London Borough of Hammersmith & Fulham

Report to: Cabinet

Date: 02/12/2019

Subject: **SAFER CYCLE PATHWAY ROUTE ALONG KING STREET & HAMMERSMITH ROAD AND A4 CYCLE HIGHWAY**

Report of: **Cabinet Member for the Environment – Councillor Wesley Harcourt**

Summary

This report seeks cabinet approval for the delivery of the Safer Cycle Pathway route (SCP) along King Street & Hammersmith Road, the delivery of public realm improvements using Healthy Streets principles and directing fast cycling traffic to use the A4 Cycle Highway.

The proposal delivers on the Council's 2018-22 Business Plan commitment within its priority of 'taking pride in Hammersmith & Fulham', and objective of being the greenest borough. It also meets the recommendations of H&F's Air Quality Commission to increase infrastructure for cycling in partnership with Transport for London (TfL).

Consultation on the route has shown that 73% of respondents supported changes to the Gyratory section, and 64% supported the delivery of the route along King Street and Hammersmith Road.

In addition, the Council lobbied the Mayor of London and successfully secured additional funding, circa £300k, for the initial development of an additional Cycle Highway along the A4.

The estimated costs of work within the borough is in the region of £20m. However, as these works will be fully funded by TfL via a Section 278 agreement there will be no financial impact for the Council.

A fully segregated Safer Cycle Pathway will 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. Improvements to walking and cycling infrastructure supports a long-term vision to make our streets healthier, safer and more welcoming

Recommendations

1.1 Approve the principle of a proposed Safer Cycle Pathway route along Hammersmith Road & King Street from Olympia to Goldhawk Road and the

proposed Cycle Highway route along the A4 from British Grove to Warwick Road.

1.2. Delegate authority to the Chief Officer for Public Realm to progress to detailed design and carry out any remaining statutory consultation on the scheme proposals.

1.3. Delegate authority to the Chief Officer for Public Realm to incorporate into the final design, where possible, feedback from the Residents Commission made up of local residents, business and disabled groups.

1.4. Delegate authority to the Chief Officer to commit the capital expenditure for the highway improvements works. The main construction works are to be carried out by the Council's Principal Highways Contractor, F.M Conway Limited, under the existing Term Contract and the scheme will be fully funded by Transport for London (TfL).

1.5. Authorise the Chief Officer for Public Realm to enter into a Section 278 agreement under the Highways Act 1980, with Transport for London for the highway works.

1.6. Authorise the Chief Officer for Public Realm to enter into a section 8 agreement under the Highways Act 1980, with neighbouring highway authorities for the highway works as required, with the Council as the highway authority, carrying out the works.

1.7. Note that the Cabinet Member for the Environment will be kept updated via regular briefing notes during the scheme development.

Wards Affected: All.

H&F Priorities

Our Priorities	Summary of how this report aligns to the H&F Priorities
• Building shared prosperity	Increase opportunities for residents to access businesses along the route
• Creating a compassionate council	Resident Commission to be set up to listen to needs of all groups
• Doing things with local residents, not to them	Engaging with all resident, business and disability groups to finalise detailed designs that work for them
• Being ruthlessly financially efficient	To develop the route along with other infrastructure repairs at the same time

• Taking pride in H&F	Create a route that will offer all our residents and businesses places that they want to visit

Financial Impact

1.8. The estimated cost of works in the borough is in the region of £20m. However, as these works will be fully funded by TFL via a S278 agreement there will be no financial impact for the Council.

1.9. Implications completed by: Giles Batchelor, Finance Manager (Public Realm), tel: 020 8753 2407

1.10. Implications verified by: Kellie Gooch, Head of Finance (Public Realm), tel: 020 8753 2203 and Emily Hill, Assistant Director, Finance telephone 020 8753 3145.

Legal Implications

1.11. The council has general powers to carry out works of improvement to the highway under Part V of the Highways Act 1980

1.12. Under Section 278 of the Highways Act 1980, a Local Highway Authority may, if they are satisfied it will be for the public benefit, enter into an agreement with any person for the execution of the works on the public highway on the terms that the person pays for the costs of the works.

