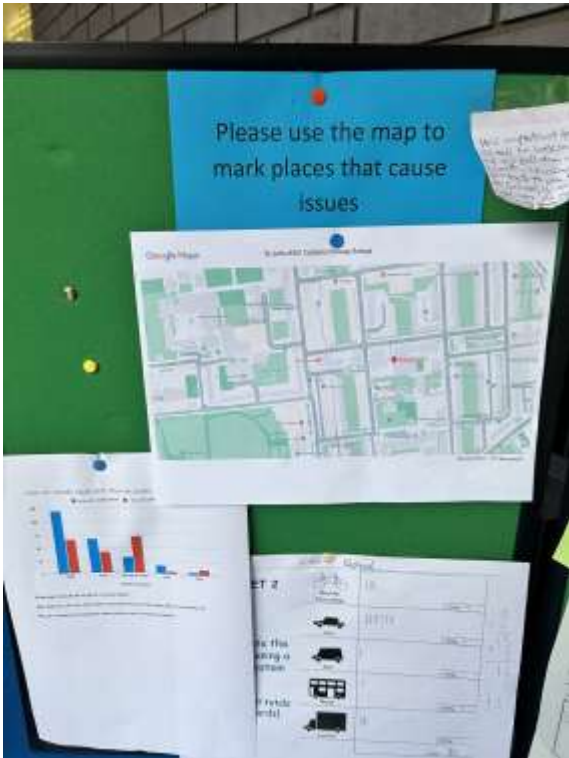


Dr Bike

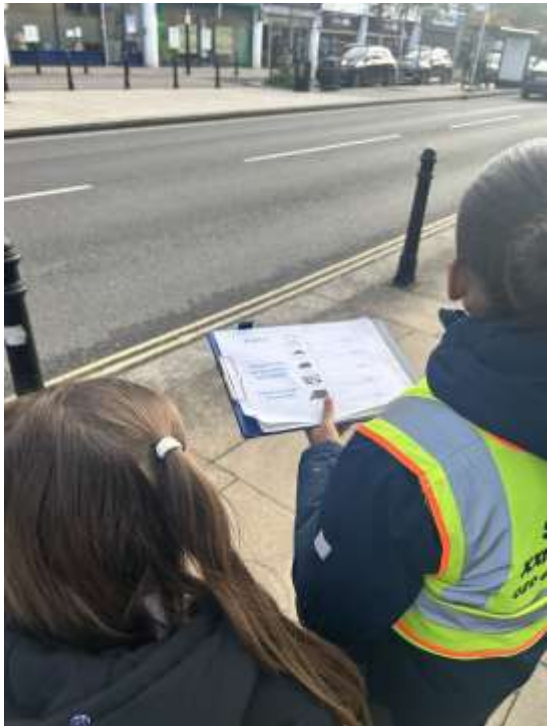
Active Safer Routes to School & Travel for Life

We have been working with schools to encourage active travel to schools, reduce road danger and increase awareness of air quality issues with 19 schools and over 1500 pupils receiving training and support. A School Super Zone project was held at St. John Primary School.

21 schools were given support to get accreditation with TfL's Travel for Life programme - an accreditation programme that helps to encourage young people from age 3 to 17 to travel safely and responsibly and make informed choices about sustainable and active travel and to help improve their school environment and the community around them.



Information collected about routes to school



Students undertaking traffic counts



Parcels Not Pollution Scheme

- encouraging the use of cargo bikes



The Parcels Not Pollution cargo bike scheme funded by H&F has provided residents and organisations with the chance to switch from using cars and motor vehicles to cargo bikes for everyday journeys around the borough.

Promotion of cargo bikes over diesel and petrol vehicles included engagement walks, targeted communications, events, social media and trial sessions. Combined with £2,000 subsidies and free expert advice, this scheme has successfully supported cargo bike use, reduced congestion, cut emissions, cleaned the air and made travelling around the borough fun and convenient.

Despite the scheme ending 136 families remain on the waiting list 20 more have applied post-closure 18 organisations are listed as 'Action in Progress'. In total, 634 local businesses, organisations and sole traders were engaged and insights were collected from 547 on delivery operations, opportunities and barriers to switching to cargo bikes.

Seeking alternative sources of funding to try and ensure the programme continues.

PNP has supported **84** switches to cargo bikes. Including:

27 Business bikes purchased or leased

36 Family bike purchases

21 Business courier/service switches



En'Route Coffee, Fulham Farmers' Market

"Everyone at En'route Coffee loves the bike. We've found it saves us time, money and emissions. Often, journeys and set-up are quicker than when we used vans. You don't have to worry about parking so it's less stressful too. It's great to ride and I love the look of it too." (Allan Rudolph, Director)
Discover more about how En'Route Coffee switched [here](#).



