

# GREATER LONDON AUTHORITY

[REDACTED]  
(By email)

Our Ref: MGLA110319-7561

1 May 2019

Dear [REDACTED]

Thank you for your request for information which the GLA received on 9 March 2019. Your request has been dealt with under the Freedom of Information Act 2000.

You asked:

- *Was any discussion held between the Mayor and any Labour elected official in LBHF about CS9. If so, when did the discussion or discussions take place?*
- *If so, how long did they last?*
- *Who was involved from TfL, the Mayor's office and LBHF?*
- *Were there any direct conversations between the Mayor and the Leader of LBHF council about CS9? If so, what was said. Please provide any emails or notes of conversations.*
- *At all or any such discussions did representatives of LBHF ask the Mayor and to TfL NOT to run CS9 down King Street or Hammersmith Road?*
- *In any representations, what points were made?*
- *What was said about the inevitable gridlock to traffic?*
- *What was said about the inevitable discrimination against disabled, elderly, infirm, mothers with children and those not able to ride a bike?*
- *What was said about the decline in cycling, including the net closure of bicycle shops in London?*
- *What was said about the extraordinarily high cost per cyclist attracted to the new crop of cycle superhighways - £62,000 per cyclist?*
- *What was said about the inevitable restriction of access to emergency vehicles and the consequent increased risk to life?*
- *What was said about the manifest inequity of giving 30% of road space exclusively to fewer than 3% of road-users?*
- *What was said about the fact that outside rush hour, the cycle superhighways are almost always totally empty, whilst other vehicle traffic is regularly jammed?*
- *What was said about the manifesto commitment NOT to run CS9 down Hammersmith Road and Chiswick High Road?*
- *If any or all of the above points were made by LBHF, what was the response of the Mayor and/or of TfL?*

- *What consideration was given by the Mayor / TfL to the fact that the proposed route of CS9 did not have the support of the local community in LBHF, as evidenced by the outcome of the local elections?*
- *What was said by the Mayor and/or TfL that persuaded the Council to back down on its manifesto commitments?*

Our response to your request is as follows:

Numerous discussions have taken place between the Mayor's representatives (including his Deputy Mayor for Transport, his Walking and Cycling Commissioner and officers at Transport for London (TfL)) and elected officials at the London Borough of Hammersmith and Fulham (LBHF) about Cycle Superhighway 9 both in the lead-up to the consultation in September 2017 and since. This includes meetings on:

- 5 May 2017. Attendees included the Mayor's Walking & Cycling Commissioner, Leader of LBHF and Cabinet Member for the Environment
- 19 June 2017. Attendees included the Mayor's Walking & Cycling Commissioner and Leader of LBHF
- 26 February 2018. Attendees included the Mayor's Walking & Cycling Commissioner, Leader of LBHF and LBHF's Cabinet Member for the Environment
- 27 September 2018. Attendees included the Deputy Mayor for Transport, the Mayor's Walking and Cycling Commissioner and the Leader of LBHF
- 29 November 2019. Attendees included the Deputy Mayor for Transport and Leader of LBHF.

An email was sent from the Deputy Mayor for Transport to the Leader of LBHF on 15 November, following from the meeting on 27 September. A copy of this email is included in this response.

A further email was sent on 28 December from the Deputy Mayor for Transport to the Leader of LBHF. No response was received to either email.