1.13. Under Section 8 of the Highways Act 1980, a Local Highway Authority may enter into an agreement with a strategic Highway Authority for or in relation to the construction, reconstruction, alteration, improvement or maintenance of a highway for which any party to the agreement are the highway authority.

1.14. Implications verified/completed by: Emmanuel Amponsah Solicitor, tel: 077 8841 8743.

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BACKGROUND PAPERS USED IN PREPARING THIS REPORT
None

DETAILED ANALYSIS

Proposals and Analysis of Options

1.1. Analysis of the scheme options has been undertaken by Officers and TfL during the development of the scheme proposals and following the public consultations. We have engaged with local stakeholders to address their key concerns and amended the scheme proposals where appropriate. Please refer to TfL's "Responses to issued raised" report issued January 2019 via their web site: https://consultations.tfl.gov.uk

1.2. In February 2016 TfL, in partnership with the Council, consulted on proposals to improve provisions for cyclists across the northern section of Hammersmith Gyratory, as part of the Better Junctions scheme portfolio. TfL received 780 responses to the consultation with 73% per cent either supporting or partially supporting the proposals.

1.3. In January 2017, following a lengthy design development and engagement process with key stakeholders, TfL published their Consultation Report in response to issues raised during the consultation.

1.4. In September 2017 TfL consulted on proposals for a cycle route from Kensington Olympia to Brentford town centre. The consultation asked for feedback on the proposals from residents, businesses, employers, transport users and other relevant stakeholders.

1.5. Safer Cycle Pathway and the Cycle Highway along the A4 is designed to help meet the target set out in the Mayor's Transport Strategy of changing the way people choose to travel so that 80 per cent of all London trips are made by foot, bicycle or public transport by 2041, up from 64 per cent today.

1.6. Improving safety for people who want to walk and cycle would provide a clearer and safer route for cycling in Hammersmith and Fulham, largely separated from other vehicles. This cycle route alignment provides direct access in the heart of town centres within west London, with good connectivity to other local roads.

1.7. Encouraging modal shift from polluting vehicles to low or zero-emissions forms of transport will be a pivotal component of H&F's route to net zero emissions in the borough by 2030, and its emerging Climate Emergency strategy and programme. According to the most recent estimates transport accounts for 22.5% of emissions in the borough.

The Council's Position

1.8. In January 2019, H&F Council agreed with Transport for London (TfL) to build a fully segregated cycle route running across the borough from Chiswick, along King Street and Hammersmith Road to Kensington.

1.9. The council also negotiated with TfL to fund a complementary scheme of improvements along the A4 to make it ideal for faster and experienced commuting riders.

1.10 The council will set up a residents commission to work with all groups along the route and enable them to input to the overall scheme.

Proposals

1.11 The proposed scheme has been split into three Sections with timescales that align to the current stage of design development, consultation and engagement undertaken to date. This part of the report sets out general proposals for Section of the Safer Cycle Pathway along King Street and Hammersmith Road, and the Cycle Highway along the A4.

Safer Cycle Pathway

1.12 The proposed alignment of Safer Cycle Pathway provides a direct route in the heart of Hammersmith town centre in west London, with good connectivity to other local roads. Roads on the alignment are currently dominated by motor traffic and can be intimidating and unpleasant places to walk and cycle.

The local Safer Cycle Pathway would provide a continuous, largely-segregated route with separate cyclist and motor vehicle movements at junctions between Kensington Olympia and Goldhawk Road. The proposals include:

- A two-way segregated cycle track on Hammersmith Road, King Street and Hammersmith Road
- New signal-controlled pedestrian crossings and upgrades to existing pedestrian crossings
- Stepped cycle tracks (at a lower height than the footway)
- Changes to bus stop locations and layouts, including new bus stop bypasses for cyclists
- Changes to parking and loading bays and hours of operation
- De-clutter pavements by rationalising locations of street furniture

