



London Borough of Hammersmith & Fulham

Cabinet

5 MARCH 2012

**DEPUTY LEADER
(ENVIRONMENT +
ASSET
MANAGEMENT)**
*Councillor Nicholas
Botterill*

TFL FUNDED ANNUAL INTEGRATED TRANSPORT INVESTMENT PROGRAMME 2012/13

**Wards:
All**

Summarising the TfL funded integrated transport investment programme for 2012/13. Nineteen projects are proposed totalling £1.988 million under three programme areas; Corridors, Neighbourhoods and Smarter Travel.

In addition, stage one (design and engagement) for the Shepherds Bush Town Centre West major project is proposed totalling £180,000 in 2012/13.

The purpose of the projects is to help meet the Transport Plan (LIP2) objectives of improving access to the borough's regeneration areas, improving the efficiency of the road network, improving the quality of our streets and air quality, making it easier for everyone to gain access to transport, controlling parking spaces fairly for residents and businesses and reducing the numbers of people killed and injured on our roads.

**HAS A EIA BEEN
COMPLETED?
YES**

The funding has been provided specifically for these purposes by Transport for London and will be designed to give maximum value for money and reduce longer term maintenance costs to the Council. There will be full consultation on the details of projects with residents, businesses and road user groups and projects will only be supported if they have broad local support.

**HAS THE REPORT
CONTENT BEEN RISK
ASSESSED?
See chapter 7**

Recommendations:

- 1. That approval be given to carry out feasibility design and consultation on projects C1 to C3 and N1 to N4 at a total cost of £217,000 (approximately 15% of the project total) as set out in paragraph 3 of the report.**

ADLDS

- 2. That authority be delegated to the Deputy Leader (Environment + Asset Management), in consultation with the Executive Director of Transportation and Technical Services, to approve implementation of the seven individual schemes (C1 to C3 and N1 to N4) subject to local consultation.**
- 3. That approval be given to complete the 2011/12 LIP projects, at a cost of £190,000 and to initiate the 2013/14 projects, at a cost of £50,000, as detailed in paragraph 4 of the report.**
- 4. That approval be given to deliver the smarter travel programme at a cost of £303,000, as detailed in paragraph 5 of the report.**
- 5. That approval be given to carry out stage 1 of the Shepherds Bush Town Centre West Major Project at a cost of £180,000, as detailed in paragraph 6 of the report.**

1. STRATEGIC OBJECTIVES

1.1 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 Paralympic Games and its legacy

1.2 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.

1.3 As part of our Transport Plan we are required to have a costed and funded delivery plan showing how we intend to meet our targets, as below. This annual funding submission to TfL, which was approved by the Deputy Leader (+ Environment and Asset Management) on 5 September 2011, is an integral part of this delivery plan.

Target no.	LIP2 objective	Indicator	Baseline	Short-term (interim target)	Long-term target (indicative)
1a.	1,2,4	Walking mode share % of residents trips by main mode	36.9%	37.5% (2013/14)	40% (2030/31)
1b.	1,2,4	Cycling mode share % of residents trips by main mode	3.9%	4.5% (2013/14)	8%(2030/31)
2.	2	Bus service reliability average excess wait time for high frequency services (mins)	1.2	1.2 (2013/14)	1.2 (2017/18)
3.	2,3,5	Asset condition % of the Borough Principal Road Network with a UKPMS score greater than 70.	8.4%	8.4% (2013/14)	10% (2017/18)
4a.	7	Road casualties Number of KSI (3 year rolling average)	110	99 (2013)	51 (2030)
4b.	7	Road casualties Number of all casualties per billion vehicle kilometres (3 year rolling average)	1195	1074 (2013)	558 (2030)
5.	2,3,4	CO² emissions Kilotonnes (kt) emanating from ground-based transport per year	155	130 (2013)	85 (2025)

2. CHANGES TO INTEGRATED TRANSPORT PROJECT FUNDING

- 2.1 In 2010/11 TfL changed how it funds borough transport projects to a formula based system for which the borough received £2.431m for our integrated transport programmes (corridors, neighbourhoods and smarter travel)
- 2.2 This funding approach is to be maintained for 2011/12 to 2013/14 with the following indicative funding levels;
- 2011/12 - £2.072m**
2012/13 - £1.988m
2013/14 - £1.704m
- 2.3 These figures reflect the back loaded reduction in TfL funding as a result of the comprehensive spending review and represent a 3%, 5% and 12% reduction over the three years of the delivery plan (2011/12 to 2013/14).