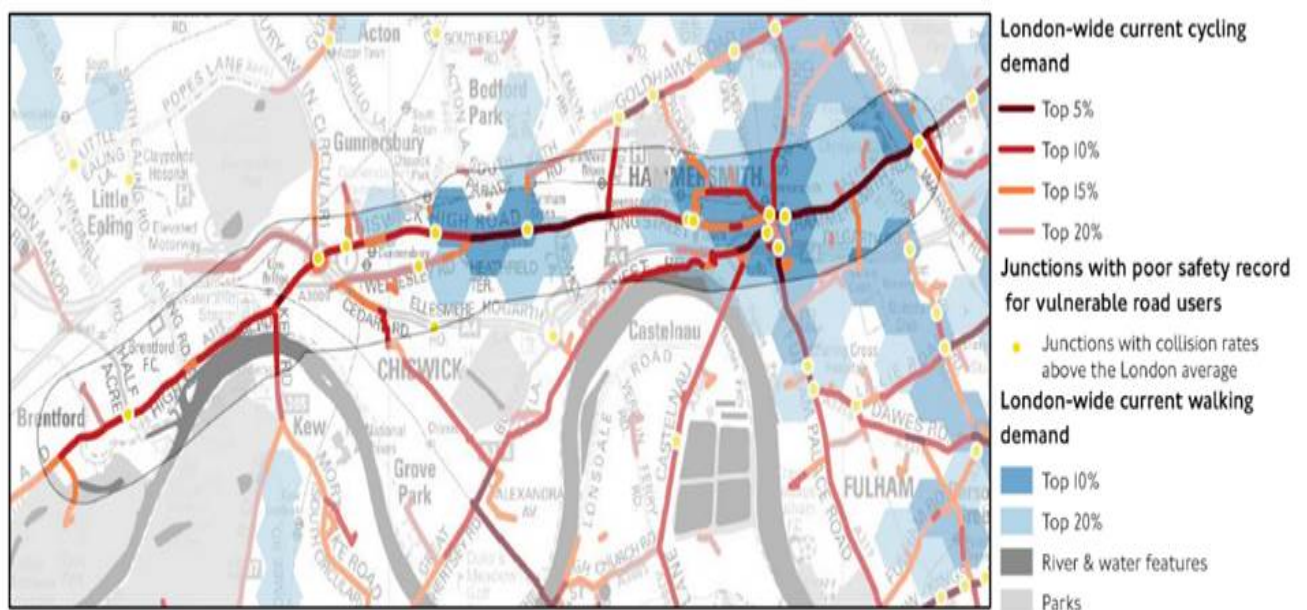
No formal notes of these meetings were taken, but we have provided you with all email correspondence between the Deputy Mayor for Transport and LBHF regarding cycling infrastructure. The Mayor has not had any direct contact with LBHF about this matter.

After discussions between the Deputy Mayor for Transport, the Walking & Cycling Commissioner and the Leader of LBHF on the 27 September, an agreement was made to look into an opportunity to enable more people to cycle and walk safely along the A4, between Hammersmith Town Hall and the Hammersmith gyratory, in addition to creating a new segregated two-way cycle route along the A315. It was agreed that limited TfL funding (additional to the budget set aside for the A315 route) would be made available for these purposes.

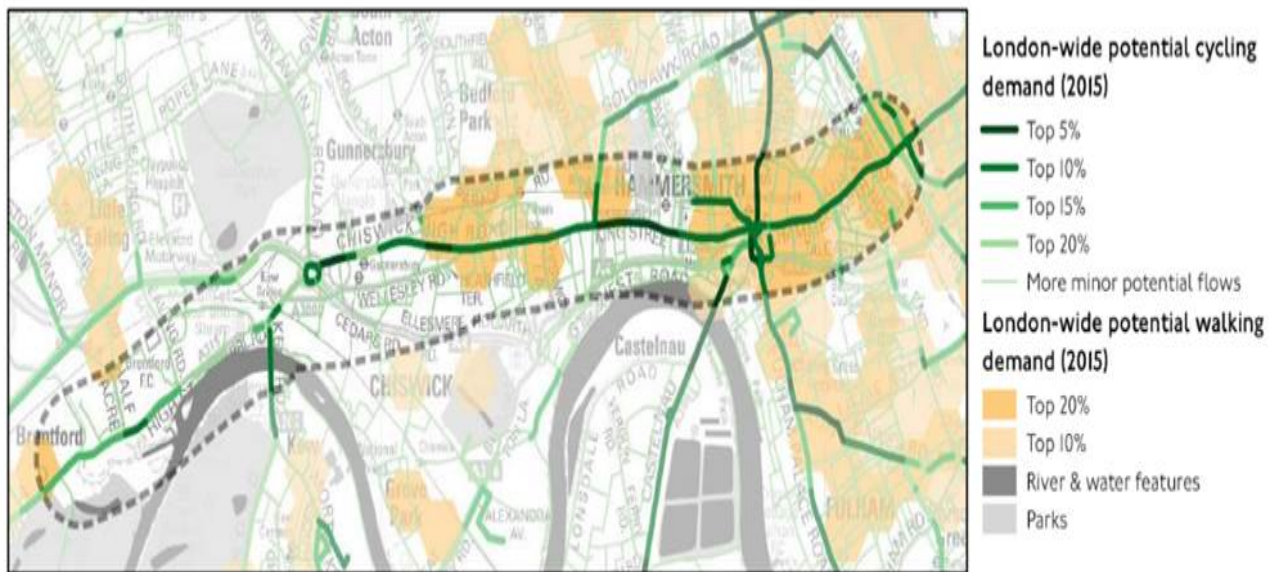
TfL received 5,388 direct responses to the consultation, of which 59 per cent supported or strongly supported the proposals, 2 per cent neither supported nor opposed the proposals, and 39 per cent opposed or strongly opposed the proposals. Discussions before the consultation between the Mayor's representatives and LBHF did not touch on an alternative alignment along the A4. At the above meetings that were held after the consultation (26 February 2018, 27 September 2018, 29 November 2018) representations were made by the Leader of LBHF to members of the Mayor's team to consider realigning CS9 onto the A4, rather than on King Street. The pros and cons of realigning the route were discussed in detail at these meetings.

