 <p>hammersmith & fulham</p>	<p>London Borough of Hammersmith & Fulham</p> <p>CABINET MEMBER DECISION</p> <p>FEBRUARY 2015</p>
<p>HAMMERSMITH BRIDGE – PROPOSED 20MPH SPEED LIMIT HAMMERSMITH BRIDGE ROAD – CYCLE IMPROVEMENTS</p>	
<p>Report of the Cabinet Member for Environment, Transport and Resident Services</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: No</p>	
<p>Wards Affected: Hammersmith Broadway</p>	
<p>Accountable Executive Director: Nigel Pallace - Bi-Borough Executive Director of Transport and Technical Services</p>	
<p>Report Author: Slobodan Vuckovic, Project Manager</p>	<p>Contact Details: Tel: 020 8753 3360 E-mail: slobodan.vuckovic@lbhf.gov.uk</p>

AUTHORISED BY:

The Cabinet Member has signed this report.

DATE: 16 February 2015..

1. EXECUTIVE SUMMARY

- 1.1 This report details proposed highway improvements along Hammersmith Bridge Road and Hammersmith Bridge itself. Please see plan in Appendix 1 which shows the existing and proposed layout.
- 1.2 It is proposed to improve existing cycle facilities along this section of Hammersmith Bridge Road, by bringing cyclists off the carriageway onto the segregated cycle lane that runs parallel to the carriageway. The

existing cycle lane will be widened and resurfaced, with street furniture relocated away from this facility where practicable. Appendix 2, photo 1.

- 1.3 It is also proposed to make Hammersmith Bridge 20mph speed limit. The limit would apply to a small section of road on the approaches to the bridge (Hammersmith and Richmond sides) and the bridge itself. Appendix 2, photo 2.

2. RECOMMENDATIONS

- 2.1. That approval be given to proceed with the proposed improvements to the existing cycle lane as detailed in this report at an estimated cost of £50,000 to be funded from the Transport of London (TfL) Local Transport Fund allocation in 2014/15.
- 2.2. That approval be given to make Hammersmith Bridge 20mph speed limit at cost of £8,000 to be funded from the TfL Local Transport Fund allocation in 2015/16.

3. REASONS FOR DECISION

- 3.1. The works are intended to address safety issues along this section of Hammersmith Bridge Road and on Hammersmith Bridge.

4. INTRODUCTION AND BACKGROUND

- 4.1 A section of Hammersmith Bridge Road, see drawing attached, is dedicated for 'bus only' traffic. There is a barrier in place to allow bus only traffic.
- 4.2 Cyclists often take chance to continue along the carriageway, rather than taking the segregated cycle lane provided. This has caused some cyclists to be hit by the barrier. For this reason we propose to improve the existing cycling facilities along the road by widening the existing segregated cycle lane, removing street furniture, and improving the running surface.
- 4.3 Improved cycle facilities should encourage cyclists to use the much improved segregated cycle lane rather than continue cycling along the carriageway itself. Cyclists would get back onto the carriageway at the extant toucan type pedestrian crossing, designed to accommodate cyclists and pedestrians at the same time.
- 4.4 London Borough of Richmond has been consulted on the proposed cycling improvements and have no objections to the proposed measures.
- 4.5 In addition to the above proposed works along the segregated cycle lane, we also propose to introduce a 20mph speed limit on Hammersmith Bridge. This has been a specific request from Hammersmith and Fulham Cyclist

User Group. The reduced speed limit should result in reduced speed on the bridge thereby providing a route that cyclists will be more confident to use.

- 4.6 The 20mph speed limit will be supported by the appropriate signage and road markings (20mph logos).
- 4.7 London Borough of Richmond has been consulted on the proposed 20mph speed limit over the bridge and their formal comments are awaited. The 20 mph limit scheme would need to be formally approved by the London Borough of Richmond, albeit that the necessary traffic order could be made by this Council on behalf of both authorities.
- 4.8 The proposed works on cycle lane improvements are planned to start this financial year and be completed in 2015/16. (The proposed works on Hammersmith Bridge are to start next financial year, as they are subject to further TFL notifications and approval).