- 2.4 One difference in the funded programme is that this grant is now a single budget rather than three separate budgets for the three programme areas; corridors, neighbourhoods and smarter travel. However, due to the different approaches to how these projects are designed, delivered and managed officers have kept them as three distinct programme areas.
- 2.5 The following three chapters detail the projects and initiatives that have been developed through a cross-divisional working party taking into account strategic and local objectives and targets.

3. 2012/13 CORRIDORS & NEIGHBOURHOOD SCHEMES

- 3.1 The following seven projects form the majority of the capital programme in the borough for 2012/13, and are presented in no particular order. The plan attached as Appendix 1 shows the location of these schemes.

- **Goldhawk Road Corridor (C1) - £100,000**

It was the initial intention of the Transport Plan to design and deliver the Goldhawk Road major project; however following discussions with TfL they felt we would have a better chance in securing funding with a 'town centre' major project (as detailed in paragraph 6) and a Goldhawk Road corridor project.

This newly refined corridor project will utilise the feasibility design work and modelling carried out in 2010/11 and 2011/12 to support our major project bid and re-visualise them into deliverable corridor improvements building on the successful improvements to the toucan crossing on Goldhawk Road at the junction of Brackenbury Road.

There is significant pedestrian guard rail along Goldhawk Road which will be reviewed and innovative road space reallocation initiatives will be explored such as 'stop and shop' off peak parking in bus lanes and on footway loading facilities.

- **Uxbridge Road Corridor (C2) - £100,000**

Uxbridge Road is a very busy east-west corridor with numerous competing road user needs. It has had very little highway investment in previous years and exhibits accident and casualty figures higher than the borough average for this type of road.

Officers have identified a pelican crossing at the junction of Percy Road that would benefit from upgrading and there is potential for the installation of a small number of raised entry treatments at busy side roads within the town centre. Furthermore innovative road space reallocation initiatives will be explored such as stop and shop off peak parking in bus lanes and on footway loading facilities.

- **Fulham Palace Road (South) Corridor (C3) - £575,000**

This is the year two of three for the Fulham Palace Road corridor project with year one concentrating on the northern section between Hammersmith and Lillie Road. Year one (2011/12) saw the installation of a number of raised entry treatments and design and modelling work for the Lillie Road junction and the Fulham High Street junction.

The year 2 (2012/13) project will deliver the improvements to the Lillie Road junction addressing the casualty and capacity issues that are present in its current configuration. It will also continue the installation of raised entry treatments south of Lillie Road to Fulham High Street.

All proposals will meet the emerging boroughs transport objectives and as such officers will review all possible solutions and seek to deliver those that provide the greatest benefits to the travelling public along our most important strategic north-south corridor.

- **Du Cane Road Neighbourhood (N1) - £140,000**

The Du Cane Road Corridor covers the road network between Du Cane Road and the Westway and the 'East Acton' area. However it does not contain Du Cane Road itself which was subject to a substantial corridor project in 2010/11 and which saw the removal of a significant amount of unnecessary street furniture.

The East Acton area is one of the borough's 20mph zones and traffic calmed through a variety of measures which will be reviewed and rationalised as part of this project. The area houses a school and tube station and exhibits a specific, if not unique travel demand pattern.

- **Riverside Neighbourhood (N2) - £180,000**

The Riverside neighbourhood is bounded by the river to the west, Fulham Palace Road to the east, Bishops Avenue to the south and Hammersmith Bridge Road to the North (as set out in appendix 1 to this report). The area exhibits a modest accident profile and in 2008 the council submitted a bid for this area to be the London trial area for time over distance 20mph camera enforcement. The bid was unsuccessful and since the project has been curtailed by TfL.

The area houses a number of schools, Fulham Football Club and the disability forums premises. There is limited traffic calming however a number of point closures are present which have been in place for a number of years to reduce rat running when Fulham Palace Road is performing poorly.

- **Fulham Palace Road (East) Neighbourhood (N3) - £180,000**

Fulham Palace Road (East) Neighbourhood is bounded by and the Fulham Palace Road to the west, Munster Road to the east, Lillie Road to the north and New Kings Road to the south (as set out in appendix 1 of this report). The boundaries have been set to tessellate with neighbourhood projects in 2012/13 and previous years. As with all neighbourhood projects the boundaries are 'fuzzy' to allow a flexible approach to highway improvements.

The area sits between two of the boroughs limited and major north-south routes (Fulham Palace Road and Munster Road) and houses a number of schools Fulham cemetery.

