

Hammersmith & Fulham Fitzneal Street width restriction

5 December 2017

https://lbhf.citizenspace.com/transport-and-technical-services/fitzneal-street-proposed-road-width-restriction-in/consult_view/

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. The LCC welcomes the opportunity to comment on proposals. This response was developed with input from Hammersmith & Fulham Cyclists, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

This scheme is supported, however a better scheme should be developed to progressively remove through traffic from the area bounded by Westway, Old Oak Common Lane, Wood Lane and the Scrubs/rail lines.

This residential area suffers through motor traffic cutting from Old Oak Common Lane to the Westway and vice versa. Restricting lorries from Fitzneal Street alone will likely simply move such vehicles onto other nearby residential streets. Restricting lorries from the entire residential area, or better, using "modal filters" to remove all through motor traffic movements from the area, would be a far better solution. This process was already begun some time ago – with a "modal filter" at one end of Erconwald Street, and other restrictions in the area. Residents here should be supportive of an area-wide approach and Hammersmith & Fulham council should re-start its programme of such schemes across the borough.

Removing through motor traffic in such a manner would not only retain necessary motor vehicle access to residential properties, the hospitals, Imperial College and East Acton station, but discourage unnecessary motor vehicle journeys in the area, in line with the aims of the new Mayor's Transport Strategy. On top of that it would be likely to kickstart community regeneration and cohesion in the area, as seen in other areas treated in this manner, and provide far better conditions for walking and cycling in the area and to and from it too.

Specific points about this scheme:

- Width restrictions such as this one proposed can introduce points of conflict between those driving and those cycling – and care should be taken to ensure cycling is given clear priority through the restriction, and to slow motor vehicles down. Ideally a bypass for cycling will be provided with a design that again reinforces cycling priority at entrance and exit. Similarly, parking around such width restrictions should be spaced away from the restriction appropriately to avoid conflict. Any cycle provision should be 1.5m wide to enable a wide range of cycle types to pass through.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-

quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.