5. PROPOSAL AND ISSUES

5.1. Hammersmith Bridge Road is part of the Strategic Route Network (SRN), which is under the control of Transport for London. As such notifications to and (SRN) approval for the 20 mph speed limit by TFL will be required. Works on the segregated cycle lane that runs along Hammersmith Bridge lane will not be significantly affecting traffic along Hammersmith Bridge, and therefore TFL has confirmed that this work does not require formal "SRN approval". This element of the works can therefore proceed in 2014/15 subject to Cabinet Member approval, with the 20 mph speed limit proposals be introduced in 2015/16.

5.2. Traffic collisions on Hammersmith Bridge

Three traffic collisions in the last three years occurred on the bridge, one of which involved a cyclist. A further two collisions occurred on the approach to the bridge, near the junction with Rutland Grove. All injuries were categorised as slight. Monitoring period : 01/08/2011 – 30/09/2014.

Note: collision data shown below refers to data occurring on the Hammersmith and Fulham side of the bridge only.

COLLISIONS INVOLVING	Fatal	Serious	Slight	Total
Motor vehicles	0	0	3	3
2 wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	1	1
Horses & others	0	0	0	0
Total	0	0	5	5

CASUALTIES	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	3	3
Passenger	0	0	1	1
Motorcycle rider	0	0	1	1
Cyclists	0	0	1	1
Pedestrians	0	0	1	1

Other	0	0	0	0
Total	0	0	6	6

In addition to the above, a further 11 recorded collisions occurred at Richmond side of the bridge, for the same period of time.

Nine accidents occurred on the approach to the bridge, with two remaining accidents occurring at the bridge itself, both involving cyclists. See summary below.

CASUALTIES	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	5	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclists	0	1	5	0
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	0	0	0

Casualties at Richmond side of the bridge, monitoring period: 01/10/2011 – 30/09/2014

5.3. TRAFFIC SURVEY on Hammersmith Bridge

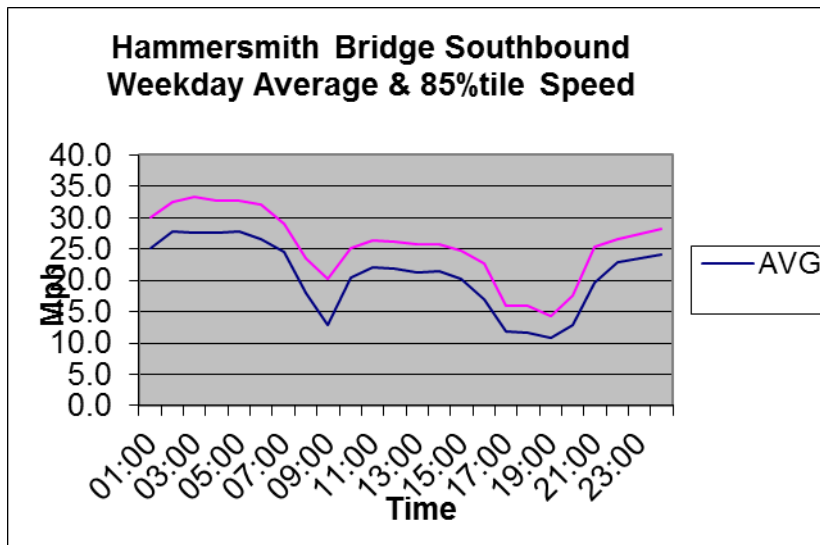
7 days speed surveys were carried in September 2012 and revealed that 64% of traffic travelling southbound was travelling at the speed greater than 20mph. This number was even higher for northbound traffic where 84% of traffic going northbound was traveling at the speed above 20mph.

SOUTHBOUND TRAFFIC						Total
Speed	0-10mph	10-20mph	20-30mph	30-40mph	40-50mph	
No of Veh	2022	29512	42750	13539	552	88375
%	2.3	33.4	48.4	15.3	0.6	100

