

TRANSPORT



Traffic flows

- Hammersmith & Fulham is situated on key strategic road and rail routes between central London and west London.
- The busiest roads in the borough are the A4 and the A40, followed by the A3220 (TLRN roads).
- The busiest borough-owned road is Uxbridge Road followed by Wandsworth Bridge Road and Putney Bridge.
- Of the 11 borough roads surveyed for traffic flows, nine showed a decrease in traffic in 2003-04 and only two showed an increase.
- Decreases in traffic flows of over 10% occurred on Scrubs Lane (North Pole Road jcn), West Cromwell Road and Putney Bridge.
- Decreases in traffic flows between 5% and 10% occurred on Uxbridge Road and Hammersmith Bridge.

Two way traffic flows on major routes, 2003-2004

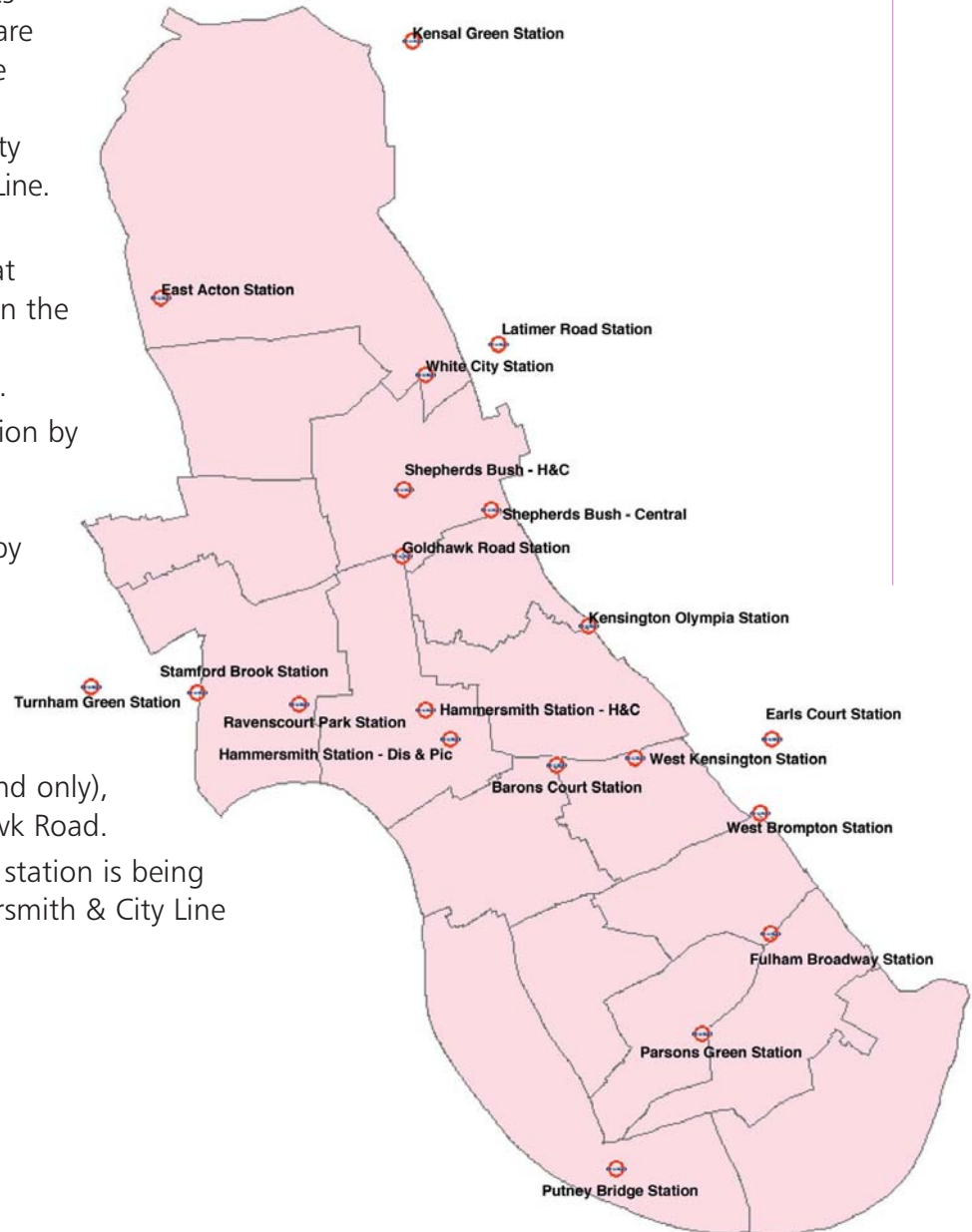
Road	Number of vehicles 2003	Number of vehicles 2004
Uxbridge Road	44,020	40,498
Hammersmith Road	18,093	17,577
West Cromwell Road	60,921	54,467
Lillie Road	11,179	10,867
Fulham Road	12,150	12,441
Kings Road	22,440	21,725
Wandsworth Bridge Road	33,493	31,832
Putney Bridge	30,205	27,051
Hammersmith Bridge	18,900	17,309
Scrubs Lane (Harrow Road)	16,651	17,346
Scrubs Lane (North Pole Road jcn)	27,603	23,456
A40 Westway (A219 jcn)	92,370	90,786
A4 Great West Road (borough boundary)	121,059	147,435
A4 Talgarth Road	102,183	109,434
A4 Hammersmith Flyover	93,968	86,784
A3220 West Cross Route	58,540	57,073

