1. EXECUTIVE SUMMARY

1.1. This report refines and details the council’s transport spending programme to be delivered in 2020/21, which forms part of the council’s 2019–2041 Local Implementation Plan (LIP 3) strategy and is funded entirely by Transport for London (TfL). This report seeks the approval of the submission of the programme to TfL and the design, consultation, and implementation of various elements of the programme. It further seeks approval for the delegation of the approval of construction of the capital programme to the Chief Officer for Public Realm in consultation with the Cabinet Member for Environment.

1.2. The council’s LIP Corridors, Neighbourhoods and Supporting Measures award for 2020/21 is £1,498,200 and the Local Transport fund is £100,000. This funding is specifically provided by TfL for transport projects delivering the Mayor’s and the council’s transport objectives and targets, as detailed in the Mayor’s Transport Strategy (MTS3) (published in April 2018) and council’s LIP3 (approved by the Mayor in April 2019). This report gives details of the proposed spending programme.
1.3. The 2020/21 LIP transport programme has been developed in accordance with the council’s business plan and the administration’s transport and environmental priorities. In particular, it will further aspirations to be the greenest borough, being fair to drivers and better for cycling, being financially ruthless and doing things with not to residents. It is guided by the Mayor of London’s “Healthy Streets” principles and supports the council’s climate change agenda and our commitment to co-production with disabled residents.

2. RECOMMENDATIONS

2.1. That the LIP 3 spending plan with a total value of £1,598,200 report be submitted to TfL for approval.

2.2. That authority be delegated to the Chief Officer for Public Realm in consultation with the Cabinet Member for the Environment to approve the detailed design of, consultation on, and implementation of transport projects described in section 4 of this report, subject to favourable outcomes of public engagement and consultation.

3. REASONS FOR DECISION

3.1. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the council’s statutory duties under a variety of acts including the Traffic Management Act 2004.

3.2. The preparation, management and maintenance of a Local Implementation Plan (LIP3) is a statutory duty for all London boroughs under the Greater London Authority Act 1999 and failure to do so could ultimately result in TfL undertaking the work and charging the council for doing so.

3.3. Where changes to the highway are proposed, these are to be in line with section 122 of the Road Traffic Regulation Act 1984; securing the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.

4. PROPOSAL AND ISSUES

4.1. The GLA Act 1999 requires each London Borough to produce a Local Implementation Plan (LIP) to show how they intend to implement the Mayor of London’s Transport Strategy. The current Mayor’s Transport Strategy (MTS3) was issued in April 2018 and the council’s current LIP (LIP3) was approved by the Mayor in April 2019.

4.2. LIP 3 consists of two parts – an overall strategy covering the period from 2019 to 2041 and an annual spending programme giving details of shorter term projects which the council will implement using TfL funds. The strategic part of the LIP is revised in accordance with each new Mayor’s Transport Strategy,
which usually occurs when each new Mayor takes office, but a new annual spending plan has to be submitted every year.

4.3. The 2020/21 transport programme is made up of a number of project areas incorporating the council’s vision to be the greenest borough and aligning with the Mayor’s Healthy Streets ambition.

4.4. Each project area has a slightly different focus and as such the recommendation for each area differs. However, all the projects will include underlying themes of greening, de-cluttering and removing redundant street furniture, the provision of additional cycle infrastructure subject to considerations of road safety and pedestrian convenience (particularly for those with mobility impairments), and renewing street materials and assets so that there is a reduced demand on future maintenance funding for the council.

4.5 There are ten project areas: North End Road, healthy schools, healthy neighbourhoods, air quality and climate change, smarter travel, small scale interventions, pedestrian crossing assessments and implementation, Vision Zero collision reduction, Cycle Parking and LIP preparation and policy reviews (see table 1 below).

Table 1

<table>
<thead>
<tr>
<th>Project area</th>
<th>Budget (£000)</th>
<th>Paragraph in this report</th>
</tr>
</thead>
<tbody>
<tr>
<td>North End Road</td>
<td>67</td>
<td>4.7</td>
</tr>
<tr>
<td>Healthy School Projects</td>
<td>170</td>
<td>4.8</td>
</tr>
<tr>
<td>Healthy Neighbourhoods Projects</td>
<td>400</td>
<td>4.9</td>
</tr>
<tr>
<td>Air Quality and Climate Change Projects</td>
<td>176</td>
<td>4.10</td>
</tr>
<tr>
<td>Smarter Travel Programme</td>
<td>265</td>
<td>4.11</td>
</tr>
<tr>
<td>Small scale interventions</td>
<td>40</td>
<td>4.12</td>
</tr>
<tr>
<td>Pedestrian Crossing Assessments and Implementation</td>
<td>150</td>
<td>4.13</td>
</tr>
<tr>
<td>Vision Zero collision reduction</td>
<td>161</td>
<td>4.14</td>
</tr>
<tr>
<td>Cycle Parking</td>
<td>70</td>
<td>4.15</td>
</tr>
<tr>
<td>LIP Preparation and Policy Reviews</td>
<td>99.2</td>
<td>4.16</td>
</tr>
<tr>
<td><strong>total</strong></td>
<td><strong>1,598.2</strong></td>
<td></td>
</tr>
</tbody>
</table>