Clara Lopez Yoga, Independent Yoga Instructor

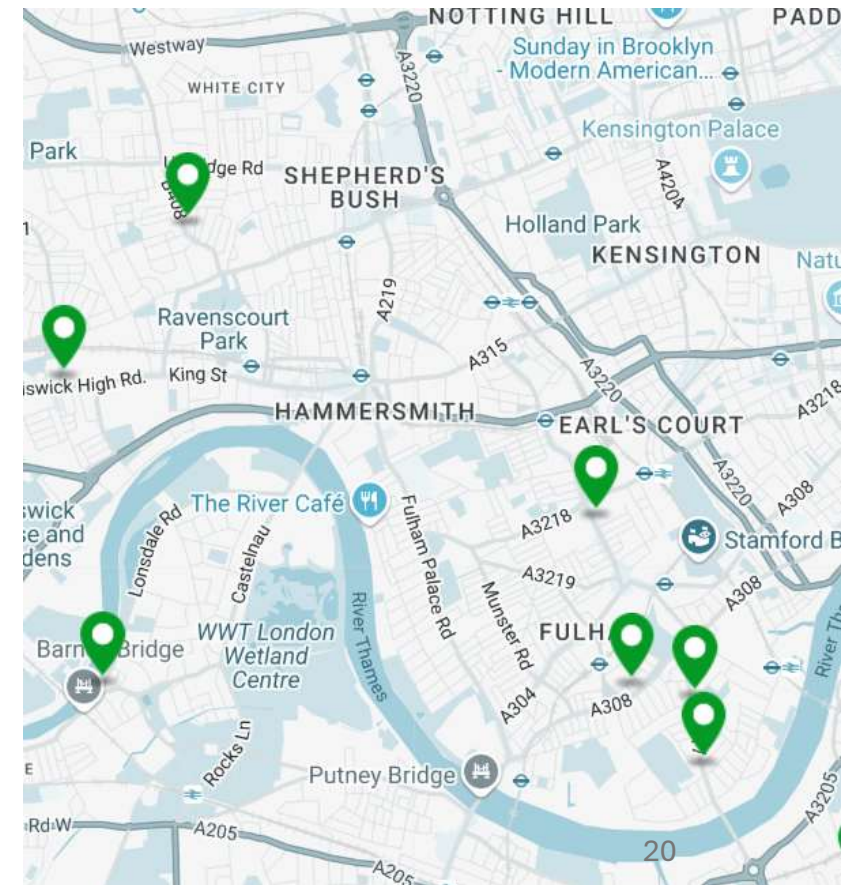
"I've been able to, you know, wiggle through traffic. I can't even imagine taking a car and then parking as well, you can just park it [the bike] easily, the headache is gone! It's literally made my dreams come true."
Discover more about how Clara switched [here](#).

Community Cargo Bike Hire Share Schemes

H&F has funded five sites where [OurBike e-cargo bikes](#) can be hired (built to carry up to **80kg** of cargo weight) for use by residents, businesses and traders to use.

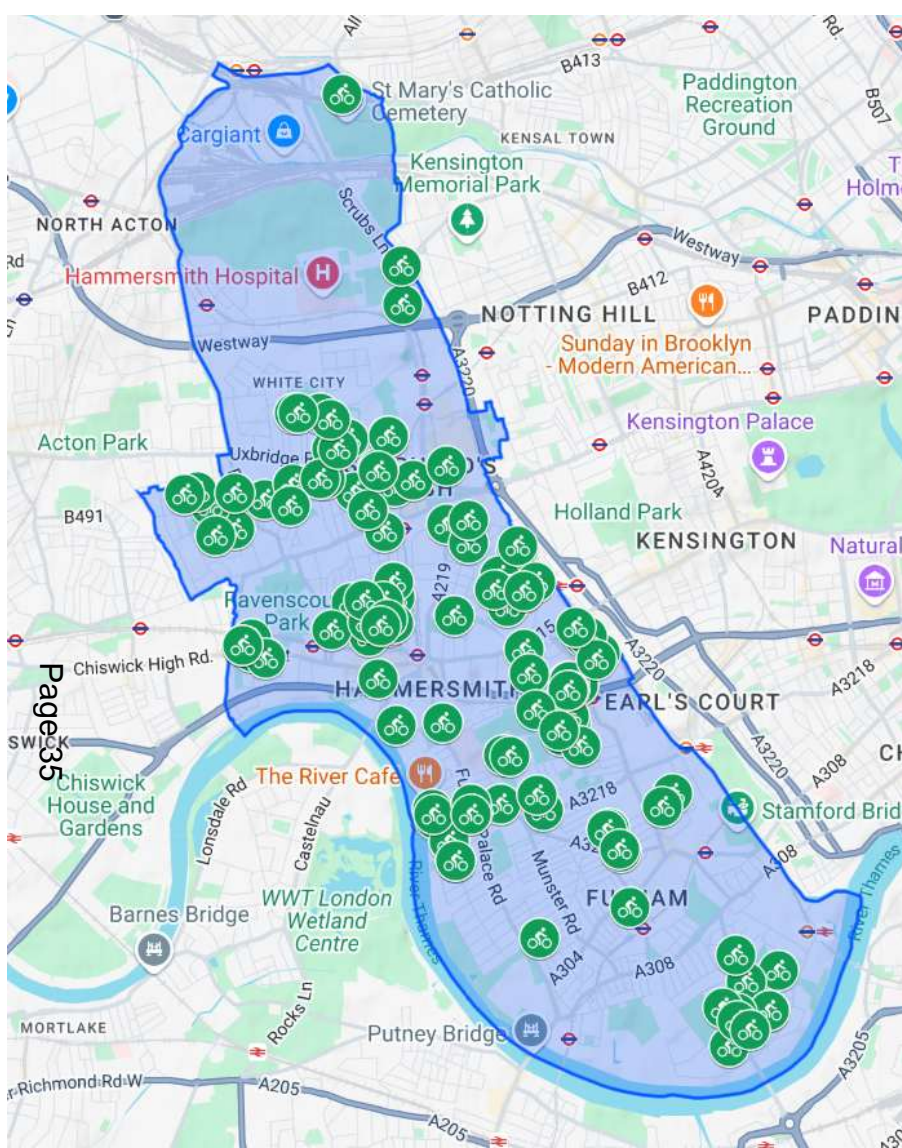
Users just need to sign up and they attend a free introductory session with a member of the OurBike team.

