

	London Borough of Hammersmith & Fulham CABINET 22 JULY 2013
SHEPHERD'S BUSH TOWN CENTRE (WEST) MAJOR SCHEME	
Report of the Cabinet Member for Transport and Technical Services : Councillor Victoria Brocklebank-Fowler	
Open Report	
Classification - For Decision Key Decision: Yes	
Wards Affected: Shepherds Bush Green	
Accountable Executive Director: Nigel Pallace - Executive Director of Transport and Technical Services	
Report Author: Clayton Wong – Project manager and Transport planner	Contact Details: Tel: 020 753 6811 E-mail: clayton.wong@lbhf.gov.uk

1. EXECUTIVE SUMMARY

- 1.1. Shepherd's Bush Town Centre (West) is the Council's Major transport scheme. The project area covers the zone enclosed between the eastern ends of both Goldhawk Road and Uxbridge Road to Coverdale Road and Devonport.
- 1.2. The aim of the scheme is to address a number of different issues in order to support the regeneration of this part of Shepherd's Bush town centre and provide better links and spaces within, to and from the White City Opportunity Area: to redesign carriageway and footway areas, reduce road traffic accidents, address pedestrian crossing points, declutter the street environment and thereby improve the road's ability to function as a "living street" which works as a valued place for local people as well as an efficient space to pass through.
- 1.3. The project will upgrade the existing highway assets and environment. Renewal of both the carriageway and footway should provide a 20 year life and will reduce the need for spending revenue funding on maintaining and repairing them in the future.

1.4. The estimated cost of the works is £3,500,000 which is combine funded by Transport for London (TfL) providing £2.5 million from its Major Scheme allocation, £500k funded from section 106 agreements and £200k funded from the Council's flood risk management budget. £300K from TfL LIP funding 2014/15. The following are approximations and include 15% of contingency:

• F M Conway	£1,870,000
• Colas	£474,000
• Bouygues	£185,000
• Eurovia	£159,000
• TfL Signals & Buses	£340,000
• Chroma Vision CCTV	£160,000
• Statutory services	£245,000
• Opus (SuDs design& Implementation)	£65,000

1.5. The proposed raised areas are gentle increases of the carriageway height to act as a gateways to alert drivers of the change in environment. It is essential to the scheme for it to achieve the minimum anticipated 35% accidents reduction in Goldhawk Road and Uxbridge Road. This would result in a reduction of 23 accidents over a three year period resulting in a saving of £2.1m. over a three year period.

2. RECOMMENDATIONS

2.1. That the highway works shown in Appendices 1-3 be approved in principle, and that authority be delegated to the Cabinet Member for Transport and Technical Service to authorise the implementation of the works subject to positive public consultation results and approval from the statutory bodies.

2.2. That approval be given to expenditure for this purpose of £3,500,000 received from the combined funding of TfL, the developers pursuant to the S106 agreement and the Council's flood risk management budget.

2.3. That authorisation is given to spend up to £3,500,000 to use existing framework term contractors to deliver the works.

3. REASONS FOR DECISION

3.1. That approval is given to carry out consultation and implementation of the highway improvements (subject to positive consultation) as proposed in section 6 of this report at a total estimated cost of £3,500,000 subject to approval of the detailed proposals by the relevant Cabinet Member.

4. PROCUREMENT BACKGROUND

- 4.1. There are no procurement related issues as the Council intends to appoint contractors that are already subject to existing term contract arrangements or framework agreements. Details of the companies listed in 2.3 above have been awarded contracts in respect of the following -
 - 4.1.1. F M Conway Ltd – awarded a term contract on 1 December 2008 for the provision of repairs to Paving Works
 - 4.1.2. Colas Ltd – awarded a term contract on 11 January 2010 for the provision of Resurfacing and Line Marking
 - 4.1.3. Bouygues Ltd – awarded a term contract on 5 March 2012 for the provision of Public Lighting and Ancillary Works
 - 4.1.4. Eurovia Ltd – awarded a term contract on 1 December 2008 for the provision of Gully Cleaning, Gully Repairs and Sewer Connections
 - 4.1.5. Chroma Vision Ltd – awarded a term contract in 2000 for the provision of CCTV camera and services.
 - 4.1.6. Opus Ltd – awarded a framework agreement in 21 October 2010 for the provision of professional services
- 4.2. Transport for London Signals & Buses – There are no procurement related issues with the provision of traffic signals and Bus operation furniture are they area provided as statutory services directly by TfL.
- 4.3. The statutory services referred to include Thames Water PLC, British Telecom PLC, National Grid etc. for service diversions and relocation of service covers.