4.6 TfL and London Councils are currently undertaking a review of the formula which determines boroughs’ allocations. This could result in a change in the amount of funding available to the council. We would be notified of this in October. Any change is likely to be marginal; an increase would mean more projects could be brought forward; a decrease would mean some projects would be deferred or alternative sources of funding sought. Prioritisation would be agreed with the Cabinet Member for Environment.

4.7 North End Road (£67,000)

The council submitted a Liveable Neighbourhoods (LN) bid to TfL for 2019-20 in November 2018. This was unsuccessful but the council proposes to resubmit
the bid in November 2019, amended in accordance with TfL’s feedback. If successful, the bid could bring in up to £10 million for regeneration of North End Road and surrounding area based on Healthy Streets principles. The money is likely to be released in tranches, starting with funds for consultation and engagement. The £67,000 LIP bid is a “backstop” in case the Liveable Neighbourhoods (LN) bid is unsuccessful, with equal amounts for 2021-2 and 2022-3, totalling £200,000 over the three years. The money will be used for relatively modest schemes such as crossing and pavement improvements. If the LN bid is successful, the £200,000 LIP allocation may be available for redistribution to other projects.

4.8. **Healthy School Projects (£170,000)**

This includes engineering measures to address road safety problems and barriers to walking and cycling to schools which have been identified in school travel plans, and other measures to reduce the “school run” and improve air quality outside schools and on the journey to school.

4.9 **Healthy Neighbourhoods Projects (£400,000)**

This project seeks to address concerns about ‘rat-running’ (through traffic using residential streets), particularly by heavy lorries, in various neighbourhoods in response to requests from residents. It will include “filtered permeability” (which closes roads to through traffic but allows pedestrians and cyclists through and access for residents), with consideration of innovative means of securing compliance. The areas to be treated include the completion of New King’s Road, Hurlingham, Cathnor Park and Brackenbury areas, the Old Oak Estate and the Caxton area of Shepherd’s Bush. Measures to improve compliance with the 20mph speed limit, such as installing more effective humps, will also be included in this project area.

4.10 **Air Quality and Climate Change schemes (£176,000)**

This project area includes the Hammersmith Zero Emissions Network, which helps businesses work towards a zero emission future. It also includes the Zero Emission Freight Service, which commenced operation in September 2019, with electric cargo bikes undertaking “last mile” deliveries, thereby reducing HGV movements in the borough. Several businesses have signed up, including Disney.

4.11 **Smarter Travel Programme (£265,000)**

This includes a package of annual projects covering road safety education, training and publicity and travel awareness, ranging from cycle training in schools to working with large employers in their borough on their travel plans. It also includes promotion of and support for Play Streets and Car Free Day events.
4.12: **Small Scale Interventions (£40,000)**

This project area will enable us to respond to requests from residents, members and ward action groups for small localised measures to improve safety and accessibility, e.g. providing dropped kerbs at locations requested by disabled residents.

4.13: **Pedestrian Crossing Assessments and Implementation (£150,000)**

These funds will be used to respond to requests from residents and members for improved pedestrian crossing facilities at particular locations, assessing the most appropriate type and location of crossing, then consulting on and implementing the schemes as appropriate.

4.14: **Collision Reduction (£161,000)**

We will identify and examine collision “hotspots”, particularly those with high numbers of deaths and serious injuries, analyse the causes and design and implement measures to reduce these collisions.

4.15. **Cycle Parking (£70,000)**

These funds will enable us to provide a secure cycle hub in Hammersmith Centre and bikehangars to provide secure parking for residents who don’t have space in their homes to park their bikes, and Sheffield stands (standard cycle parking racks) in response to residents’ requests.

4.16: **Preparation of 2021-22 Annual Spending Submission and policy reviews (£99,200)**

We will use these funds to collect and analyse data to inform LIP funding submissions for next year. This will include completion of a Streetsmart design guide and a review of walking and cycling strategies in line with Healthy Streets principles.

4.17 **Cross Cutting themes**

4.17.1 All the above schemes, where appropriate, will include the following elements: Sustainable Urban Drainage (SUDs), planting of street trees, street art, smart cities (e.g. gulleys that report when they are overloaded), combatting climate change and moving towards carbon neutrality, and improving compliance with the 20mph speed limit.