Data Source: London Borough of Hammersmith & Fulham, Environment Dept and TFL. Figures in bold relate to 2002 data
The 2005 Traffic Flows data is an average number of vehicles per day (two way flow), taken on one day in June 2005

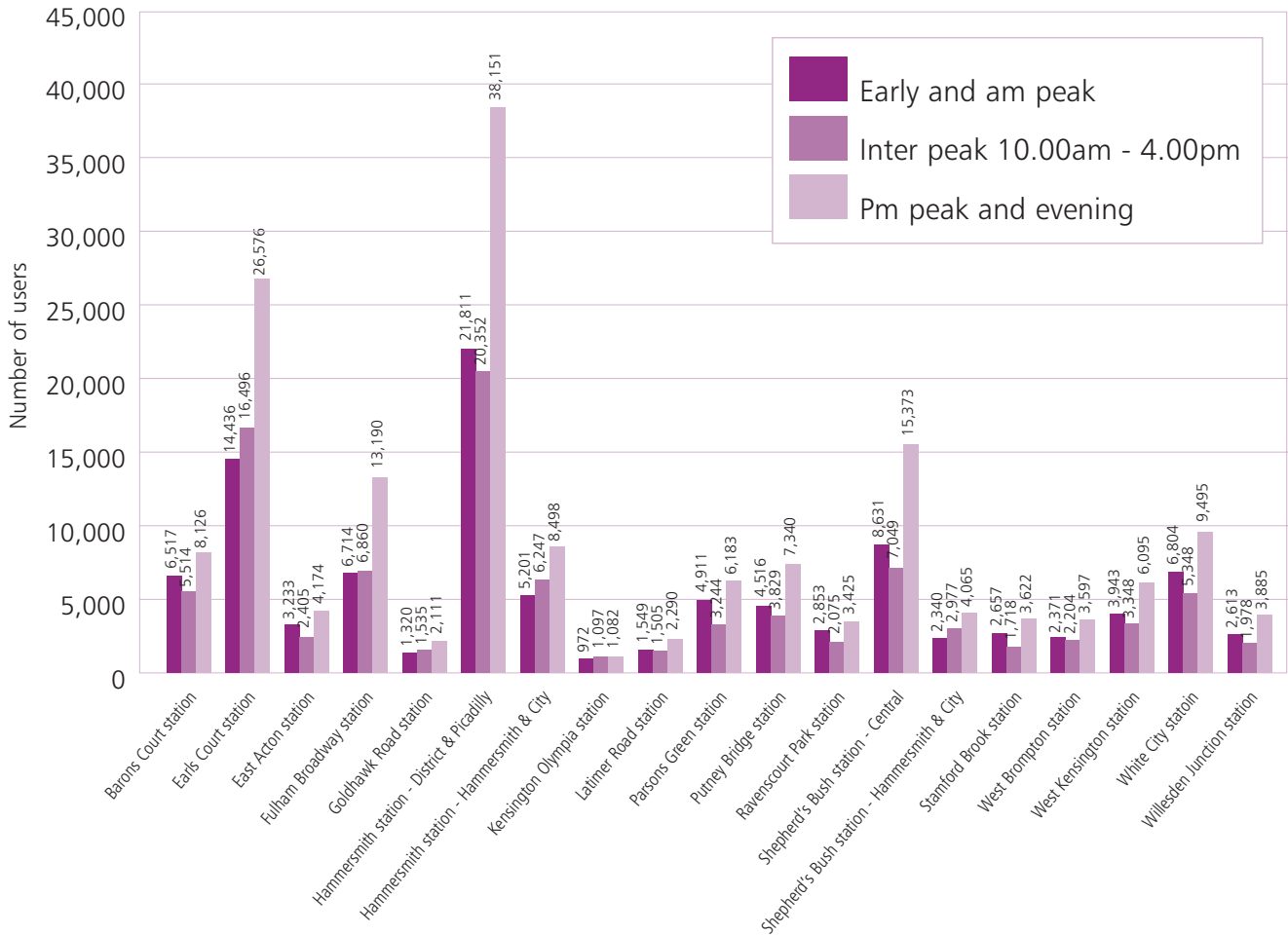
Note: Key roads include the A40/A40M Westway (TLRN), A4 Great West Road (TLRN), A3220 West Cross route, A4020 Uxbridge Road, A402 Goldhawk Road, A219 Scrubs Lane / Wood Lane / Shepherd's Bush Road/ Fulham Palace Road, A308 New Kings Road, A304 Fulham Road, A315 Hammersmith Road / King Street, A3218 Lillie Road, A3219 Dawes Road, and the A217 Wandsworth Bridge Road. 2003 data is not available for A4, A40 and A3220 TLRN roads