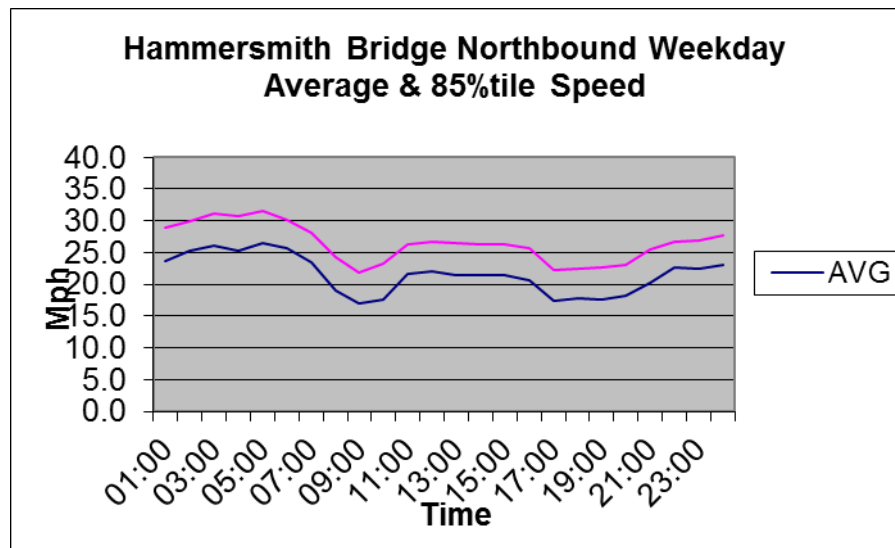
NORTHBOUND TRAFFIC						Total
Speed	0-10mph	10-20mph	20-30mph	30-40mph	40-50mph	
No of Veh	198	9642	39554	11342	469	61205
%	0.3	15.7	64.6	18.5	0.7	100

In addition to the above, we have also analysed the speed across the bridge during the same period of time, using 85% percentile speed value. This is the most commonly used statistic for examining speed issues (85 per cent of road users drive at or below this value and may be considered as the maximum safe speed for that location). The graphs below show the

85% percentile speed of vehicles going southbound and northbound, during an average week day.



Weekday			
Peak hour	AVG Veh Counts	AVG	85%tile
0700 - 0800	788.4	18.0	23.6
1300 - 1400	655.2	21.4	25.8
1800 - 1900	959.4	10.8	14.4



Weekday			
Peak hour	AVG Veh Counts	AVG	85%tile
0700 - 0800	654.2	19.0	24.2
1200 - 1300	503.6	21.5	26.6
1500 - 1600	476.2	20.7	25.6

Note: the 85% speed shown is the speed during peak hours only when the speed of traffic across the bridge is expected to be lower.

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1. Hammersmith and Fulham Cycle User Group initially highlighted the issues cyclists were facing when cycling along Hammersmith Bridge Road as well as Hammersmith Bridge. The measures therefore seek to address the concerns and requests raised by this Group. As indicated in paragraph 5 the council intends to finish some of the proposed works this financial year with the remaining works to be finished next financial year.
- 6.2. An option in which it was planned to modify the barrier so cyclists can carry on cycling along the carriageway was dismissed due to the limited carriageway space and safety issues.

7. CONSULTATION

- 7.1 Introduction of a 20mph speed limit across Hammersmith Bridge are subject to consultation with statutory bodies, including London Borough of Richmond, Cycle User Group, Emergency Services etc, as well as member approval. At this stage we are seeking an approval from members to carry out consultation with regard to introducing 20mph speed limit across Hammersmith Bridge. Any objections or concerns will be the subject of a further report.

8. EQUALITY IMPLICATIONS

- 8.1 An Equality Impact Assessment has been completed and will be kept on file. No special issues were identified.

9. LEGAL IMPLICATIONS

- 9.1 The Council has the power to carry out the physical highways works anticipated in the report under the Highways Act 1980.
- 9.2 The Council can make an order under sections 83 and 84 of the Road Traffic Regulation Act 1984 to reduce the speed limit from 30 to 20 mph. In reaching its decision whether to do so, the council must exercise its function as far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities. There is a statutory process which the council must follow. Prior to making the order, the council must carry out a formal consultation process, which may cause the council to consider that a public inquiry should be held. If an order is made, there are further notification requirements. The council will be required to erect traffic signs as required to provide adequate guidance for drivers.
- 9.3 Where further consultation is to be carried out (as indicated in various parts of the report), it must follow public law principles in that it must be

carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.

- 9.4 Implications verified by Alex Russell (Bi-borough Senior Lawyer (Planning, Highways and Licensing) -Tel: 020 8753 2771

10 FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1 The Council receives £100,000 from TfL each year for Local Transport Projects. £50,000 has been allocated for this project in 2014-15 and £8,000 will be allocated in 2015-16. There are therefore no financial implications for the Council.