A business hosts the cargo bike and takes responsibility for charging their bike and works with OurBike and H&F to ensure they are returned overnight and safely secured.



Cycle Hangars Residential Parking Programme

H&F has installed approximately 168 hangars to date, with an aim of installing 500 new secure bike hangars to by 2027 creating a total 3,000 new secure cycle parking spaces (six bikes per hangar).



Map showing the location of cycle hangars delivered to date



Image of new cycle hangar on street in Shepherd's Bush

Hammersmith Cycle Parking Hub

The hub holds 82 bicycles and three dedicated e-cargo bikes bays. Located in Hammersmith Broadway, the hub provides a free and convenient solution for travellers to cycle to the station, leave their bike and continue their journey by tube or bus.

The cycle hub has its own CCTV system and is linked to the council's extensive CCTV network. It means the hub is monitored in real time, at all times, to prevent any issues with misuse or thieves and give users full confidence. The door entry system can only be used by members.

A last mile delivery consolidation hub is opening at Coomer Place in the summer. A tenant has been found and we are investigating whether they will be willing to host the OurBike e-cargo bike hire scheme as well.



Image of the interior of the hub



Image of the exterior of the hub

Hammersmith Bridge

Hammersmith Bridge has reopened to cyclists and there are now three separate lanes – one dedicated for cyclists traveling north, another for cyclists traveling south and a third two-way pedestrian path. The outer footways also remain open to pedestrians only.

The new wider pedestrian lane offers more space, improving accessibility for people who use wheelchairs. E-cargo bikes, which fit between the newly-installed 1.2m wide anti-terror barges, are also being trialled on the bridge to shuttle older and Disabled residents as well as young children. They will use the cycle lanes.

It is the first active travel bridge across the River Thames.



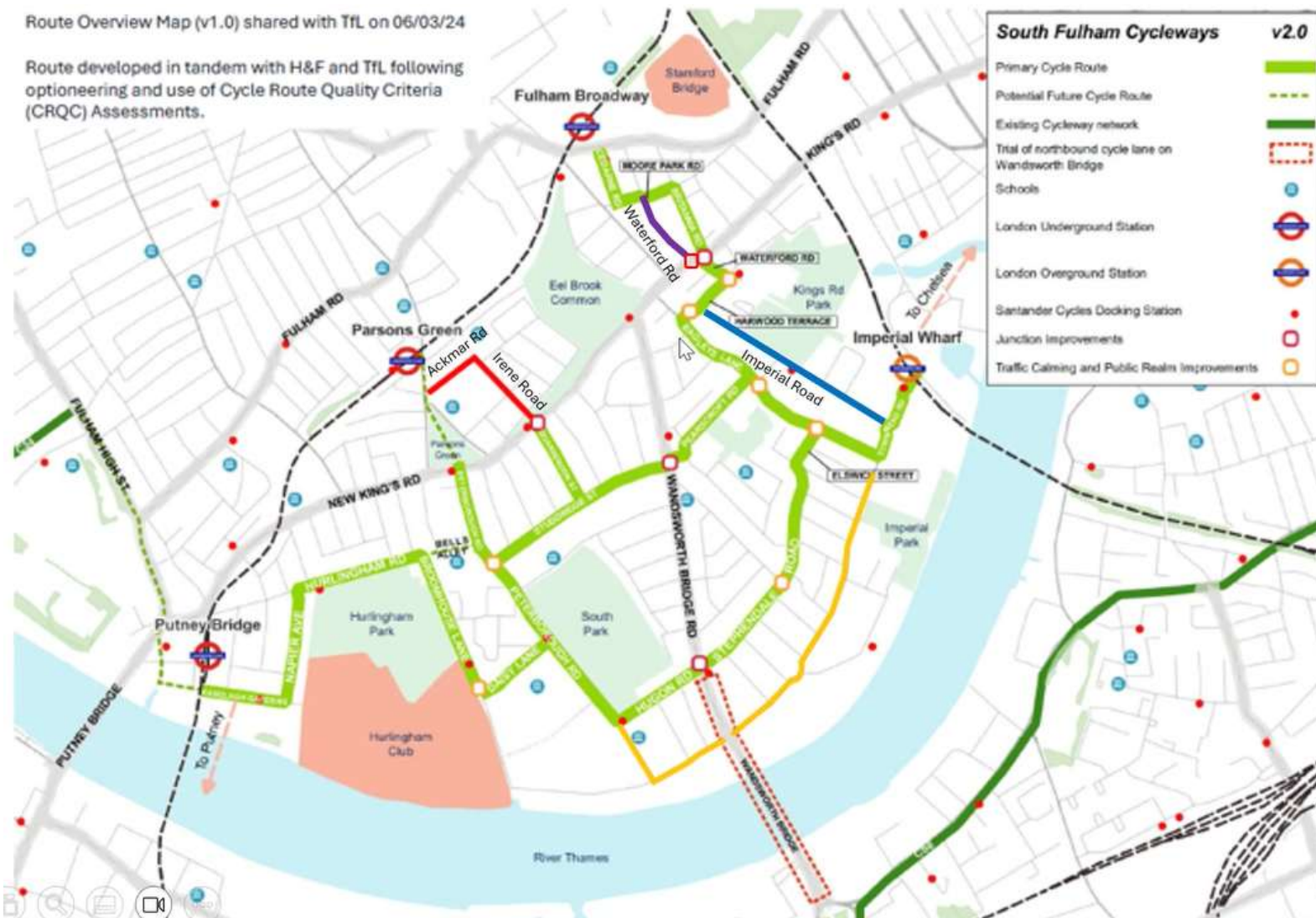
Image of cyclists using the bridge

Cycleway Schemes

LBHF is committed to delivering safe and accessible cycling infrastructure to enable active travel via cycling, here are some examples of where we are delivering such cycling infrastructure.