5. STRATEGIC OBJECTIVES

- 5.1. The six goals set out in the Mayor's second transport strategy for London are as follows;
 - Support economic development and population growth
 - Enhance the quality of life for all Londoners
 - Improve the safety and security of all Londoners
 - Improve transport opportunities for all Londoners
 - Reduce transport's contribution to climate change and improve its resilience
 - Support delivery of the London 2012 Olympic and Paralympics Games and its legacy
- 5.2. The seven borough transport objectives as part of the approved Transport Plan (Local Implementation Plan 2 or LIP2) are as follows;

- To support sustainable population and employment growth in the five regeneration areas - White City, Earl's Court/West Kensington, Hammersmith Town Centre, Fulham Riverside and Old Oak Common.
- To improve the efficiency of our road network.
- To improve the quality of our streets.
- To improve air quality in the borough.
- To make it easier for everyone to gain access to transport opportunities.
- To support residents and businesses by controlling parking spaces fairly.
- To reduce the number of people injured and killed on our streets.

6. INTRODUCTION AND BACKGROUND

- 6.1. Shepherd's Bush Town Centre (West) is the Council's Major transport scheme. The scheme is estimated to cost £3.5million, with Transport for London (TfL) providing £2.5 million from its Major Scheme allocation and £500k to be funded from section 106 agreements and £200k are funding from the borough's flood risk management budget. £300K contribute from 2014/15 TfL LIP funding.
- 6.2. As part of the 2012/13 approved annual spending submission, a bid for stage 1 funding (design and engagement) was made and subsequently approved by Transport for London (TfL). Subject to approval in the autumn 2013, implementation of the scheme is planned to commence in November 2013 with completion in 2014/15. Funding has been secured from TfL for the detailed design stage, with approval in principle for £1.202 million in 2013/14 and £1.202million in 2014/15. The £500K S106 funding is planned to be spend in 2014/15. £50K from the £200K funding from the borough's flood risk management will be spend in 2013/14 for design and engagement and the remainder £150K to spend in 2014/15 for implementation. £300K from TfL LIP funding will also contribute in 2014/15 for project completion.
- 6.3. The original TfL submission objective of the project was "To create a pleasanter place for people to be, reduce traffic domination and the clutter caused by unattractive and unnecessary street furniture and provide a stimulus to the regeneration of the area, improve access to both underground station and the Shepherd's Bush Market."
- 6.4. The area has a relatively high level of deprivation, poor public environment and high crime rates, with a poor traffic accidents record. Key issues have been identified that need to be addressed at specific locations within the area. The main objectives are to improve the street environment and focus on redesigning the public space to present a more attractive and sympathetic environment. Furthermore, the project hopes to bring vitality to the area and also act as the catalyst to the regeneration.

- 6.5. The aim of the scheme is to address a number of different issues in order to support the regeneration of this part of Shepherd's Bush town centre and provide better links and spaces within, to and from the White City Opportunity area. We therefore seek to redesign carriageway and footway areas, reduce road traffic accidents, address pedestrian crossing points, declutter the street environment and thereby improve the road's ability to function as a "living street" which works as a valued place for local people as well as an efficient space to pass through.
- 6.6. The project has also been appointed as the flagship Sustainable Urban Drainage (SuDs) pilot scheme inclusive of 'Pocket Parks'. The pilot scheme is set to trial proposals with the aim to investigate and implement the possibility of the widespread use of SuDs across the borough. Furthermore, the outcome will produce a small range of feasible SuDs designs which on-going and future projects can draw upon. The experience will be valuable in producing the borough's SuDs framework guidance.

