


<p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">CABINET</p> <p style="text-align: center;">27 MARCH 2017</p>	
<p style="text-align: center;">CYCLE QUIETWAY 2 - BETWEEN EAST ACTON AND KENSINGTON</p>	
<p>Report of the Cabinet Member for Environment, Transport & Residents Services: Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification: For Decision</p> <p>Key Decision: YES</p>	
<p>Wards Affected: College Park and Old Oak.</p>	
<p>Accountable Director: Mahmood Siddiqi - Director for Transport and Highways</p>	
<p>Report Author: Richard Duffill: Borough Cycling Officer</p>	<p>Contact Details: Tel: Tel: 020 8753 1749 E-mail: Richard.Duffill@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. The report seeks Cabinet approval to implement a cycle Quietway between East Acton and Kensington as part of the Transport for London (“TfL”) Quietway programme, and the Mayor of London’s cycling vision, and spend the budget allocated by TfL for this scheme of £517,000.
- 1.2. The Hammersmith and Fulham cycling strategy was adopted in October 2015 and identified the provision of cycle Quietways in its list of objectives.
- 1.3. In 2015 TfL identified several Quietway routes in the borough and appointed independent consultants Sustrans to develop a route in conjunction with Hammersmith and Fulham Council (“The Council”).
- 1.4. The route meets objectives in the Labour Party Manifesto 2014 of Greening the borough, and making it better and safer for cycling.
- 1.5. The proposed route will have a positive impact on public health and air quality, by improving and encouraging active travel by both providing better access for all, and planting more plants and trees along the route. This

supports the recommendations of the H&F Air Quality Commission, as reported to Cabinet on 7 November 2016.

- 1.6. The route will meet the strategy objectives relating to, Environment, Transport and Air Quality in the H&F Joint Health and Wellbeing Strategy 2016-21, Section 1.4. Achieving the change, we need.
- 1.7. Consultation was carried out with stakeholders and resulted in 85% of respondents either fully supporting or partially supporting the proposal.

2. RECOMMENDATIONS

- 2.1 That approval be given to implement cycle Quietway 2 route scheme from East Acton to Kensington as per the design as set out in Appendix 1.
- 2.2 To place an order with F M Conway PLC under the provisions of the existing Term Contract to carry out implementation works. Breakdown of the costs for the project are listed in Appendix 2.
- 2.3 To charge TfL for £52,000 fees incurred by officers on the project.

3. REASONS FOR DECISION

- 3.1 Physical improvements to the public highway are designed to reduce congestion, and promote road safety, fall under the council's statutory duties under a variety of acts including the Traffic Management Act 2004.
- 3.2 The creation of new cycle routes in the borough will enable us to reach our cycle strategy target of 8% of journeys made by bicycle by 2031.
- 3.3 Where changes to the Highways are proposed, these are to be in line with section 122 of the Road Traffic Act 1984; securing the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.
- 3.4 The full cost of the scheme of £517,000 has been allocated to Hammersmith and Fulham council by TfL for implementation, and a failure to implement the scheme will result in the council losing the funding.

4. INTRODUCTION

- 4.1 The new Cycling Strategy for Hammersmith and Fulham was adopted by Cabinet on 12th October 2015.
- 4.2 The project has a number of key objectives that support the Cycling Strategy and the Mayor of London's cycling vision. These are:
 - Increase the number of cyclists using alternative cycle routes
 - Improve cyclist safety and the perception of safety in the borough.

- Improve pedestrian safety.
- Improvement in the quality of the public realm

4.3 The council are aiming to make the majority of cycle routes in the borough “Quietways”, routes that overcome barriers to cycling, and therefore targeting cyclists who want to use quieter, low-traffic routes.

5. BACKGROUND

5.1 TfL identified that Route 213 from East Acton to Kensington and Chelsea is a Quietway cycle route that could be developed in the first phase of Quietway routes in the borough.

6. OPTIONS AND ANALYSIS OF OPTIONS

6.1 Outline designs were developed by Sustrans in consultation with the council and included a number of route rides undertaken in 2015. The final route alignment was approved by TfL in 2015

6.2 Full details of the options and analysis of the route are included in Appendix 3.

7. CONSULTATION

7.1 The council carried out a public consultation between the 30 June 2016 and the 30 September 2016.

7.2 The council hosted the consultation on the main council cycling web site. www.lbhf.gov.uk/cycling

7.3 The council emailed details of the consultation to a comprehensive stakeholder listing in Hammersmith and Fulham containing businesses, resident groups, and cycling groups.

7.4 The council also emailed details of the consultation to ward councillors, main Cycling groups in London such as the London Cycling Campaign and neighbouring boroughs.

7.5 The council used social media such as Facebook and Twitter to publicise the Quietway route proposal and consultation.

7.6 The consultation was centred on the Citizenspace consultation process on the main Council cycling web site referred to above.

7.7 The council presented the proposed Quietway route to the Community Safety, Environment and Resident Services Policy and Accountability Committee on the 2 March 2016 for comments from the committee and attendees. The committee were in support of the proposal.