The Healthy Streets for London document set's out how TfL will put people and their health at the centre of our decision making, helping everyone to use cars less and to walk, cycle and use public transport more. As part of stakeholder and community engagement strategy we'll works with residents via a Residents Commission to develop the design and include;

- New mature trees
- Seating areas including 'parklets' similar to those on Brackenbury Road and Hammersmith Grove
- Sustainable drainage areas to take surface water run-off, alleviating demand on the borough's combined sewer system
- Water fountains to discourage the excessive use of plastic bottles

- Green Planters
- New cycle parking areas

Cycle Highway along the A4 is in the early stages of design development and will extend from the borough boundaries near British Grove and Warwick Road. Officers propose to consult with stakeholders, businesses, and residents in early 2020. Subject to positive feedback the proposals could be implemented alongside the proposed Safer Cycle Pathway scheme.

CONSULTATION

1.13 Transport for London (TfL) consulted between 21st September and 31st October 2017 on proposals for a cycle route between Kensington Olympia and Goldhawk road in the Borough.

1.14 The TfL consultation was extensively targeted to local residents, businesses and community groups along the route to enable stakeholders to share their views.

1.15 Hammersmith and Fulham Council agreed at Cabinet on the 10th November 2017 to extend the consultation for all our residents and businesses so that they could send the council their comments.

1.16 The council submitted to TfL initial technical comments on the proposed route and continues to collect the views of its residents and business owners along the route.

1.17 Previous consultations on measures to improve some of these streets have already taken place. In January 2017, TfL approved proposals to create dedicated space for cyclists on the northern side of Hammersmith gyratory with the support of Hammersmith & Fulham Council. More information on the Hammersmith gyratory consultation that took place in spring 2016 is available via the following weblink https://consultations.tfl.gov.uk/roads/hammersmith-gyratory/

Consultation outcome results

1.18 TfL publicised the consultation using leaflets distributed across a wide area, targeted email campaigns and via news stories in regional and local media.

TfL received a total of 5,388 direct responses to the consultation, of which 59 per cent supported or strongly supported the proposals, 2 per cent neither supported nor opposed the proposals, and 39 per cent opposed or strongly opposed the proposals for the whole length of the route.

Within the Hammersmith and Fulham borough support for the scheme was 64 per cent.

2. REASONS FOR DECISION

2.1. This is a key component of the Council's Climate Emergency programme and its route to net zero emissions in the borough by 2030. Transport produced an estimated 153.3 kilotons of CO2 in the borough in 2017 (the most recent data available), representing 22.5% of H&F's total emissions. Encouraging modal shift from polluting vehicles to cleaner forms of travel, of which cycling and walking are among the cleanest, is therefore critical to success.

2.2. One of the Council's five priorities is 'taking pride in Hammersmith & Fulham', and a core objective within this is to be the greenest borough in the country. This work delivers no. 34 of the Council's 2018-22 Business Plan commitments within this priority and objective in that we will lobby the Mayor to run a Cycle Highway along the A4 in addition to the Safer Cycle Pathway along King Street and Hammersmith Road.

2.3. Additionally, this proposal meets the recommendations of H&F's Air Quality Commission to increase infrastructure for cycling and walking in partnership with Transport for London (TfL).

2.4. We want to make it easier for people in West London to use sustainable travel and lead active lifestyles. We also want to make the streets on the cycle route alignments healthier, safer and more welcoming places for everyone. The proposals form part of the Mayor of London's plan for Healthy Streets a long-term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming.

2.5. Currently, only 34% of Londoners take 20 minutes of physical activity on any given day. The new cycle facilities would help to encourage people to use active modes of transport, which could achieve significant health benefits. The proposals aim to encourage people who would like to cycle, but currently feel unable to do so.

2.6. A network of cycle routes exists in north, south and east London, but none in west London. Our proposals would bring a high-quality cycle facility to West London, linking town centres in Hammersmith, Chiswick and Brentford.

2.7. The proposed scheme will constitute a significant investment circa £20m in the strategic transport infrastructure within the borough and will be fully funded by Transport for London, subject to funding approval by their Surface Board, due in November 2019, therefore a Cabinet decision is required to approve the expenditure.