Public transport rail and underground stations

- The borough is served by four underground lines and one national rail line.
- 16 London Underground stations are located inside the borough boundary (with five additional stations on or close to the boundary) as well as three national rail stations.
- The underground lines serving the borough are the Piccadilly Line, the District Line, the Hammersmith and City Line and the Central Line.
- In addition, the Bakerloo Line stops at Willesden Junction on the northern borough boundary with Brent.
- The busiest tube station by far is Hammersmith (District and Piccadilly), followed by Shepherd's Bush (Central Line).
- The lowest usage underground stations are Olympia (underground only), followed by Goldhawk Road.
- A new underground station is being built on the Hammersmith & City Line at White City.
- The West London national rail line runs along the borough's western boundary, with stations at West Brompton, Kensington Olympia and Willesden Junction.
- New national rail stations are planned for Imperial Wharf and Shepherd's Bush.



Passenger use of underground stations, number of passengers, 2004

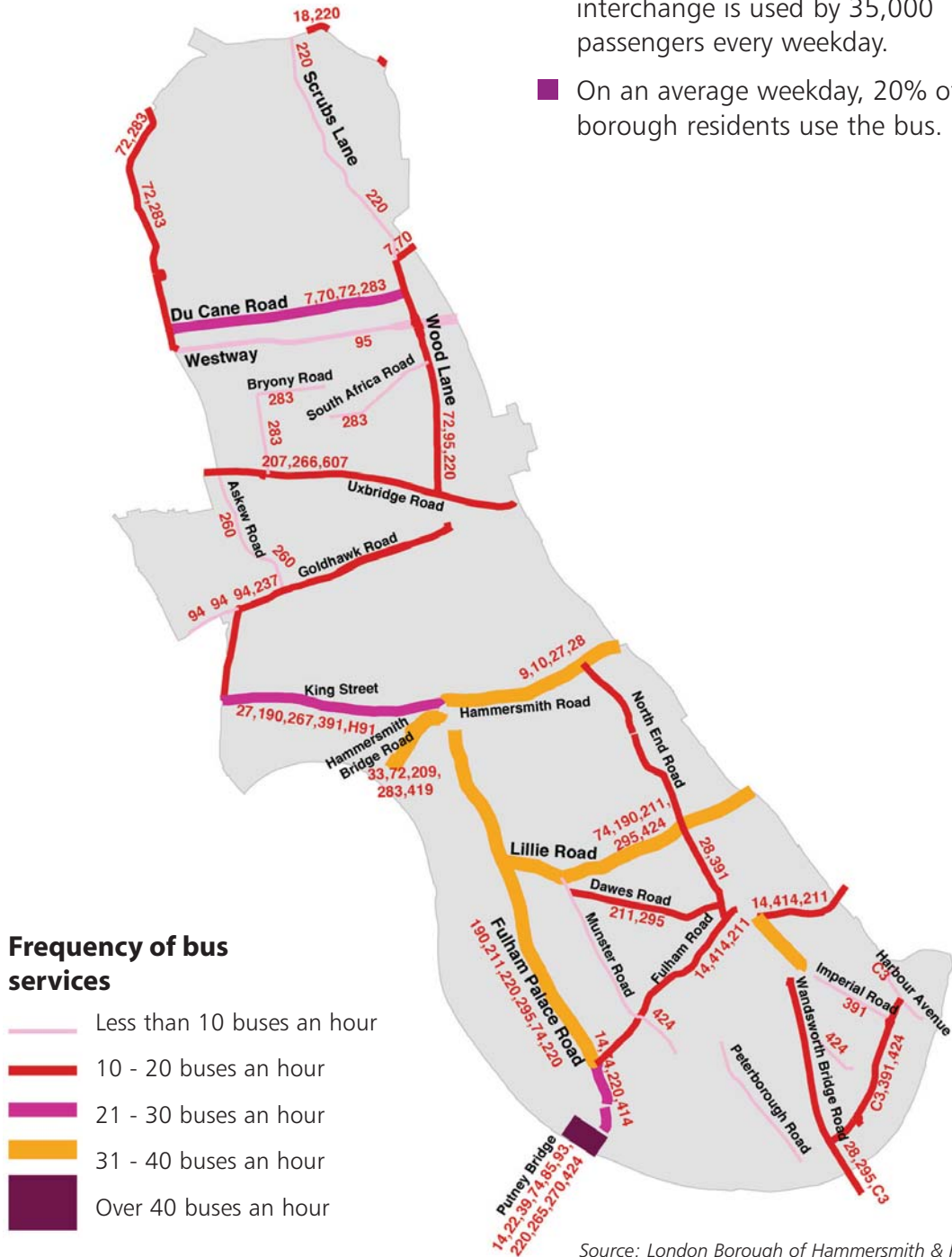


Data Source: London Underground, 2004.

Note: Data shows total weekday entries and exits from London Underground stations between 07.00-19.00. For joint LUL/National Rail stations figures are for underground usage only

Public transport - buses and bus routes

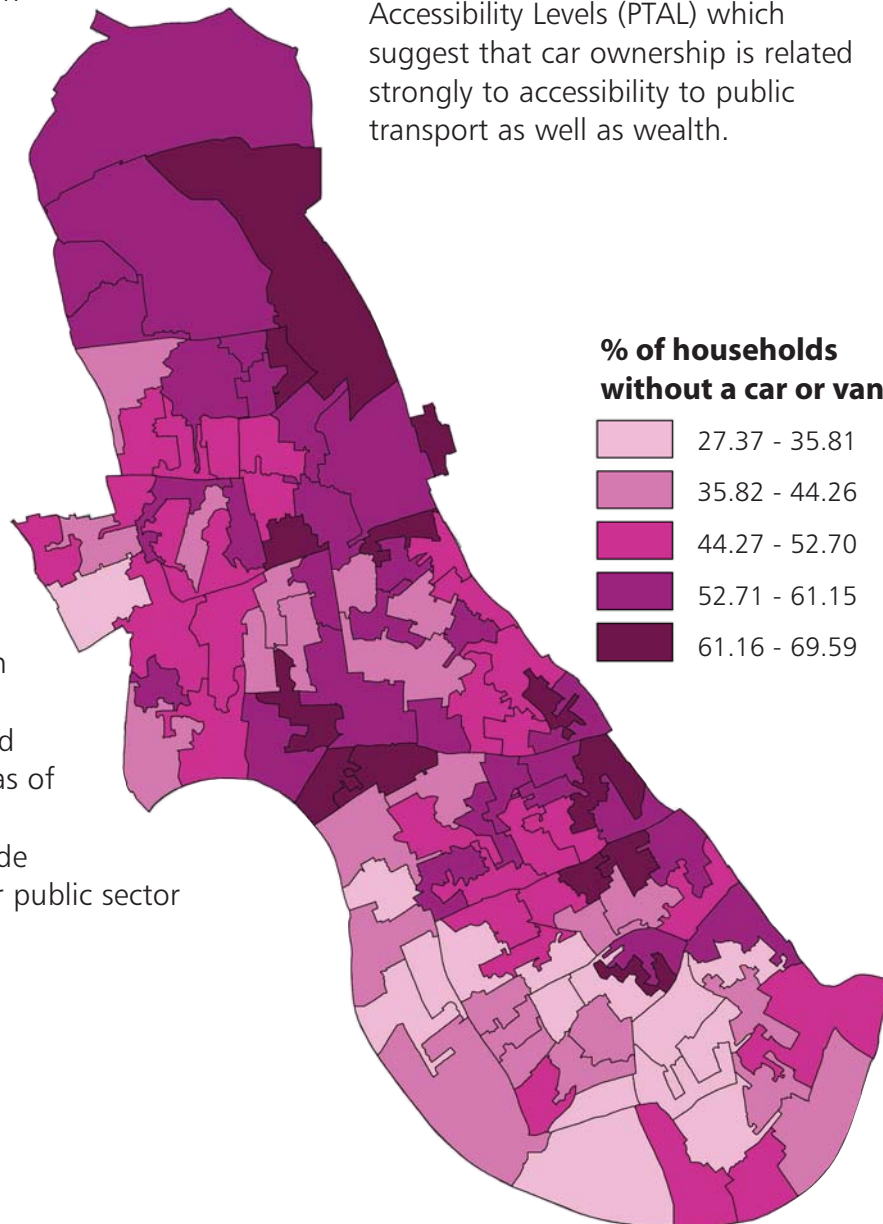
- There are 42 daytime bus routes and 11 night bus routes serving Hammersmith & Fulham. Bus route numbers on major routes are shown in red on the map below.
- 20 roads in the borough are defined as busy bus routes.
- Putney Bridge has by far the highest frequency of bus service being served by 10 bus routes and over 40 buses per hour.
- Almost all the borough's households live within 400m of a bus route.
- Hammersmith Broadway bus interchange is used by 35,000 passengers every weekday.
- On an average weekday, 20% of borough residents use the bus.



