

19th February 2014

Dear Slobodan,

Thanks for passing us details of these improvements. Whilst we are pleased to see continued investment in the roads network in Hammersmith we are concerned that there are no improvements in cycle safety in these plans, a risk of some new downsides and a failure to combine these plans with other nearby plans for a more combined strategy.

We would make the following comments:

- This table will be placed on the main quiet road cycle route between Hammersmith and Brook Green (which avoids Shepherd's Bush and Hammersmith gyratories). As such the route must be safe for small children who are often seen cycling through the area accompanied and it presents a barrier to some already. The ramps will be a particular problem for them as they make the turn into Trussley Road or deal with the gradient exiting it.
- This follows a [recent consultation on a neighbourhood scheme on the other side of Trussley Road](#) - a more rounded plan needs to be made about dealing with through traffic, rather than two disjointed schemes.
- With the removal of the width restriction at the zebra crossing vehicle speeds may increase, at present the zebra island helps slow vehicles prior to the turn many vehicles perform to enter Trussley Road
- Kerb heights vary from around 10-15cm in the area, how will this be handled?
- The raised table is quite short and does not extend sufficiently into the side streets to be of use to pedestrians. It would be better if it extended the length of the shops on Hammersmith Grove, and perhaps the zebra could be relocated at the same time.
- Ramps are of varying length on the side and main streets. All have the same speed limit of 20mph, so surely need similar approaches? Can you explain the thinking on this?
- Car parking is being extended onto the ramps, this seems advantageous to drivers but at the cost of some usability of the table for crossings when the road is quiet and visibility of the zebra crossing
- There is no improvement to cycle parking in an area with a severe lack of it, this is a good location to experiment with cycle parking in the carriageway.

Let me know your response,

Alex Ingram
coordinator
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