- **Charing Cross Hospital Neighbourhood (N4) - £170,000**

Charing Cross Hospital Neighbourhood is bounded by Talgarth Road to the north, North End Road to the east, Lillie Road to the south and Fulham Palace Road to the west (as set out in Appendix 1 of this report). The area contains many schools, the hospital, Hammersmith Cemetery and the Queens Club.

The area is plagued by north-south rat running due to its location between the capacity constrained junctions of Fulham Palace Road and Hammersmith Broadway and North End Road with the A4. There are other projects (both in design and implementation) that will go some way to increase the capacity at both these

bottlenecks which will allow improvements to be realised within this neighbourhood.

4. COMPLETION OF 2011/12 SCHEMES AND INITIATION OF 2013/14 SCHEMES

4.1 Given the change in nature of the capital programme and the extended scheme design and engagement process officers have extended the life of a project from 12 months in one financial year to 18 months straddling three financial years. This has allowed a phased delivery of the programme alongside the highway maintenance programme and avoided a rush to deliver schemes in the final quarter of the financial year.

4.2 The first three months of a project consist of the blank canvas consultation in the first of the three financial years. Year two consists of the bulk of the project; the detailed design, consultation and construction. Year three (which this section of the programme will be funding) is the completion of the project including safety audits and project reviews.

4.3 **£190,000** of funding has been allocated to complete six corridor and neighbourhood projects below that have been substantially delivered in 2011/12;

- **Wormholt Neighbourhood**
- **Dawes Road Neighbourhood**
- **Parsons Green Neighbourhood**
- **Moore Park Road Neighbourhood**
- **Riverwalk Corridor**
- **Scrubs Lane Corridor**

4.4 **£50,000** has been allocated to initiate projects of the 2013/14 indicative programme as set out in the Transport Plan. The detail of this will be submitted to TfL in the winter of 2012 and the initiation will consist of preparing the borough's annual casualty analysis and carrying out the blank canvas consultations to ascertain the local transport problems residents and businesses perceive and face.

5. SMARTER TRAVEL PROJECTS

5.1 The Smarter Travel programme addresses three Transport Plan objectives:-

- **To improve the efficiency of our road network.**
- **To improve air quality in the borough.**
- **To reduce the number of people injured and killed on our streets.**

5.2 “Smarter Travel” refers to a range of related activities in road safety education and travel awareness. The areas of activity range from working with schools through road safety education and school travel plans to the development of work place travel plans. There would also be specific road safety campaigns addressing current road safety trends along with travel awareness campaigns promoting appropriate choices of travel. There is a growing body of evidence that these ‘travel demand management’ measures are increasingly effective at reducing congestion through reducing the impact of casualties on the road network (through police closures etc) and managing the growth in car trips. School travel plans have also been effective in reducing congestion caused by the “school run”.

5.3 The smarter travel programme is split into four broad areas, and the list below details the individual small scale initiatives delivered under each broad area;

- **Children - £170,000**

Project	Description
Moving on	Developing road safety skills for years 5 & 6 as they travel independently
Roadwise Rangers	Partnership linking sports skills with road safety
Junior Citizen	Combined initiative with Police to promote good citizenship in year 6
Urban Studies Centre	Working with the Urban Studies Centre to work with 10 schools to review their travel plans
School Travel Plan coordinator	Partial cover for the cost of funding a School Travel Plan assistant
School Travel Plan cover	Funding supply teaching cover where necessary for time spent updating travel plans
School grants	These small grants fund practical facilities at schools who have completed STPs
Child pedestrian training	A full range of road safety training for younger children up to year 4

Walk on Wednesdays	Rewarding children with badges who walk to school regularly
Bike it	Practical work in schools with Sustrans (charity) to develop a continuing a cycling culture

- **Cycling - £69,000**

Cycle Training	Funding 'Bikeability' cycle training for children, adults and, potentially supporting, bicycle maintenance classes and "all ability" cycling
Cycling and HGV awareness	A" changing places " project with cyclists in cabs and lorry drivers on bikes raising awareness of visibility to prevent serious accidents

- **Tailored road safety campaigns - £31,000**

In car safety	Promotional work using a demonstration sledge to illustrate the importance of wearing seatbelts
Powered two wheelers	Supporting motorcycle and motor scooter training and skills to reduce accidents
Road safety linked to health improvement	Developing a project with groups in the community needing exercise but unconfident to walk
Drink/drug driving	Highlighting road safety dangers created through impairment by drink and drugs and to promote social responsibility in these areas