Source: London Borough of Hammersmith & Fulham, 2005

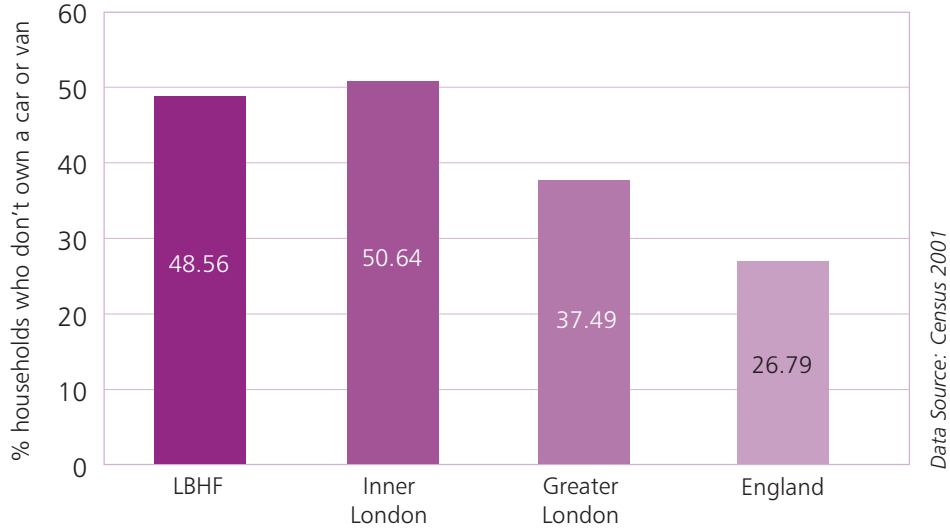
Car ownership

- The proportion of households without the use of a car in Hammersmith & Fulham has fallen since 1991 from 52.0% to 48.6% in 2001.
- There is a slightly higher proportion of households without a car in inner London but the rate is much lower for London as a whole (37.5%) and England & Wales (26.8%).
- The lowest rates of car ownership are in the two northern wards of College Park & Old Oak and Shepherd's Bush Green, followed by the central wards of Hammersmith Broadway and North End.
- Areas with high percentages of households without the use of a car are found across the borough, around town centres (with their good public transport links) and also in poorer areas of the borough. The poorer areas include many of the larger public sector estates.
- Levels of car ownership are commonly used as an indicator of material deprivation or low income. The significance of this measure for Inner London boroughs is less relevant due to other factors, including good public transport networks, which mean that many people choose not to have a car.
- Distributions of car-less households shown in the map compare very well with a map of Public Transport Accessibility Levels (PTAL) which suggest that car ownership is related strongly to accessibility to public transport as well as wealth.

