


<p>London Borough of Hammersmith & Fulham</p> <p>COMMUNITY SAFETY, ENVIRONMENT AND RESIDENTS SERVICES POLICY & ACCOUNTABILITY COMMITTEE</p> <p>29 January 2018</p>	
<p>UPDATE ON THE CYCLE SUPERHIGHWAY 9 CONSULTATION BY TRANSPORT FOR LONDON</p>	
<p>Report of the Cabinet Member for Environment, Transport & Residents' Services – Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification: For information Key Decision: No</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director: Mahmood Siddiqi, Director for Transport and Highways</p>	
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1. EXECUTIVE SUMMARY

- 1.1. Transport for London (TfL) consulted between 21st September and 31st October 2017 on proposals for a 'Cycle Superhighway (9)' (CS9) between Kensington Olympia and Goldhawk road in the Borough.
- 1.2. The TfL consultation was targeted to local residents, businesses and community groups along the route to enable all stakeholders to share their views.
- 1.3. 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.
- 1.4. TfL is currently analysing responses to their consultation and considering in detail the issues raised.
- 1.5. 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.

- 1.6. Hammersmith and Fulham council is the Highways Authority for the roads used for this route in the borough, and a decision to allow any scheme to be implemented lies with the Cabinet.
- 1.7. The Cabinet will make a final decision over whether or not the proposed scheme is to be allowed after considering all the responses from its Residents and Businesses and any revised changes proposed by TfL.

2. RECOMMENDATIONS

- 2.1 The Community Safety, Environment and Resident Services Policy and Accountability Committee PAC acknowledge the Councils response to the TfL consultation on CS9, which consider the concerns of residents and businesses along the route.
- 2.2 The “committee” discuss the proposed scheme, the technical comments raised so far and put forward any other areas of concern for consideration along with suggestions of how the scheme could be improved.
- 2.3 Requests that TfL and officers continue to analyse and consider all the issues raised by local residents, businesses and stakeholders.

3. REASONS FOR RECOMMENDATIONS

- 3.1 The council will ensure that the views and opinions of its residents and businesses are carefully considered in the development of any proposed scheme, to enable the administration to review any revised scheme and determine the council’s position on it.

4. BACKGROUND

- 4.1 TfL carried out a full consultation along the proposed route between 21st September and 31st October 2017.
- 4.2 Cycle Superhighway 9 is designed to help TfL meet the target set out in the Mayor’s draft Transport Strategy of changing the way people choose to travel so that 80% of all London trips are made by foot, bicycle or public transport by 2041, up from 64% today.
- 4.3 The TfL consultation stated that the aims of the proposed CS9 route were as follows.
- 4.4 Improving safety for people who want to walk and cycle by providing a cleaner and safer route for cycling in west London, largely segregated from other vehicles. By giving people space and time to cycle through the area more easily, and by improved crossing facilities for pedestrians, more people would

be encouraged to use these healthy and sustainable forms of transport while keeping other traffic moving.

- 4.5 Facilitating and encouraging active travel in west London by making it easier for people to use sustainable travel and lead active lifestyles. The proposals form part of the Mayor of London's plan for Healthy Streets to encourage more people to walk and cycle by making London's streets healthier, safer and more welcoming. The proposal aims to encourage people who would like to cycle but currently feel unable to do so.
- 4.6 Connecting and improving town centres from Kensington Olympia through Hammersmith to Chiswick and Brentford, linking important amenities and facilities in the heart of those town centres, and making them more pleasant places to live, work, shop and spend time. The proposal would install new pedestrian crossings, as well as upgrading existing ones. The proposal would also install new seating areas to enable people to stop and rest and spend more time in the town centres. Improvements would also be made to the street environment including installing new trees and planting.
- 4.7 The consultation asked for feedback on the proposals from residents, businesses, employers, transport users and other relevant stakeholders. TfL publicised the consultation using leaflets distributed across a wide area, targeted email campaigns and via news stories in regional and local media.
- 4.8 The Council attended five public drop-in events in the Borough and met with other stakeholder groups and used its in-house media to promote the consultation.
- 4.9 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

5. CONSULTATION COMMENTS

- 5.1 The Council will continue to listen to residents and businesses views on proposals.
- 5.2 So far, the Council has submitted the following initial comments to the TfL consultation:
- 5.3 Section A (Hammersmith Road): The borough called for consistent lane widths between Shortlands and Colet Gardens, pedestrian facilities east/west across Edith Road, alternative facilities for cyclists accessing North End Road and measures to ensure vehicles can turn left into Olympia Way across the cycle track safely.

- 5.4 The borough called for a review of certain junctions with consideration of servicing requirements for Olympia, and an investigation into alternative locations for the taxi rank proposed on Avonmore Road.
- 5.5 Section B (Hammersmith Gyratory): The borough called for reduced turning movements across the cycle track through a review of access arrangements at Bute Gardens, Wolverton Gardens and Rowan Road.
- 5.6 The borough asked for adequate loading and servicing provision for businesses between St Peter's Square and Black Lion Lane.
- 5.7 Section D (King Street East): The borough called for measures to increase footway space around the bus stop, changes to the pedestrian crossing and confirmation that the cycle track would be fully segregated here.
- 5.8 Section E (King Street West): The borough called for measures to reduce turning movements across the cycle track at Holcome Street, Black Lion Lane and Beavor Lane.
- 5.9 The borough called for improved pedestrian facilities, particularly near schools, and for the mature tree near the West London Free School to be retained, and for confirmation that heavy goods vehicles could turn at Ravenscourt Avenue,
- 5.10 The borough called for the bus gate on Goldhawk Road to be removed and bus lane hours to remain unchanged.
- 5.11 The borough called for access arrangements at British Grove to remain unchanged.