South Fulham Cycleways

We are working with TfL to deliver improvements to cycle routes within South Fulham with particular focus on improving junctions for pedestrians and cyclists where the routes cross Wandsworth Bridge Road.



Map showing initial quietway routes in South Fulham

Page 39

[illegible]

TfL C34 Holland Park Roundabout Cycleway Scheme

We are working with TfL to ensure their cycle route improvement scheme between Wood Lane and Holland Park Roundabout minimises impacts on the local community and benefits all users of the area.



The map to the right shows proposed improvements to cycle routes between Wood Lane and Holland Park Roundabout.



Other emerging cycleway schemes

- Measures to influence cyclist behaviour at floating bus stops
- King Street Cycleway Improvements
- Shepherd's Bush Green
- Scrubs Lane

C9 Hammersmith Road



Bi-directional Cycleway on King Street with floating bus stop

Improvements to encourage walking

Street trees and tree buildouts contribute to more attractive streets, reduced vehicle dominance and act as traffic calming features.



Page 42

LBHF has committed to several schemes to make walking in the borough more accessible, attractive and safer to all.



Better street lighting enhances community safety for residents who need to walk at night or in the winter months.

Pedestrian Improvement Schemes



Ensuring pedestrians have priority over other modes

Image of new zebra crossing on North End Road





Beat the Street

A six-week game across the borough held in March and April 2024, aimed at promoting walking and active travel across all age groups.

Supported by a series of events and activities to raise awareness of local provision, enable more sustainable behaviours, and help connect people to where they live and promote a stronger sense of belonging and community.



13,276
players
(7% of the population)



95,151
miles travelled



Improved life satisfaction
for adults, equating to an
economic benefit of **£169**/
adult



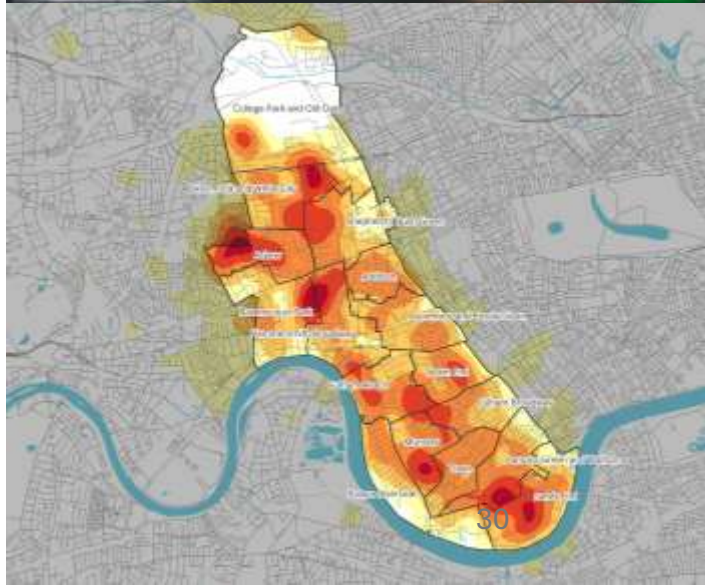
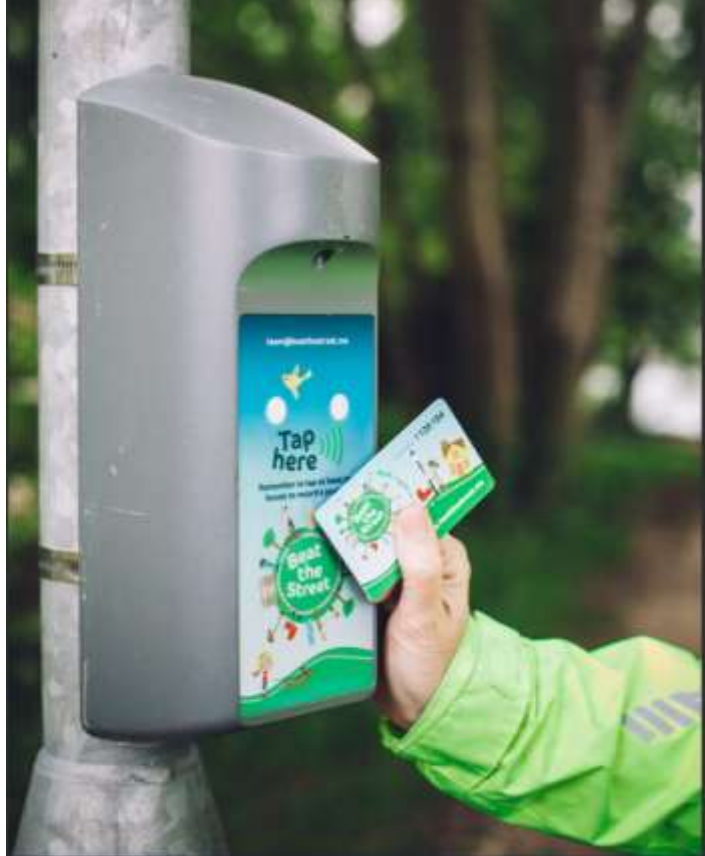
Decrease in
adult car travel and
school trips



A rise in the percentage
of children walking for
fun daily



Reduction in
physical inactivity



School Streets Plus



Page 45

Plus measures
could include
green screens,
cycle and
scooter parking,
raingardens,
and more

School streets are temporary road closures at the beginning and end of the school day, which promotes active travel to and from schools, while making the roads around our schools less polluted and safer for everyone.