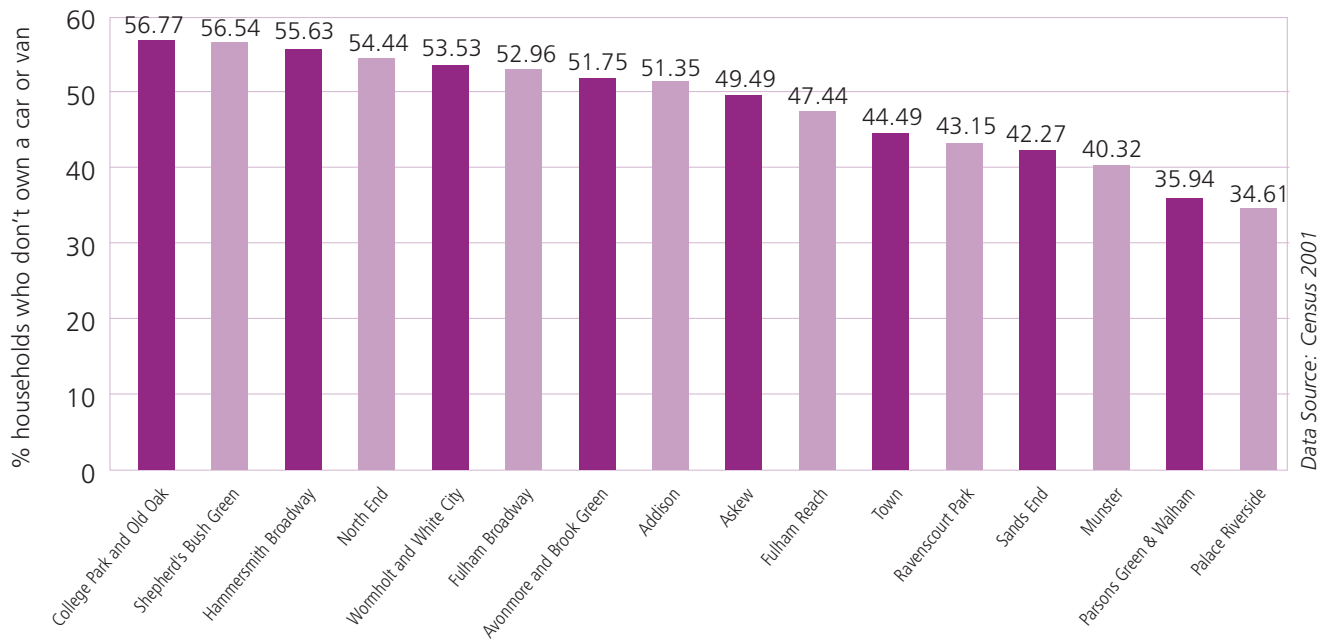


Car ownership continued

Households without a car or van, 2001 - comparative data

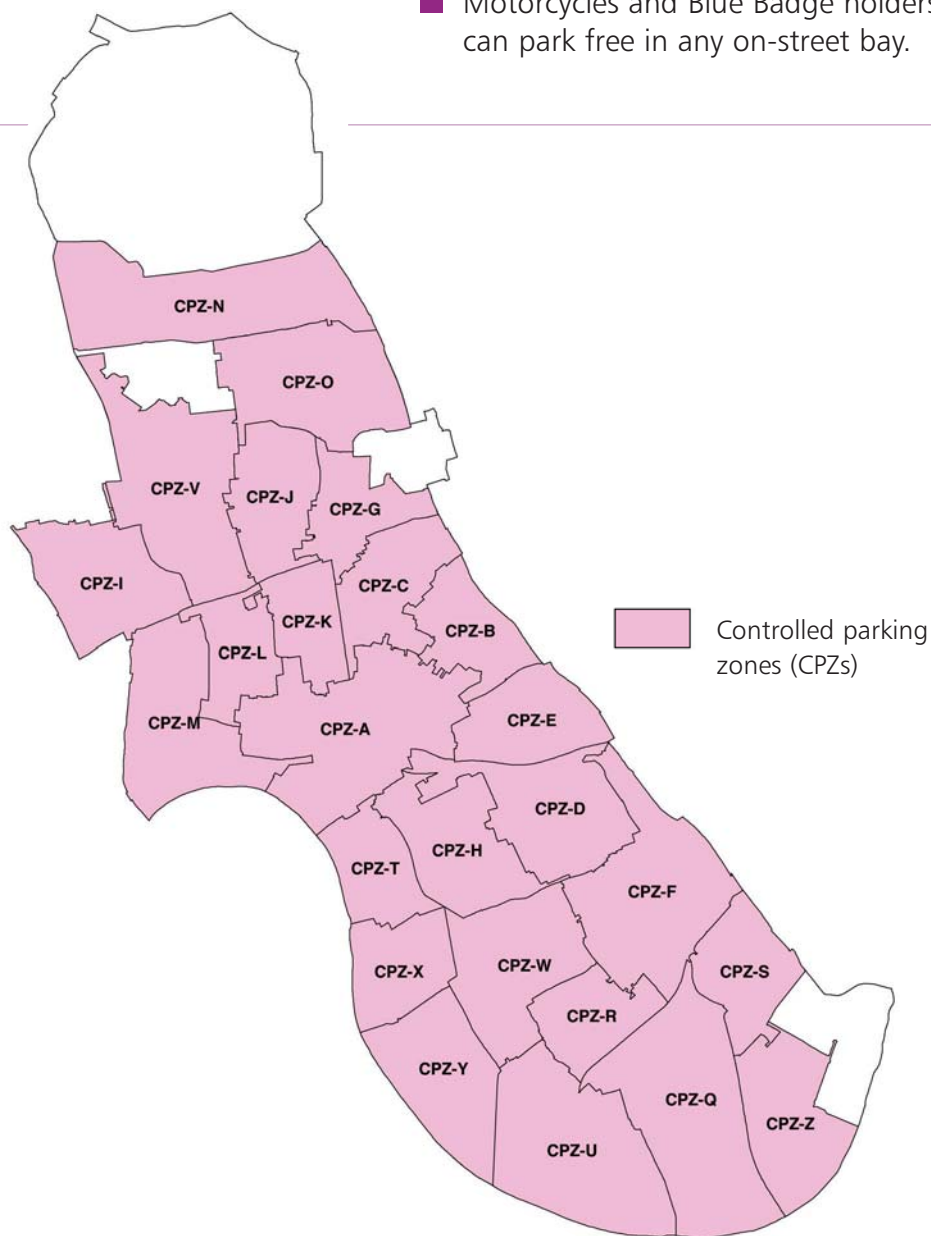


Households without a car or van, 2001 - by ward



Controlled parking zones (CPZs)

- There are 25 Controlled Parking Zones (CPZs) in the borough, and almost the entire borough is covered by CPZs.
- Most zones operate from 9.00am to 5.00pm from Monday to Saturday, and there are 40,341 on-street parking spaces in the borough.
- The only residential areas not covered by current CPZs are College Park and Wormholt, and a CPZ is currently being installed in the latter.
- College Park will be re-consulted by Transport for London as part of Congestion Charge extension zone.
- Motorcycles and Blue Badge holders can park free in any on-street bay.