7. PROPOSAL AND ISSUES

- 7.1. The area has a relatively high level of deprivation, poor public environment and high crime rates, with poor traffic accidents record. Key issues have been identified that need to be addressed at specific locations within the area. The main objectives are to improve the street environment and focus on redesigning the public space to present a more attractive and sympathetic environment.
- 7.2. Personal injury collisions (PIC) statistics indicate that in the past three year period, there have been 64 PICs in both Uxbridge Road and Goldhawk Road. There were no fatal accidents, however, 10 accidents resulted in serious injuries and the remaining 54 accidents were slight injuries. There was no specific pattern of accidents noted.
- 7.3. Uxbridge Road accidents breakdown as follows:
 - There were 40 PICs recorded in the 36 month study period;
 - 8 PICs resulted in serious injury and no fatalities were recorded during the study period;
 - 31 PICs resulted in slight injuries;
 - 36 PICs involved at least one vulnerable road users i.e. pedestrian, pedal cycle or powered two-wheel
 - Of the 19 PICs involving a pedestrian, 6 resulted in serious injuries and 13 slight injuries to the pedestrians. 2 of the serious injury collisions (including the collision involving the child) and 1 of the slight injuries occurred on a designated crossing area.
 - Of the 15 PICs involving a pedal cyclist, 2 resulted in serious injuries and 14 slight injuries, including 1 child, to the pedal cyclists.

- Of the 10 PICs involving a power two-wheeler, 6 resulted in slight injuries to the rider.

7.4. Goldhawk Road accidents breakdown as follows:

- There were 24 PICs recorded in the 36 month study period;
- 2 PICs resulted in serious injury and no fatalities were recorded during the study period;
- 21 PICs resulted in slight injuries;
- 19 PICs involved at least one vulnerable road users i.e. pedestrian, pedal cycle or powered two-wheeler
- Of the 10 PICs involving a pedestrian, 1 resulted in serious injuries and 8 slight injuries, including 3 children, to the pedestrians.
- Of the 7 PICs involving a pedal cyclist, 8 resulted in slight injuries to the pedal cyclists.
- Of the 4 PICs involving a power two-wheeler, 1 resulted in serious injuries and 1 in slight injuries to the riders.

7.5. With the accidents statics priority is given to the main roads, Goldhawk Road and Uxbridge Road with two design options for each. Please refer to Appendix 1 & 2 final general arrangement design drawings which large print outs will be tabled at the meeting.

7.6. Lime Grove was identified as one of the connecting routes that would particularly benefit from improvement having a dated streetscape and attracting fairly high numbers of people due to the location of the London College of Fashion. Moreover, it is a prime location for SuDs implementation. Please refer to Appendix 3 final general arrangement design drawings.

7.7. **Uxbridge Road Proposals** – Below is a summary of improvement proposal to be implemented. Please refer to Appendix 1 for the general design layout and Appendix 4 for a “Before and After” artist illustration.

- De-cluttered footways
- Footway widening with inset loading pads and parking bays pads
- Feature paving and place making at the frontage of the Bush Theatre: to be coordinated with proposals for SuDs designs.
- New signalised pedestrian crossing on the west side of the railway bridge. This new crossing will work in synchronisation with the existing crossing (east of the railway bridge)
- Existing signalised pedestrian crossing located east of the railway bridge will be widened.
- Raised table and double signalised crossing at Shepherd’s Bush Market and LU station entrances to encourage informal crossing movements between the formal crossing points
- Relocation the Bus Stop underneath the railway bridge
- Wider controlled crossing and raised table at the Parish Church of St. Stephen and St. Thomas

- 2m wide advisory cycle lanes and 3m traffic lanes
- Upgraded street lighting (Heritage style to be considered)
- Footway tree planting, SuDs and pocket parks
- Side road entry treatments to provide level footways across the side roads
- Footway materials renewed
- Bridge facade improvements

7.8. **Goldhawk Road Proposals** – Below is a summary of improvement proposal to be implemented. Please refer to Appendix 2 for the general design layout and Appendix 5 for a “Before and After” artist illustration.

- De-cluttered footways
- Footway widening with inset loading pad and parking bay pads
- Raised table associated with the Shepherd’s Bush Market and LU station entrances to encourage informal crossing movements
- Removal of the central median island to provide physical scope to widen the footway
- Existing signalised pedestrian crossing located east of the railway bridge will be widened.
- 2m wide advisory cycle lanes and 3m traffic lanes
- Upgraded street lighting (Heritage style to be considered)
- Footway tree planting, SuDs and pocket parks
- Side road entry treatments to provide level footways across the side roads
- Footway materials renewed
- Bridge facade improvements

7.9. The raised areas proposed in both Uxbridge Road and Goldhawk Road are gentle increases of carriageway height at crossing zones. These are designed to be in accordance with guidance from London Buses on acceptable traffic calming interventions. These raised areas are not road humps; they are designed to create a pedestrian friendly environment, to reduce the existing dominant appearance and the feel of a traffic corridor. Specifically they should also tackle the serious accident problem at these locations.