We currently have 4 school streets implemented, with a consultation currently open on a fifth, and have tested the feasibility at around 30 schools.

Our current school streets:

- Sir John Lillie primary
- Wendell Park primary
- Holy Cross RC primary
- Melcombe primary

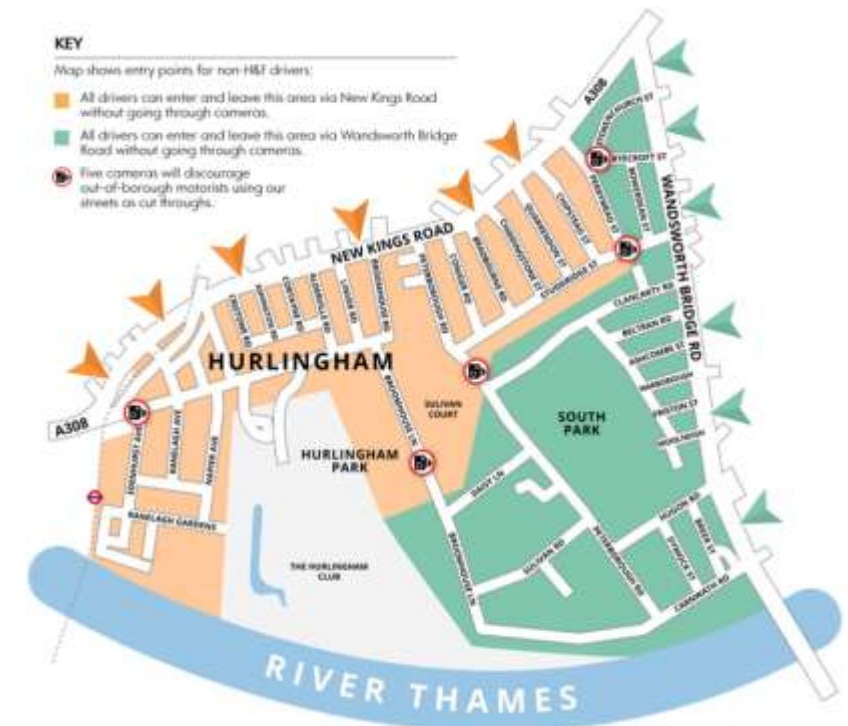
Clean Air Neighbourhoods

The South Fulham Clean Air Neighbourhood consists of two areas to the east and west of Wandsworth Bridge Road.

After extensive trials, the East scheme was made permanent in December 2021, and the West scheme in March 2024.

Data shows that 15,000 fewer cars per days are using residential streets as cut-throughs in South Fulham. This makes our roads are quieter and safer for pedestrians and cyclists.

There have also been reduction in carbon emissions from fewer trips, reduced air pollution and noise – improving the overall environment for residents.