The route alignment had been considered at length by TfL and the local boroughs over many years with detailed assessments undertaken to inform this. The aim of the scheme is to encourage more people to choose sustainable travel over motorised options in order to contribute towards the Mayor's aspiration for 80% of trips be made by cycling, walking and public transport by 2041.

To be successful, the scheme must be an attractive route for cyclists with useful connections to local amenities and address current barriers such as safety. The chosen alignment, which connects town centres along the A315 and A3000, is integral to achieving these outcomes. TfL's Strategic Cycling Analysis (SCA) supports this route alignment. Extracts from the SCA data shown below demonstrate that current and future potential cycling demand along the route alignment are within the top 5-10% for the majority of the route.



*Current cycling demand along the route alignment is within the top 5% to 15%.  
Junctions with poor safety records and current walking demand are also shown.*



*Potential cycling demand along the route alignment is within the top 5% to 15%.  
Walking potential is also shown.*

TfL considered an alignment along the A4 during early stages of the project. While geographically a close parallel alternative, low demand for cycling and high motor vehicle traffic along much of the alignment mean that the A4 would make an unattractive route between Olympia and Hounslow. Connectivity to the A4 is also relatively poor and cyclists would be forced to cross six lanes of traffic at some points to get to the other side of the road leading to long waiting times at junctions. Unlike the A315, the A4 does not connect multiple town centres.

The road space required for a route on the A4 would result in a significant loss of capacity for general traffic, which could result in more traffic on local roads. The primary function of the A4 as a means of facilitating the movement of vehicular traffic needs to be taken into consideration when assessing its suitability as a route for high levels of cycle movements. The A4 is a multi-lane carriageway, with a speed limit of 40mph. This suggests that the impact on local roads of introducing cycle facilities on the A4, and the resultant reductions in capacity for motorised modes that would arise, would be far higher than the proposals on the A315.

Addressing existing safety issues is a key objective of the scheme. There were 55 collisions involving pedestrians and 81 collisions involving pedal cyclists along the A315 route alignment in the three years to December 2017. This compares to 21 and 32 on the equivalent length of the A4 route. When considering the higher cyclist flows on the A315 the number of collisions per cyclist is higher on Chiswick High Road and Kings Street. This shows that a greater road safety benefit for cyclists can be achieved by improving facilities on the A315 than the A4.

On 30 January, a joint press release was therefore issued with quotes from the Mayor's Walking & Cycling Commissioner and the Leader of LBHF confirming the route would be going ahead as planned on King Street.

You have also submitted your further request to TfL who will respond separately in respect of any information they hold within scope of your request.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely



Transport Team

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

[REDACTED]

---

**From:** Heidi Alexander  
**Sent:** 15 November 2018 17:18  
**To:** stephen.cowan@lbhf.gov.uk  
**Cc:** Will Norman; [REDACTED]  
**Subject:** Cycle routes - Hammersmith

Dear Steve

I thought it would be useful to follow up on the discussion we had at the end of September about Cycle Superhighway 9 (CS9).

Last year, as you will know, TfL and LBHF jointly consulted on the detailed proposals of the cycle route. The aim of making the A315 corridor safer for cycling and walking was supported by the Council and a clear majority of 6000 people who responded. As with all consultations, concerns and issues were raised and TfL has been working with your officers to address these.

We are now in a position where we are able to publish our 'Response to Issues Raised' that details how we have responded to views of the local community as well as a wide range of stakeholder and accessibility groups and how we have taken these on board to improve the scheme. In Hammersmith and Fulham this includes revising the design outside of Latymer School, adding a new pedestrian crossing and additional coach parking.