7.10. A similar treatment of the B212 through Blackheath Village in the London Borough of Lewisham used a series of bus-friendly raised areas with a resulting decrease in accidents of 70%. Even if the accident reduction in Goldhawk Road and Uxbridge Road was half that (35% reduction) this would result in a reduction of 23 accidents over a three year period resulting in a saving of £2.1m. over a three year period.

7.11. **Lime Grove Proposals** – Below is a summary of improvement proposal to be implemented. Please refer to Appendix 3 for the general design layout and Appendix 6 for a “Before and After” artist illustration.

- Feature shared space to highlight frontage of the University of the Arts London College of Fashion
- Plinths to accommodate feature artwork from the College at the entrance to the shared space
- SuDs and pocket parks provision
- Re-designed footway build outs with new tree planting
- Single species tree planting with strong seasonal interest to be coordinated with tree planting on Uxbridge Road and Goldhawk Road
- Contra flow cycle (informal) lane with entry and exit protection on Uxbridge Road and Goldhawk Road

7.12. **Goldhawk Road and Hammersmith Grove Junction Proposals -**

- Overall junction space rationalisation, reducing pedestrian crossing width and improve vehicle turning radius
- Signalise pedestrian crossing facility across Hammersmith Grove
- Conversion of the existing staggered crossing in Goldhawk Road to Pedestrian friendly straight crossings.

8. OPTIONS AND ANALYSIS OF OPTIONS

- 8.1. Originally two design options were produced for Uxbridge Road and Goldhawk Road. One design was themed having treed lined central boulevards and the other to have maximum footway increase. Both options were presented and discussed with the project board, stakeholder groups and UDL's design surgeries. Although in the beginning the tree lined central boulevard theme were welcome, however, in the end this idea was discarded by unanimously decisions from the groups on the basis of safety and cost benefit value. This was later confirmed in the UDL's design review feedback.
- 8.2. At this stage, 3 rough cost estimates options were produced based on level of compliance to the street smart guidance pallet of materials and the cost are as follows:
- Option 1 –York stone paving & Granite setts – £3.9mill
 - Option 2 – Artificial stone paving & Granite setts - £3.2Mill
 - Option 3 – Artificial stone paving & Tarmac - £3mill
 - Option 4 – Recycling existing York paving
- 8.3. These were presented to the project board for consideration; the conclusion was that to maximise improvement over street smart compliance by recommend putting forward Option 2 as the best value adding solution. In addition a fourth option of recycling the existing York paving should be investigated.
- 8.4. In regard to the Shepherd's Bush Market redevelopment, the area that will be affected by the redevelopment are considered to be minimal. Only the

adjacent footways attached to the development site will be affected and is only 5% of the total project footway area. Furthermore the redevelopment will be legally bound to reinstate any damage caused during construction.

9. CONSULTATION

- 9.1. Feedback from local people on transport issues has also been sought by way of a "blank canvas" consultation carried out in 2012/13. The results have been taken into account as part of the design work.
- 9.2. Early and continuing consultations have been carried out via the Shepherd's Bush Business Forum and the feedbacks have been enthusiastic and supportive.
- 9.3. TfL stakeholder groups were formally consulted in February 2013 on concept designs. Existing traffic capacity assessment and has been approved by TfL's audit process. The proposed traffic capacity assessment is currently going through this audit process.
- 9.4. The project was presented in Urban Design London's (UDL) surgeries throughout the design process. The final general arrangement design was reviewed formally by the TfL/UDL design review audit and the feedback was positive.
- 9.5. This project was selected by TfL to be showcased in TfL's Public Realm improvements website. The objective of the booklet is to highlight various projects across London to act as a reference guide to recent exemplary public realm improvements across London. It is intended to inform and inspire local authorities on what is achievable within their boroughs and will signpost the way to sourcing funding, design principles and delivery strategies.
- 9.6. Professional stakeholder groups (HAFAD, emergency services etc.) are planned to be formally consulted in late May / early June.
- 9.7. Following detailed design in autumn 2013 those residents, businesses and ward councillors that are directly affected by any proposed road changes will be consulted detailing the specific features that are proposed - by way of distribution of information leaflet, online citizen space consultation and a public open day to meet officers and discuss the proposals.
- 9.8. Ward members will be contacted in advance of the public consultation to seek their steer on the details of the public consultation.