A map of the West scheme



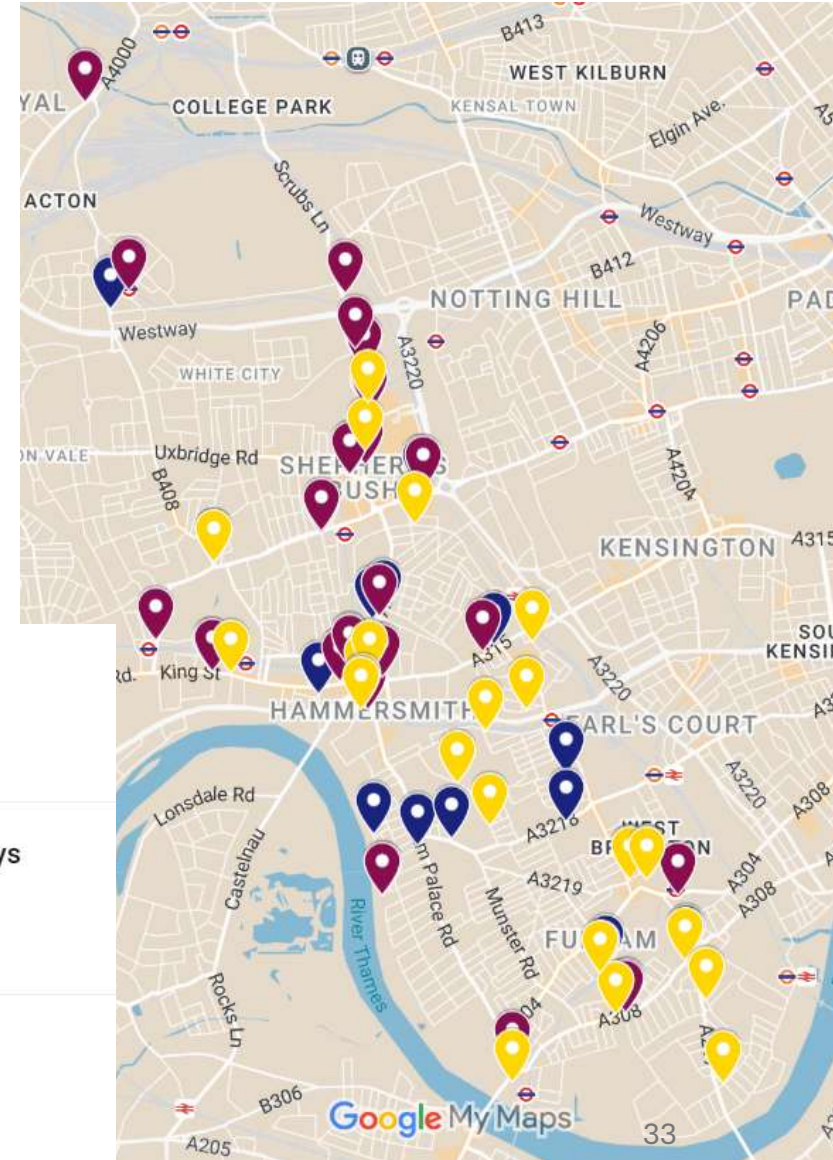
Enforcement of footway obstruction

Micro-mobility

There are now 94 micro-mobility hire bays delivered (mixture of e-bike bays, e-scooter bays and shared use bays) with a total capacity of 676 bikes/scooters. A further 42 sites for bays going out for consultation on 25th April with more following.

Action to improve behaviour and parking continues alongside an aim to improve scheme management by operators.

A map of the location of micro-mobility bays in the borough



Existing E-bike bays

📍 All items

Existing E-Scooters bays

📍 All items

Shared Use bays

📍 All items

Shared Use
Micro-mobility
Bay

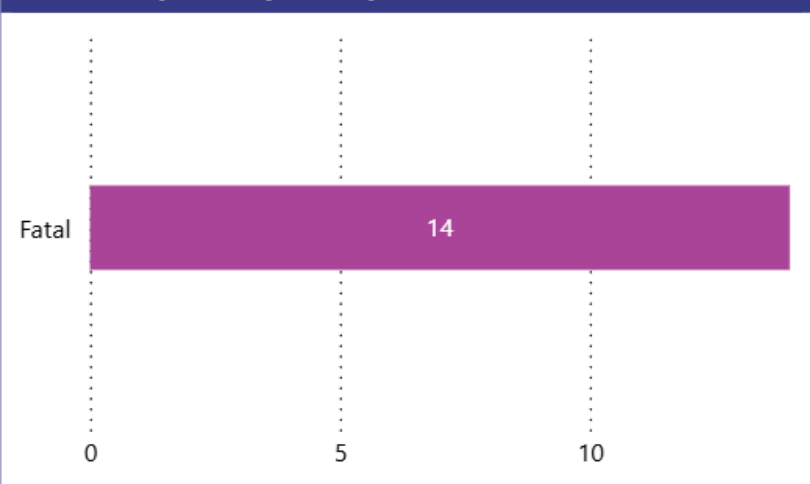


Background road collision data

Fatalities in the Borough (TfL Data - period 01/01/2019 – 30/11/2024)