4.17.2 Work in different LIP project areas in the same location will be co-ordinated (e.g. where there is a high rate of collisions in a “Healthy Neighbourhood” area) and LIP schemes will be co-ordinated with planned maintenance (e.g. converting speed cushions to sinusoidal humps) to maximise cost effectiveness and minimise disruption.
4.17.3 The costs given above are indicative estimates, and some may to change as a result of consultation and engagement or changing circumstances. Detailed designs and costs of schemes will be agreed with the Cabinet Member for Environment during the course of the year.

4.18 Other TfL funding

4.18.1 LIP 3 as approved by the Mayor included several other projects which are not funded through the LIP annual spending programme, but through other TfL funding streams.

4.18.2 These include cycle routes, which are planned or envisaged along King Street and Hammersmith Road, the A4 and Wood Lane. Up to £20 million may be available for these schemes which the council will design with and for the benefit of disabled groups, pedestrians and bus users, as well as cyclists, using healthy streets principles. The removal of general traffic from the north side of Shepherd’s Bush Green, Hammersmith Flyunder and the restoration of Hammersmith bridge are subject to separate negotiations with TfL.

4.18.3 There is also likely to be some funding for bus priorities, in the order of £100,000, and we would like to use at least some of this to remedy “tracking” at bus stop cages, which causes discomfort to passengers and can damage buses. We have also received grant funding from the from the Mayor’s Air Quality fund (GLA), which will be used to complement and enhance the air quality and climate change projects described above.

4.18.4 These other projects and their funding sources will be reported on separately.

5. OPTIONS AND ANALYSIS OF OPTIONS

5.1 LIP3 funding is ring fenced for the sole use of developing, consulting on and delivering revenue and capital projects that work towards the council meeting its transport objectives and targets and those set out in the Mayor of London’s Transport Strategy (MTS3). Doing nothing is not an option as the GLA Act 1999 empowers TfL to produce their own plan for the borough and recharge the council the costs of doing so.

5.2 The indicative budget assigned to a project is based on a wide range of transport data, opportunities and risks identified through an internal officer working party set up with the sole purpose of allocating the annual grant. This work is funded from the grant itself through a top slice in the previous year. Some of the principles of allocation are set out in the LIP3 (smarter travel funded at 15% for example) and others are influenced by match funding opportunities, third party funding opportunities, emerging transport trends and policies and the council’s ability to deliver projects. The council’s key aims of being the greenest borough, of doing things with residents rather than to them, and of being financially ruthless guide the selection and prioritisation of projects. Areas for traffic management measures are prioritised according to requests from residents, backed up by traffic speed and volume surveys, locations where collisions involving personal injury accidents occur, and
opportunities for the promotion of healthy and sustainable travel – walking, cycling and public transport, improving air quality and providing sustainable drainage systems.

6 CONSULTATION

6.1 Consultation took place on the council’s draft LIP 3 between November 2018 and January 2019. Responses were received from TfL, Hammersmith and Fulham Cyclists, the Old Oak Park Royal Development Corporation and Richmond and Wandsworth Councils. Almost all were in support of the general principles of the LIP but some wanted more emphasis on certain aspects. Over half the respondents wanted greater emphasis on improving air quality, particularly around schools. The draft was amended to take these points into account where possible and appropriate. TfL approved the revised draft in April 2018. The programme has since evolved to take into account changing circumstances, such as progress on 2019/20 schemes, and the council’s decision to become carbon neutral by 2030, but it is entirely consistent with the principles and policies of LIP 3.

6.2 The recommendations in this report seek the approval of the design and consultation of new projects. Project consultation is carried out by an internal project team and varies depending on the size and type of project. In all cases residents and businesses directly fronting any proposed road improvements are consulted, as are emergency services, transport lobby groups and ward councillors. Co-production with groups representing disabled people will be a key part of the process. The results of these consultations are reported back to the Cabinet Member for further approval to implement the project.

7 EQUALITY IMPLICATIONS

7.1 The groups with the following protected characteristics will benefit from improvements to the council’s highway network and urban environment through accessibility improvements such as dropped kerbs, decluttered and widened footways and improved street lighting; Age, Disability, Pregnancy, and Maternity.

7.2 The consultation on the LIP in 2018/19 included groups representing disabled people, and an Equalities Impact Assessment was produced for it. This is appended. Individual schemes within the LIP will be designed using the principles of co-production. All groups will benefit from improved air quality which is one of the core objectives of the LIP and the Mayor’s emerging environmental policies.