10. EQUALITY IMPLICATIONS

- 10.1. An EIA has been completed and attached Appendix 7 and does not identify any negative implications to any groups.

11. LEGAL IMPLICATIONS

- 11.1. Further formal consultation is to be carried out and on 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.
- 11.2. The Council has the power to carry out the physical highways works anticipated in the report under the Highways Act 1980 although some will require the council to follow a formal procedure, which may lead to a public inquiry. Any changes made to existing traffic management orders will require the council to follow the statutory process set out in the Road Traffic Regulation Act 1984 and secondary legislation and may lead to a public inquiry. A number of projects identified are exercisable pursuant to the Council's powers under s.2 of the Local Government Act 2000 and s.1 of the Localism Act 2011.
- 11.3. As road traffic authority, the Council must exercise its functions as far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities."
- 11.4. Implications verified/completed by: Michael Jones, Assistant environmental Services Lawyer, Ext. 2750.

12. FINANCIAL AND RESOURCES IMPLICATIONS

- 12.1. Funding has been secured from TfL for the detailed design stage, with approval in principle for £1.202 million in 2013/14 and £1.202million in 2014/15. £50K from the £200K funding from the borough's flood risk management will be spend in 2013/14 for design and engagement and the remainder £150K to spend in 2014/15 for implementation. £300K from TfL LIP funding will also contribute in 2014/15 for project completion.
- 12.2. Subject to formal approval, the £500K S106 funding is currently pending authorisation to be allocated to the project for spending in 2014/15. If this funding is not approved the project spending will need be amended to reflect the reduce budget.
- 12.3. At present the costs of implementation of the proposals are based on estimates. These are subject to change once the works has been detailed

and costed. The funding however is limited to the amount approved by the 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 workload to ensure that expenditure is contained within the approved provision.

- 12.4. Implications are still to be verified/completed by: Giles Batchelor, Finance Manager. Ext. 2407.

13. RISK MANAGEMENT

- 13.1. This project is subject to the Highways major project risk management process as part of our BSI accreditation and a risk register is kept and updated by the project team, which is normal project management practice.
- 13.2. The proposed works have been subject to an independent road safety audit and the issues raised in this audit have been addressed.
- 13.3. The following risks have been identified with mitigation considered as follows:

Risk	Mitigation measure(s)
Cost increase/budget reduction	Designs are developed to be flexible to allow amendments to reflect budget reduction whilst still maintaining principle of the project objectives
Delay to the project programme	Funding are allocated in consecutive years to allow project continuation over a period of 24 months
Lack of Stakeholder support	Designs are developed to meet the project objectives and Council's LIP objectives which can be justified and presented to stakeholders in suitable manner
Policy compatibility	Develop bespoke policy compliance tool that all potential proposals will be assessed against
Lack of resources to deliver	Maintain working relationships with framework consultants and contractors to ensure resources are in place to deliver the project

- 13.4. Implications verified/completed by: Michael Sloniowski, Principal Consultant Risk Management, Ext 2587.

14. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 14.1. There are no procurement related issues as any orders that the Council will be responsible for placing will be awarded under existing measure term contracts that have already been put in place. The Director supports the recommendation contained in the report.
- 14.2 Implications verified/completed by: Alan Parry, Procurement Consultant (Contracts) x2581.

15. PROCUREMENT AND CONTRACTS

- 15.1. It is noted that the Council proposes to procure the various works referred to in this report through existing contracts held by the Council. There are therefore no procurement or contract implications at this stage.
- 15.2. Implications verified by: Catherin Irvine, Senior Solicitor (Contracts), Ext. 2774.

LOCAL GOVERNMENT ACT 2000 **LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	N/A	Clayton Wong ext.6811	TTS, HTHX

LIST OF APPENDICES:

- APPENDIX 1 – Uxbridge Road General Arrangement Design Drawing*
APPENDIX 2 – Goldhawk Road General Arrangement Design Drawing
APPENDIX 3 – Lime Grove General Arrangement Design Drawing
APPENDIX 4 – Uxbridge Road “Before and After” artist illustration
APPENDIX 5 – Goldhawk Road “Before and After” artist illustration.
APPENDIX 6 – Lime Grove “Before and After” artist illustration.
APPENDIX 7 – EIA Scoping report (available electronically)