2.8. The Council is the highway authority for all highways within the borough ("Highway Authority"). The Highway Authority has various statutory duties under various acts of parliament such as the Highways Act 1980 and Traffic Management Act 2004. Duties include but are not limited to maintain and carry out improvement works to the public highway.

2.9. The formulation, management, and maintenance of a Local Implementation Plan ("LIP") is a statutory duty for all London boroughs under the 1999 Greater London Authority Act. The LIP sets out how the borough will deliver the Mayor's Transport Strategy including the improvement of highway roads.

2.10. The proposals are linked to council priorities to respond to the climate emergency, improve health & well-being of residents and deliver a cleaner, greener borough. It will directly contribute towards targets to increase the number of people travelling by more stainable modes, either on foot, by bike or using public transport as set out in the Council's transport strategy.

3. EQUALITY IMPLICATIONS

3.1 The Council has had regard to its Public Sector Equality Duty contained in Section 149 of the Equality Act 2010. There is no anticipated negative impact on groups with protected characteristics by the approval of these proposals.

3.2 Consultation has also been considered with key local organisations representing groups with protected characteristics.

Implications verified by: Fawad Bhatti, Strategy & communities team, tel. 0750 010 3617.

4. RISK MANAGEMENT IMPLICATIONS

4.1 Specific risks have been identified and managed on the Project Risk Register. Subject to TfL funding approval there are no significant risks affecting delivery of the proposed programme of works over the next two financial years 2020/2021 and 2021/2022. The Council in undertaking these works benefit from the environmental improvements that the scheme will deliver and also in that works are undertaken in accordance with the Council's "Being ruthlessly financially efficient" priority.

Risk	**Mitigation measure(s)**
Cost increase/budget reduction	Designs are developed to be flexible to allow amendments to reflect budget reduction whilst still maintaining principle of the project objectives
Lack of stakeholder support	Designs are developed to meet the project objectives and Council's LIP objectives which can justified with support from the stakeholders.
Policy compatibility	To develop bespoke policy compliance tool that all potential proposals will be assessed against

Lack of resources to deliver	Maintain working relationships with framework consultants and contractors to ensure resources are in place to deliver the project

4.2 This report proposes physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic, and promote road safety, which fall within the Council's statutory duties under a variety of Acts of Parliament including the Traffic Management Act 2004.

Implications verified by: Michael Sloniowski, Risk Manager tel: 020 8753 2587

Other Implications

5. IMPLICATIONS FOR LOCAL BUSINESS

5.1 In planning the route TfL carried out a door to door survey of all businesses along King Street and Hammersmith road with the purpose of listening to existing business needs around their customers and deliveries. This information was used to inform the initial design to ensure that existing business was unaffected by any proposed route.

5.2 The outcome of the consultation with businesses was captured in the TfL Consultation outcome report issued in January 2019. Further details of this report can be viewed via TfL's web site: https://consultations.tfl.gov.uk

5.3 This report (page 100) documents the responses received from businesses along the route. Concerns for businesses include the provision of sufficient loading bays, parking arrangements, removal of trees, safety of pedestrians and direct other impact on certain businesses.

5.4 Given the concerns raised during the consultation and the negative implications for certain businesses, there needs to be consideration given to how best to engage with these businesses and alleviate any negative impact.

Implications verified/completed by: Albena Karameros, Economic Development Team, 020 7938 8583.

6. COMMERCIAL IMPLICATIONS

6.1 There are no direct procurement implications arising from this report. The orders are to be placed under the existing measured term contracts: the main construction work is to be carried out by the Highways Principal Framework Contractor (F.M Conway).

Implications verified by Joanna Angelides, Procurement Consultant, tel. 020 8753 2586.

7. IT IMPLICATIONS

7.1 IT Implications: There are no IT implications resulting from the proposal in this report.

IM Implications: If not already covered by an existing Privacy Impact Assessment (PIA), a PIA should be completed to ensure all potential data protection risks