

Hammersmith & Fulham Hammersmith Grove width restriction and air quality schemes

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https://lbhf.citizenspace.com/transport-and-technical-services/improving-air-quality-in-hammersmith-grove/consult_view/

https://lbhf.citizenspace.com/transport-and-technical-services/reducing-heavy-traffic-in-hammersmith-grove/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 H&F Cyclists, London Cycling Campaign's local branch, and LCC's Infrastructure Advisory Panel.

These schemes are supported, but do not go far enough. Neither scheme will remove cut-through motor traffic fully from Hammersmith Grove and the surrounding area. A more thorough scheme is recommended, removing through motor traffic in "Brackenbury Village", the primarily residential area bounded by Paddenswick Road, Goldhawk Road, Shepherds Bush Road and Glenthorne and Beadon Road. A "modal filter cell" or other form of "low traffic neighbourhood" would lower traffic volumes across the entire area and ensure through motor traffic was both discouraged, but also directed to the roads most suited for it.

Specific points about these schemes:

- Neither scheme is likely to reduce motor traffic volumes across the entire area – as a network of through routes for "ratrun" motor traffic will remain. Over time, this issue is likely to become more and more pressing as more drivers use Waze, Google Maps and other apps to circumvent delays on main roads at any junctions etc.
- The HGV width restriction is not likely to remove HGV and other large vehicle traffic from the residential area – such vehicles are instead likely to either simply divert via Adie Road and Overstone Road, or use an alternative route such as Iffley Road, Brackenbury Road etc.
- The air quality scheme is not likely to reduce traffic on this section (a brief one-way is already in place). Given the high volumes of motor vehicle traffic using Hammersmith Grove already, and likely to remain, parking and parklets should be consolidated to one side of the road to provide physically separated space for cycling along the road. This would enable more people to cycle here. Walking should also be prioritised, given public transport connections and amenities here, with wider pavements wherever possible.

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.