Page 49

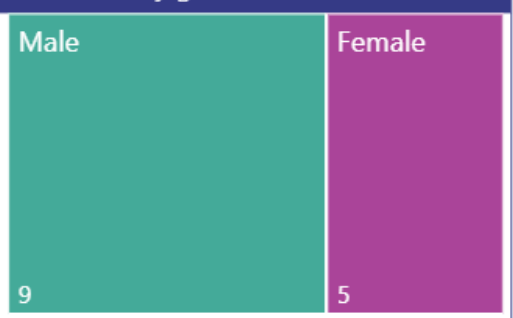
Casualties by casualty severity



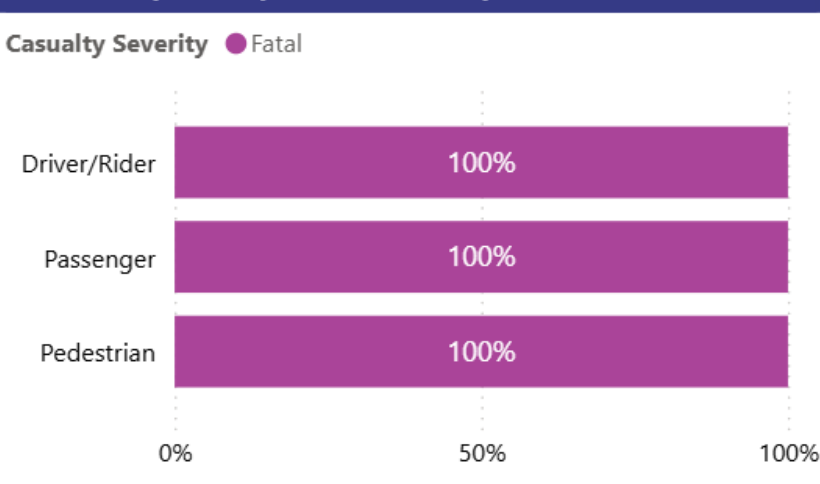
Total casualties



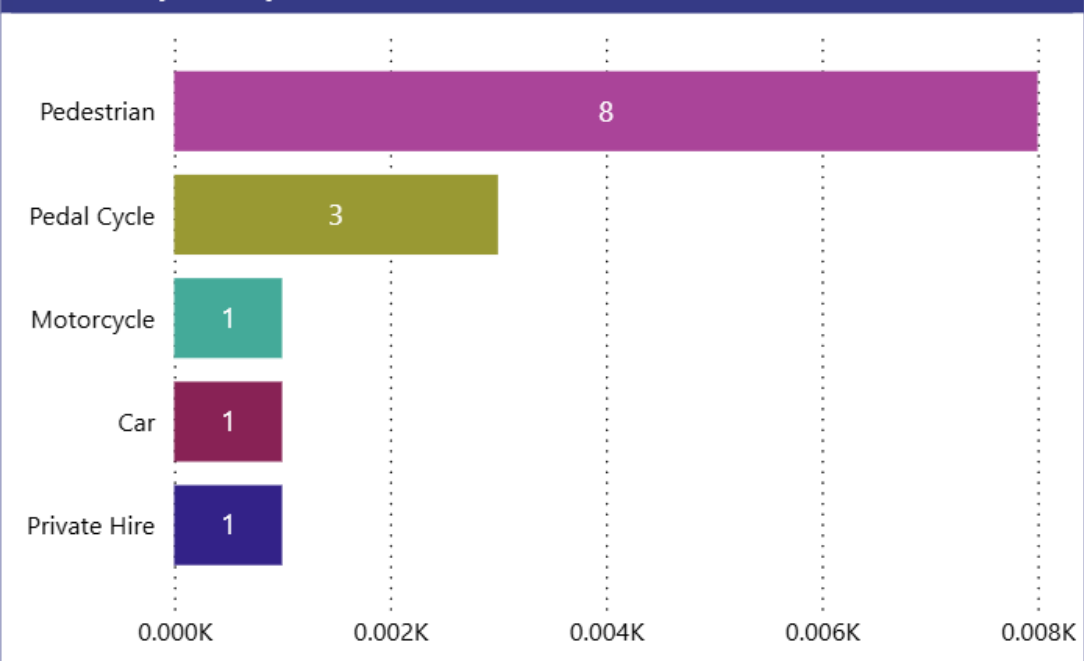
Casualties by gender



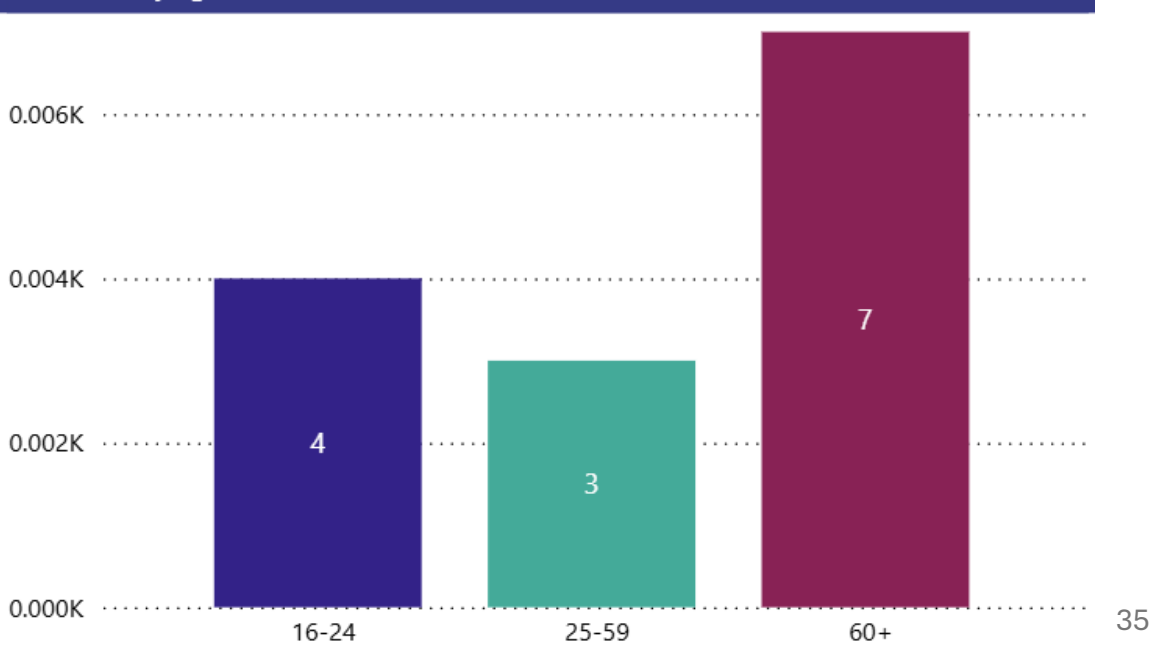
Casualties by casualty class and severity