Implications verified by Fawad Bhatti, Strategy & communities team, public services reform, tel 07500 103617

8. LEGAL IMPLICATIONS

8.1 Where further consultation is to be carried out (as indicated in various parts of the report) either on an informal or statutory basis, it must follow public law
principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.

8.2 The council has the power to carry out works of improvement to the highway under Part V of the Highways Act 1980 in relation to paragraph 4.3, 4.8, 4.9, and 4.11.

8.3 In relation to paragraph 4.10, the Council has a duty under Traffic Management Act 2004 to provide expeditious movement of traffic, including acting to ensure efficient use of the road networks and eliminate, reduce road congestions.

8.4 In relation to the paragraphs 4.4, 4.5, 4.6, 4.7, 4.12, the Council can carry out these works pursuant to the council’s incidental powers as a highway authority under section 111 of the Local Government Act 1972 and general powers of competence under section 1 of the Localism Act 2011.

Implications verified by: Emmanuel Amponsah, Solicitor tel 07788418743

9. FINANCIAL IMPLICATIONS

9.1 The report sets out an expected award of grant funding of £1,598,200 from TfL. This may change following a review of allocations by TfL and London Councils. At present the costs of each scheme are based on estimates. These are subject to change once the detail of each scheme has been costed. The funding however is limited to the amount approved by TfL. Any variation in costs in excess of the amount approved cannot be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the programme to ensure that expenditure is contained within the approved provision.

9.2 Design, feasibility and consultation costs relating to certain projects set out in section 2 will be funded from the TfL grant and charged to capital and revenue depending on the nature of the project.

9.3 TfL LIP funding reduces the council’s capital expenditure liability, through maintenance of the highway asset [which is a LIP objective] work and enables less draw down on revenue budgets.

Implications verified by: Emily Hill, Assistant Director Corporate Finance, tel 0208 753 3145

10. IMPLICATIONS FOR LOCAL BUSINESS

10.1 Businesses will benefit from the borough meeting its transport objectives and targets, as set out in the LIP2. A safe and efficient transport network will allow both staff and customers to access a wide range of businesses in all areas of the borough, and will also allow business to deliver goods and services to a
number of customers across the borough and within the wider west London sub-region.

10.2 Our Highways Term Contractor, F.M. Conways, as part of their social value piece aim to employ local labour and they are also working on a joint apprenticeship scheme with the borough for local residents they have placed three local youths on to their Highways Academy scheme and have offered more places, they have a young offenders programme and are offering us joint training on mental health and disability awareness.


11. COMMERCIAL IMPLICATIONS

11.1 There are no procurement related issues associated with the recommendations as the intention is to use existing works term contractors, F.M. Conway, and highway engineering consultants Project Centre Ltd and WSP via the Ealing framework contract.

11.2 Implications verified by: Andra Ulianov, Head of Contracts and Procurement, tel: 07776672876

12. IT IMPLICATIONS

12.1 No IT implications are seen to arise from this report.

Implications completed/verified by Karen Barry, Strategic Relationship Manager, tel 0208 753 3418.

13. RISK MANAGEMENT

13.1 The council and TfL approved transport plan deals with programme level risk management, in particular chapter three, the delivery plan. The table below details the capital programme risk and mitigation measures:
Risk | Mitigation measure [s]
--- | ---
Cost increase/budget reduction | All designs developed to be flexible to allow amendments to reflect budget reductions whilst still maintaining principles of LIP objectives.
Delay to schemes | LIP funding to be allocated in consecutive years to allow more involved projects to run over 18 months rather than the traditional 12 months.
Lack of stakeholder support | Develop designs that meet our LIP objectives that can be justified and presented to stakeholders in a suitable manner.
Policy compatibility | To develop a bespoke policy compliance tool that all potential projects will be assessed against.
Lack of resources to deliver | To maintain framework consultants to ensure resources are in place to deliver LIP objectives.

13.2. All integrated transport projects are managed through the departmental quality management system which incorporates all elements of project risk management and mitigation required for capital and revenue projects.

13.3. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the council’s statutory duties under a variety of acts including the Traffic Management Act 2004, these works and other their associated statutory requirements therefore contribute positively to the management of risk number 8 managing statutory duty on the council’s strategic risk register.

13.4. Implications verified by: Michael Sloniowski, Head of Risk Management. Tel. 0208 753 2587.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT

<table>
<thead>
<tr>
<th>No.</th>
<th>Description of Background Papers</th>
<th>Name/Ext of holder of file/copy</th>
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<tr>
<td>1.</td>
<td>TfL Local Implementation Plan (LIP) 2017/18 annual spending submission guidance - <em>published</em></td>
<td>Chris Bainbridge</td>
<td>ENV, HTHX</td>
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LIST OF APPENDICES

Appendix1: LIP Equalities Impact Assessment