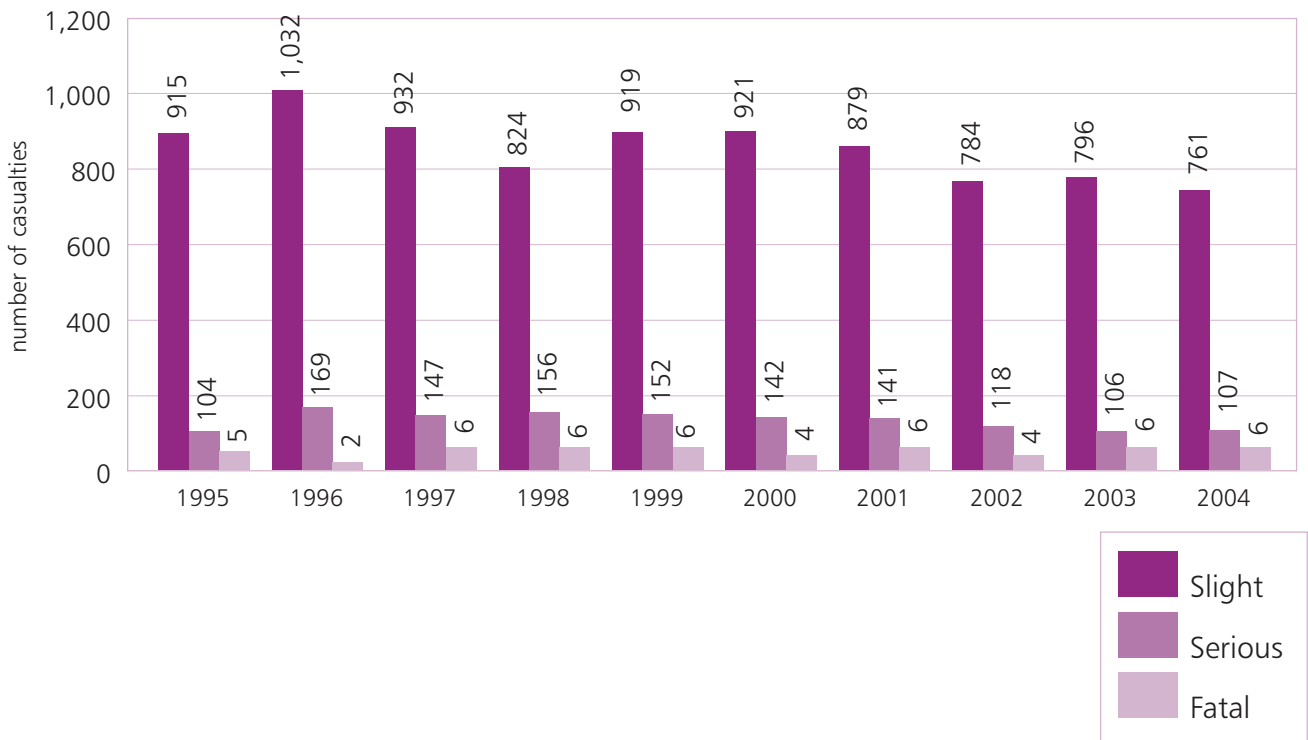


Note: Residents and Business parking permits are available at an annual charge (see council website for current charges). Visitors permits are also available free of charge to residents. Permits are only valid in the zone for which they are allocated. Since the publication of this map, CPZ-V has been extended to cover a larger area.

Road safety

- There was a 24% reduction in killed and seriously injured (KSI) casualties in Hammersmith & Fulham in 2004 (based on a 1994-98 average).
- For children under the age of 16 there has been a 51% reduction in KSI casualties in 2004, and slight casualties as a result of road accidents fell by 18% in the same period (based on 1994-98 average).
- There were six fatalities and 107 serious injuries as a result of road accidents in Hammersmith & Fulham in 2004.

Road casualties, 1995 - 2004



Data Source: London Borough of Hammersmith & Fulham, 2004 and London Accident Analysis Unit

Note: The council targets for the increase of road safety include a 40% reduction in overall KSI, a 50% reduction in children KSI, and a 10% reduction in slight casualties by 2010.

Travel to work

- In 2001, 32% of working residents in Hammersmith & Fulham worked within the borough, a lower proportion than in 1991 (37%). Of the balance, 52% of residents worked elsewhere in inner London in 2001 (up from 49% in 1991).
- Of all people working in the borough in 2001 (the borough workforce), 27% lived in the borough, 25% travelled from elsewhere in inner London, 35% from outer London and 13% from outside London altogether. The overall proportion travelling longer distances from outer London and beyond has fallen from 51% in 1991 to 48% in 2001.
- In 2001 the most used means of travel to work for borough residents was London Underground; 38% of working residents and 26% of the borough workforce travelled to work by this means.
- The proportions of those travelling to work by tube were higher in 2001 compared to 1991 for both residents and the borough workforce.
- The use of main line rail also increased, and in 2001 4% of residents and 11% of the workforce used this means of travel to work.
- Use of the bus also rose over the ten year period, and in 2001 11% of residents and 9% of the workforce used this means.
- The proportions of people travelling to work by car or motor cycle fell over the ten year period, and in 2001 20% of residents and 32% of the workforce travelled to work using one of these means.
- Travel to work by cycle rose slightly between 1991 and 2001, and in 2001 5% of residents and 4% of the workforce used this means.
- Travel to work on foot has remained fairly constant; in 2001, 12% of residents, and 10% of the workforce walked to work.
- Residents of Hammersmith & Fulham have a higher rate of walking, cycling and public transport use and a lower rate of private car use, than the inner and greater London averages for travel to work.

Note: Data taken from 2001 census, based on a 10% borough residents sample

Cycling and walking

- Hammersmith & Fulham has one of the highest rates of cycling within London, but it is still very low compared to rates in other European countries.
- Hammersmith & Fulham's cycle network is approximately 60km long and there are approximately 1,000 cycle parking stands in the borough.
- 3% of borough residents use a bicycle on an average weekday.
- 10% of work journeys, 5% of leisure/social journeys, and 3% of non-food shopping journeys by borough residents are made by bicycle.
- Over 25% of all journeys in the borough are made on foot.
- Walking is the most popular mode of transport to the three town centres in the borough.
- Approximately 31% of borough employees walk to work, and walking accounts for 44% of educational trips by borough residents, as well as 30% of food shopping trips, 16% of leisure/social trips and 13% of non-food shopping trips.

Note: Data Source: Citizen's Panel, 2005 and Census 2001.