Casualties by casualty mode of travel



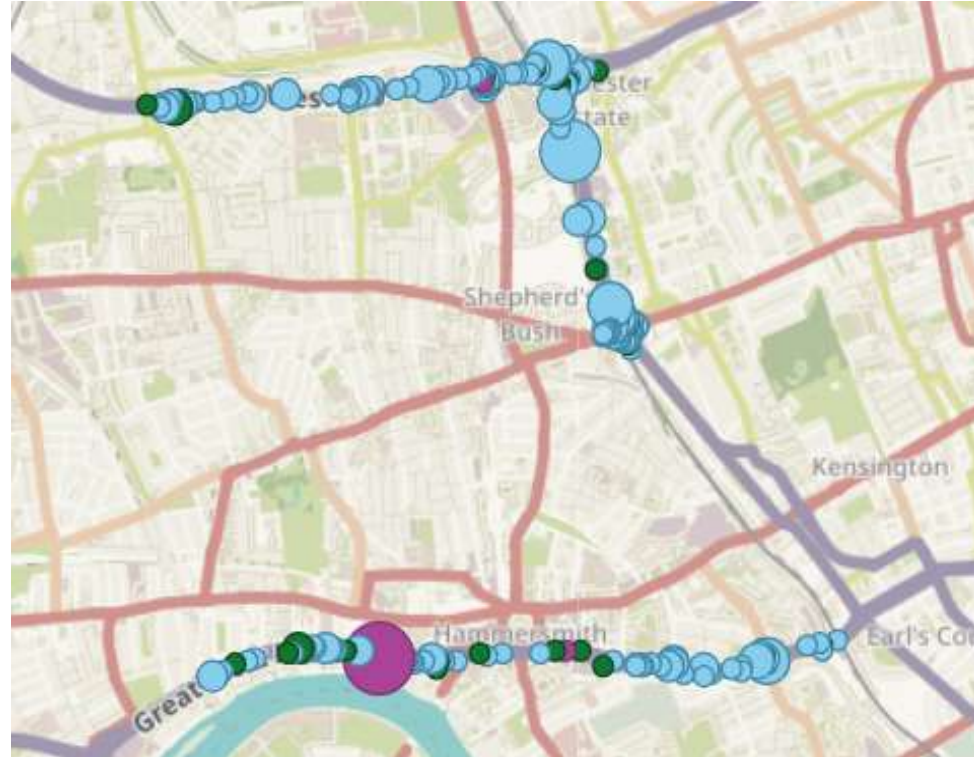
Casualties by age band



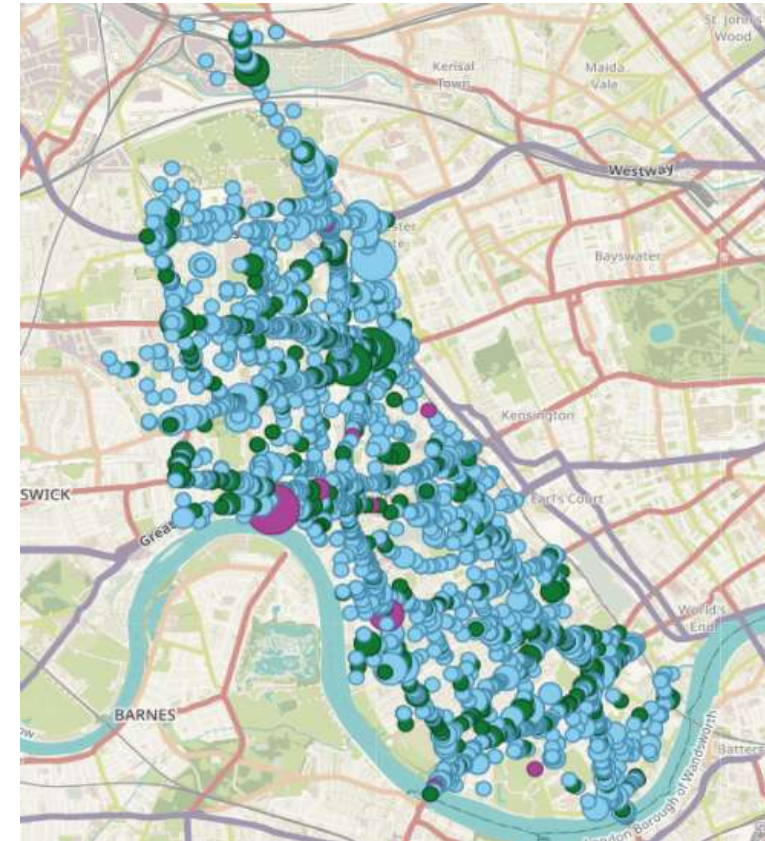
Highway authority – Casualties



This map shows all collisions in the borough across **H&F roads** in the same period totalling **3282 collisions**.



This map shows all collisions in the borough across only the **TFL Road Network** in the same period, totalling **279 collisions**.



This map shows all collisions in the borough across **all road networks** from 01/01/2019 – 30/11/2024 – totalling **3561 collisions**.

Contributory Factors of collisions (01/01/2019 – 30/11/2024)

Contributory factors by category

Factor Category	Attendant Count (Adjusted)
Driver Error Or Reaction	1,630
Driver Behaviour Or Inexperience	383
Driver Injudicious Action	328
Driver Impairment Or Distraction	211
Driver Vision Affected By	210
Road Environment	140
Special	74
Vehicle Defect	25

Page 1 of 1

Specific CFs – Fatal Collisions

Contributory Factor	Attendant Count (Adjusted)
FAILED TO LOOK PROPERLY	5
AGGRESSIVE DRIVING	1
CARELESS/RECKLESS/IN A HURRY	1
DISOBEYED AUTOMATIC TRAFFIC SIGNAL	1
DISTRACTION OUTSIDE VEHICLE	1
LOSS OF CONTROL	1
POOR TURN OR MANOEUVRE	1
STOLEN VEHICLE	1
TRAVELLING TOO FAST FOR CONDITIONS	1
VEHICLE IN COURSE OF CRIME	1