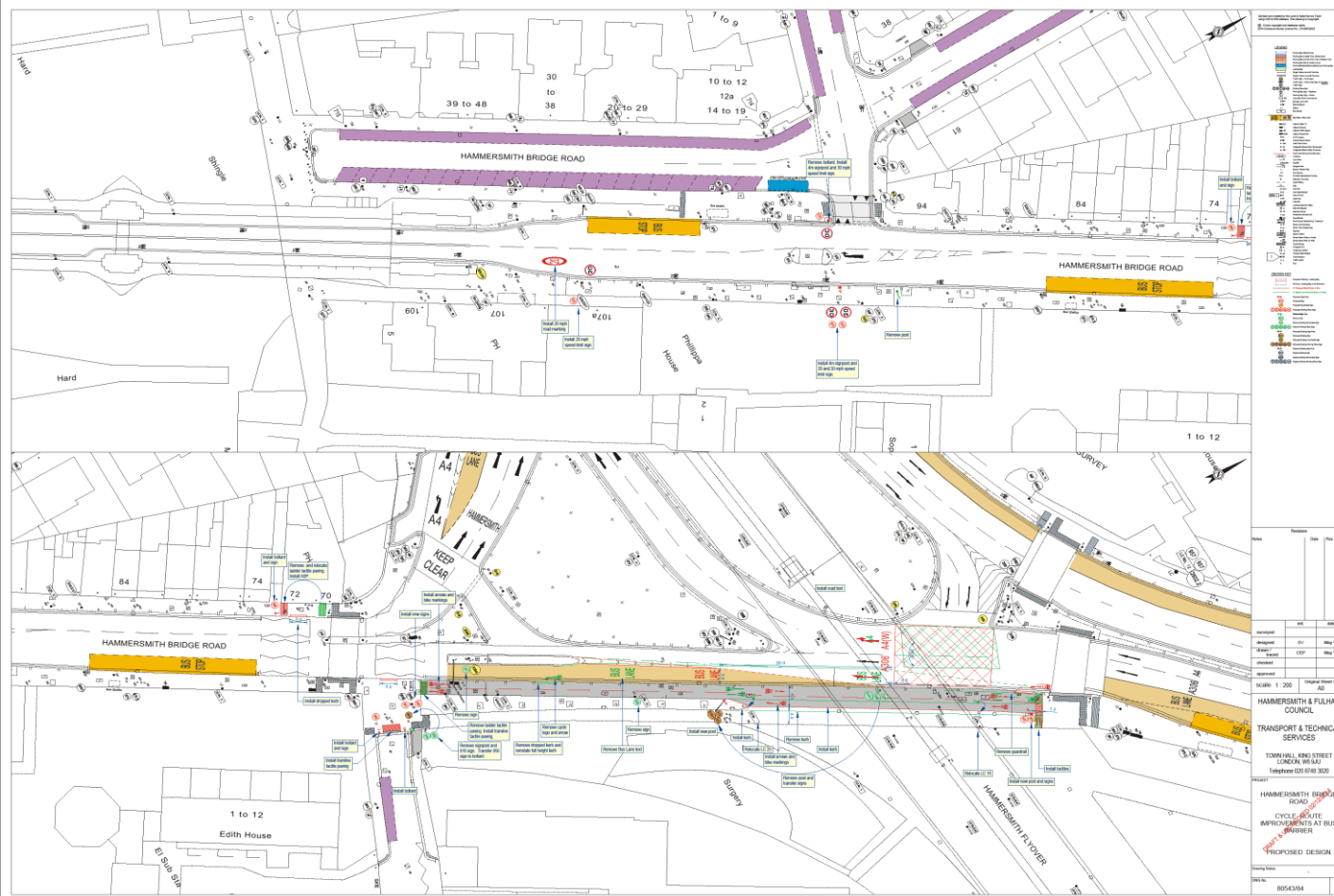
- 10.2 At present the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however is limited to the amount approved by the TfL board plus a contingency. Any variation in costs in excess of the contingency cannot be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

- 10.3 Implications verified by Giles Batchelor (Finance Manager (Highways) - Transport & Technical Services) - Room 311/16, Pembroke Road, Tel. 020 8753 2407

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
	None		

Appendix 1



APPENDIX 2 – PHOTOS



Photo 1 - Existing segregated cycle lane to be widened



Photo 2 – approach to Hammersmith Bridge, where 20mph speed limit is to start