8. ANALYSIS OF CONSULTATION

- 8.1 The consultation received 48 responses in total, 45 of which were through the Citizenspace consultation tool. Three responses were directly received by the Borough Cycling officer. 32 responses were in favour of the scheme and nine partially supported the scheme.
- 8.2 Over 85% of respondents stated that they (partly or fully) supported the Quietway scheme.
- 8.3 Almost 86% of respondents were in support of measures to stop HGV 'rat-running' on Fitzneal Street.
- 8.4 A summary of the data from the online survey Citizenspace is contained within Appendix 4.
- 8.5 Full details of all the responses provided via Citizenspace is contained in Appendix 5.

9. CHANGES TO PROPOSAL FOLLOWING CONSULTATION.

- 9.1 The consultation responses requested that a number of minor changes were made to the proposed route alignment.
- 9.2 The proposed new route alignment into Wormwood Scrubs has been removed and replaced with an alternative route along the northern edge of the Red Gra car park.
- 9.3 The junction of Scrubs Lane and Mitre Way has been simplified to not include signalisation but will now include a new cyclist friendly parallel 'Tiger' crossing.
- 9.4 Where possible Sustainable Urban Drainage systems have been included along the route.
- 9.5 Additional drainage has been included in the scheme to ensure the route is fully accessible all year.

10. EQUALITY IMPLICATIONS

- 10.1 An EIA has been completed and does not identify any implications to protected individuals or groups.
- 10.2 As outlined in sections 7.2 – 7.5 the method of communication ensured equal access to the consultation for all residents.
- 10.3 The council will publicise the results of the consultation on the Council's website and use Twitter and Facebook to promote the scheme.
- 10.4 Once the Quietway route has been constructed, a number of promotional events will be organised with residents.

11. LEGAL IMPLICATIONS

- 11.1 The proposed works set out in this report are being carried out by the council in its capacity as Local Highway Authority. The Highways Act 1980 ("The 1980 Act") authorised the Local Highway Authority to carry out works to repair, maintain, or replace highways, which includes the footway or pavement.
- 11.2 Section 65 of the 1980 Act authorises the Local Highway Authority to construct, in or by the side of a highway maintainable at public expense, a cycle track as part of the highway: and they may light any cycle track constructed by them under this section.
- 11.3 The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within the Borough, in the interest of safety, including the making of Traffic Regulation Orders.
- 11.4 Section 149 of the Greater London Authority Act 1999 requires that London Local Authorities must implement the Mayor's Transport Strategy ("MTS"). This strategy sets out the transport policy framework for London. A central component of the MTS is to improve cycling infrastructure to encourage more trips to be taken by cycle
- 11.5 The Council confirms that, in formulating the proposals set out in this report, it has had regard to its Public Sector duty referred to in paragraph 10.4 above when carrying out its statutory function as Local Highway Authority.
- 11.6 The Human Rights Act 1998 imposed a duty on the Council as public authority to apply the European Convention on Human Rights and accordingly, the Council must not act in a way which is incompatible with these rights. The most important rights for highway purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property).
- 11.7 Implications verified/completed by: (Horatio Chance, Deputy Team Leader, Licensing, and Highways Solicitor, 020 8753 1863)

12. FINANCIAL IMPLICATIONS

- 12.1 TfL have allocated £517k from the Quietway programme to deliver this route.
- 12.2 LBHF officer costs are fully covered by the overall TfL budget.
- 12.3 At present the scheme costs are based on an estimate by Sustrans.
- 12.4 The funding however is limited to the amount approved by the TfL board plus a contingency.

12.5 Implications verified/completed by: Gary Hannaway, Head of Finance, 0208 753 6071

13. IMPLICATIONS FOR BUSINESS

13.1 Businesses will benefit from the borough meeting its transport objectives and targets. Increased cycling can have a beneficial impact on the economic viability of businesses and the health of employees in all areas.

13.2 Improved and safe cycle routes can have a positive benefit for adjacent business owners.

13.3 Increasing the number of cycle trips (particularly short trips currently made by car) can help to remove the number of vehicles from the road, reducing congestion, improving road safety, and increasing road space for deliveries and customers.

13.4 Implications/verifications completed by Richard Duffill, Borough Cycling officer, 02088753 1749

14. RISK MANAGEMENT

14.1 The Quietway route and the benefits of reductions in accidents would contribute positively to the management of risk as noted on the Shared Services Risk Register, risk number 8, Managing Statutory Duty - compliance with laws and regulations and by encouraging Cycling contribute to reduction in air pollution, an environmental and health risk to the citizens, visitors, business, and office users in the Borough.

14.2 The Hammersmith & Fulham Labour administration manifesto for 2014 includes "being fairer to drivers and better for cyclists", adoption of the strategy therefore contributes to the management of local policies risk.

14.3 Implications verified/completed by: Michael Sloniowski, Shared Services Risk Manager, 020 8753 2587.15

15. COMMERCIAL IMPLICATIONS

15.1 There are no procurement related issues as the recommendations relate to an order to be placed with the Council's current term contractor (F M Conway) to carry out the highway works to create the Quietway Cycle Route from East Acton to Kensington.

15.2 Implications completed by: Alan Parry, Interim Head of Procurement Consultant (FCS, TTS and HRD), 020 8753 2581.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		

LIST OF APPENDICES:

Appendix 1. Route Alignment.

Appendix 2. Quietway cost breakdown.

Appendix 3. Evaluation of Options.

Appendix 4. Consultation report.

Appendix 5. Consultation Stakeholders responses.