When we met last month we talked about your medium-term ambitions to remove traffic from King Street as part of the future transformation of this area. I recognise and applaud the aspirations you have and I have asked TfL to work with you on how such a scheme may be delivered over the medium term. However, I hope we can also move ahead in the short term with providing the safer cycle route along the A315. Given that over a three year period this route has seen 55 recorded pedestrian collisions and 81 cyclists involved in a collision, I think we would both agree improving safety has to be a priority. As we discussed when we met, large-scale transformative schemes are not without challenges and dealing with the complexities of numerous bus routes, business and residential access and re-routing traffic will take time to plan.

In the meantime we have the opportunity to start construction of a safer cycle way along King Street early next year, including the long-awaited improvements to the Hammersmith Gyratory which are only possible with the associated changes to King Street.

I very much hope we can continue to work together in delivering safer routes for cyclists in Hammersmith in a way that can accommodate your future plans for the area.

We would be willing to look at the detail of the design of the cycle route on King Street, for example considering the use of temporary materials which would be easy to adapt when your pedestrianisation scheme is developed and agreed. Taking this approach would minimise waste and spending. At the same time I think we can improve the designs along King Street to immediately enhance the urban realm, making it a better environment for shoppers and visitors to the area, and ultimately an exemplar of a Healthy Street.

I would also be happy to offer some technical support from officers at TfL to help with your emerging plans, such as thinking about what changes to the bus network would be required and building upon equality and diversity factors already considered. They would also be able to look at some improvements to the cycling facilities along the short section of the A4 we visited (between Hammersmith Town Hall and the Gyratory). I have asked TfL officers to explore what funds they might be able to make available for these purposes and to discuss the scope of potential work with your officers.

As I said when we met, I am also in agreement about the difficulties with the "Cycle Superhighway" branding and have no aversion to dropping this terminology from the A315 route when it is built. We are developing a new, simple brand, and would be delighted to announce this new way forward for this route with you.

In terms of next steps for the project, I am keen to publish the 'Response to Issues Raised' consultation report this year and launch three new consultations where we have updated our plans following feedback received.

I hope this is an agreeable way forward. I will ask TfL to talk to your officers about our preferred publication date for the 'Response to Issues Raised' report and to explore details of the other enhancements and opportunities referenced above.

Let me know your thoughts.

Best wishes

Heidi

**Heidi Alexander** | Deputy Mayor for Transport

City Hall | The Queen's Walk | London | SE1 2AA

[REDACTED]

---

**From:** Heidi Alexander  
**Sent:** 16 January 2019 17:30  
**To:** stephen.cowan@lbhf.gov.uk  
**Cc:** Will Norman  
**Subject:** Fwd: New Hammersmith Cycle Routes - taking forward our discussion

Hi Stephen

I've just seen your press release about the cycle ways on King Street and the A4 - all good stuff. In terms of next steps, I'll ask the team here to work with your officers to agree the response to issues raised from the consultation and look to publish this together as soon as we can.

With best wishes

Heidi

---

**From:** Heidi Alexander [REDACTED]  
**Sent:** Friday, December 28, 2018 15:05  
**To:** stephen.cowan@lbhf.gov.uk  
**Cc:** [REDACTED]; Will Norman [REDACTED]@lbhf.gov.uk  
**Subject:** New Hammersmith Cycle Routes - taking forward our discussion

Hi Steve

Hope you are well. I just wanted to follow up on the discussion we had about cycle routes at the end of November. Following our conversation, TfL officers have updated the 'Response to Issues Raised' consultation report which now includes the items we agreed such as committing to higher quality urban realm materials along King Street and removing the 'Cycle Superhighway' brand with its negative connotations. They have also included the commitment that TfL will provide funding to improve the quality of the cycle facilities along the A4, including links to this scheme. Your officers have kindly reviewed the latest draft of the report and are happy with these amendments.

I have asked TfL to continue to work closely with your officers as they prepare to publish the report and launch the further, smaller consultation in the new year on 30 January 2019. This includes the new pedestrian crossing and coach parking near Latymer Upper School, in response to feedback received. The final report and draft consultation materials will be provided to your officers for input in advance of the print deadline on 11 January 2019.

As we prepare for this, I am keen to discuss how we could jointly pre-engage with local businesses and Councillors. It would be great to do some joint press work with you on this but we will be guided by you.

Let me know what you think.

Heidi

PS – I think James Murray and I should come and see in the new year to discuss the other live issue we are dealing with. I will ask [REDACTED] in my office to get something set up.