- **Travel Awareness - £33,000**

Workplace Travel Plan development	Supporting the development of Workplace Travel Plans in LBHF
Travel Awareness promotion	Funding for a range of activities and materials promoting sustainable travel and reducing congestion

6. OTHER TFL FUNDED PROGRAMMES

- 6.1 As part of the 2012/13 approved annual spending submission a bid for **£180,000** for stage 1 funding (design and engagement) was made and subsequently approved by TfL.
- 6.2 The background to the submission is that in 2010/11 a visioning study was carried out by one of our term transport consultants The Project Centre (who designed Walworth Road and Exhibition

Road) to allow an independent view of what could be achieved with the existing road space, and exhibited and predicted traffic movements. The purpose of the scheme is to enable the economic regeneration of Shepherd's Bush by providing an efficient and attractive street environment for all road users.

- 6.3 Taking this project forward, during the final quarter of 2011/12 a project plan will be prepared with feasibility work starting in the first quarter of 2012/13. In order to secure stage 2 funding for construction (indicatively programmed for 2013/14 and 2014/15) further submissions are required to TfL which will be reported to the Cabinet Member for the Environment in due course.
- 6.4 As with the previous two years **£100,000** has been made available to the borough to spend on local transport initiatives of our choice, providing they broadly meet the objectives in the MTS and our Transport Plan. Approval of this programme will be submitted to the Cabinet Member for the Environment in due course.
- 6.5 In 2011/12 the local transport fund enabled us to carry out the following projects;
- School Travel Plan identified improvements
 - Cycle parking
 - Accessibility and Decluttering works
- 6.6 As part of 2012/13 LIP programme, £300k has been bid for strengthening the North End Road Bridge (outside the West Kensington Tube Station) so that the northbound traffic bottle neck can be removed by returning the carriageway width to its original dimension. The allocations for bridge strengthening programme will be confirmed by TfL in January 2012 and a separate report will be submitted to obtain authority for this work

7. RISK ASSESSMENT

- 7.1 Chapter 3 of the Cabinet and TfL approved Transport Plan deals with risk management. The table overleaf 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 reduction whilst still maintaining principles of LIP objectives
Delay to schemes	LIP funding to be allocated in consecutive years to allow more involved projects to be 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 our working relationships with the RB Kensington & Chelsea and framework consultants to ensure resources are in place to deliver LIP objectives.

- 7.2 The London 2012 Olympic Games will have an impact on what construction work can occur on the boroughs road network next year. It is likely that there will be a works moratorium between March and September 2012 which has been factored into the 2012/13 delivery programme. Negotiations are ongoing with colleagues in network management, TfL and the ODA with regards to which projects can be possibly delivered during the moratorium which have a limited risk to any Olympic activity in the borough, based on their design, timetables and location. Early contenders for pre-Olympic delivery are Fulham Palace Road (south) Neighbourhood and Du Cane Road Neighbourhood.

8. EQUALITY IMPLICATIONS

- 8.1 An EIA screening tool has been prepared in support of this report identifying no equality implications. In addition to this a full EIA screening was prepared for the Council's Transport Plan of which this programme forms part of the three year delivery plan.

9. COMMENTS OF THE EXECUTIVE DIRECTOR OF FINANCE AND CORPORATE GOVERNANCE

- 9.1 Transport for London (TfL) have approved funding for 2012-13 as follows:

Corridors, Neighbourhoods and Supporting Measures	£1.988m
Major Schemes	£0.180m
Smarter Travel	£0.100m
Total	£2.268m

- 9.2 At present, the costs of each scheme are based on an estimate. These are subject to change once the detail of each scheme has been costed. The funding however is limited to the amount approved by the TfL board plus a contingency. Any variation in costs in excess of the contingency 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.

10. COMMENTS OF THE ASSISTANT DIRECTOR (LEGAL AND DEMOCRATIC SERVICES)

- 10.1. The Assistant Director (Legal and Democratic Services) has read and is satisfied with the contents of this report

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	Transport Plan for Hammersmith & Fulham 2011 - 2031	Nick Boyle X3069	5th floor HTHX
2.	TfL annual spending submission 2012/13	Nick Boyle X3069	5 th floor HTHX
CONTACT OFFICER:		NAME: Nick Boyle EXT. 3069	

Appendix 1 – borough map showing geographical extent of Corridor, Neighbourhood and Major projects.

