

	<p align="center"><b>London Borough of Hammersmith &amp; Fulham</b></p> <p align="center"><b>CABINET</b></p> <p align="center">10 December 2012</p>
<p><b>FULHAM PALACE ROAD CORRIDOR SCHEME - APPROVAL USE S106 FUNDING FOR IMPLEMENTATION</b></p>	
<p><b>Report of the Cabinet Member for Transport and Technical Services – Councillor Victoria Brocklebank- Fowler</b></p>	
<p><b>Open Report</b></p>	
<p><b>Classification : For Decision</b>  <b>Key Decision: Yes</b></p>	
<p><b>Wards Affected:</b> Fulham Reach, Palace Riverside</p>	
<p><b>Accountable Executive Director:</b> Nigel Pallace, Executive Director of Transport and Technical Services</p>	
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## 1. INTRODUCTION

- 1.1 This report seeks approval for the specific use of £750,000 S106 funding allocated to improvements in the Fulham Road Corridor for CCTV, resurfacing, and highway improvements.

## 2. RECOMMENDATIONS

- 2.1 That approval be given to implement the Fulham Palace Road Corridor Scheme using £750,000 Section 106 funds as set out in paragraph 9.1 of this report.

### **3. EXECUTIVE SUMMARY**

- 3.1 This report details proposed improvements along the Fulham Palace Road Corridor from Talgarth Road to Putney Bridge that aim to improve traffic flow and pedestrian safety along the corridor.
- 3.2 These works complement the successful Fulham Palace Road / Hammersmith Gyrotory slip road scheme which was completed earlier this year and the council's "Get H&F moving" campaign.
- 3.3 £750,000 of s106 funding from the Fulham Reach development was assigned to the Fulham Palace Road Corridor and will be available to LBHF in January 2013.
- 3.4 The works proposed using the S106 funding are:
- CCTV installation for traffic enforcement, road network management, crime prevention and monitoring during Fulham FC matches.
  - Footway and carriageway resurfacing
  - Highway improvements to Section 3 of the corridor scheme between Fulham Road and Putney Bridge Approach, subject to consultation

### **4. BACKGROUND**

- 4.1 The Fulham Palace Road Corridor Scheme extends from Talgarth Road in the north to Putney Bridge Approach in the south. The Corridor includes Fulham Palace Road, Fulham High Street, and Putney Bridge Approach. A map of the Corridor is shown in Appendix 2.
- 4.2 The key objectives of the Fulham Palace Road Corridor Scheme and the works proposed in this report are to improve traffic flow and safety along the Corridor.
- 4.3 Traffic surveys recorded extensive queuing along the corridor particularly at key junctions including:
- Queues in excess of 200 m at the Lillie Road junction
  - Queues in excess of 250 m at the New Kings Road junction (extending back to the Fulham Road roundabout causing congestion at the roundabout)
- 4.4 An analysis of collisions from 2009 to 2011 (inclusive) identified no fatal collisions, 15 serious injury collisions and 99 slight injury collisions, along the corridor. Clusters of collisions at key junctions along the corridor were identified including 13 collisions at the Lillie Road junction, 10 collisions at the Fulham Road roundabout, 9 collisions at the New Kings Road junction

and 7 collisions at the Gonville Street junction with Putney Bridge Approach.

- 4.5 The design for the Fulham Palace Road Corridor Scheme using Transport for London (TfL) corridor funding has been submitted to the Transport and Technical Services Cabinet Member (TTSCM) and approved for implementation. These works are part of the LIP 2012/13 programme which was approved by Cabinet in March 2012. The works described in this report will be funded using Fulham Reach s106 funding and will compliment the works being undertaken using TfL funding.
- 4.6 S106 funding of £750,000 has been allocated to the Fulham Palace Road corridor from the Fulham Reach development and will be available to LBHF in January 2013.
- 4.7 Schedule 10 of the Deed of Agreement relating to Fulham Reach states that St George Central London Limited shall pay the council "SEVEN HUNDRED AND FIFTY THOUSAND POUNDS (£750,000) upon the date which is 6 months after the date of Commencement which the council shall use as soon as practicable to carry out improvements to the Fulham Palace Road corridor."

## **5. PROPOSED WORKS**

- 5.1 The following works have been identified as works that can be implemented with the s106 funding:
- CCTV installation
  - Footway and carriageway resurfacing
  - Implementation of improvements to the corridor between Fulham Road and Putney Bridge, including:
    - the junction of Fulham Road and Fulham High Street,
    - the pedestrian crossing near Rigault Road
    - the junction of New Kings Road and Fulham High Street, and
    - the toucan crossing on Putney Bridge Approach.
  - Consideration of the impact the proposed Fulham Boys School on Fulham High Street will have on the corridor and adjacent junctions. At this stage the school has not been formally approved for implementation. Investigation of the impact will be considered only as and when required.
- 5.2 The works listed above are described in more detail in the following sections.

## **6. CCTV INSTALLATION**

6.1 Many of the Borough's banned turns, school keep clear, and yellow boxes are currently not enforced including those along Fulham Palace Road. Enforcing these banned turns, keep clear, and yellow boxes will have the following benefits:

- Reduce congestion at junctions with yellow boxes. For example, vehicles queuing within the yellow box at the Lillie Road junction with Fulham Palace Road cause the junction to operate inefficiently by blocking movements.
- Reduce rat running at banned turns.
- Reduce unsafe manoeuvres at banned turns.
- Improve safety for pedestrians. Vehicles queuing within boxed junctions can obscure visibility of pedestrians.
- Improve network management and street works enforcement

6.2 The borough's Closed Circuit Television (CCTV) network can be extended along the entire corridor enabling enforcement of banned turns and boxed junctions. It will also assist police in reducing anti-social behaviour and street crime.

6.3 During informal consultation numerous local business owners expressed their support for CCTV to be installed along the corridor particularly as a deterrent to street crime. We do not have street crime figures from the Police but numerous businesses consulted reported street crime along the corridor. The Police have reported an interest in the use of the council CCTV for monitoring street crime.

6.4 CCTV will enable the enforcement of banned turns at the following locations:

- Greyhound Road junction with Fulham Palace Road
- Averill Street junction with Fulham Palace Road
- Delorme Street junction with Fulham Palace Road
- New Kings Road junction with Fulham High Street

6.5 CCTV will enable the enforcement of the following boxed junctions:

- Chancellors Road junction with Fulham Palace Road
- St Dunstan's Road junction with Fulham Palace Road
- Lillie Road junction with Fulham Palace Road
- New King's Road junction with Fulham High Street
- Gonville Street junction with Putney Bridge approach

## **7. FOOTWAY AND CARRIAGEWAY RESURFACING**

- 7.1 Local businesses and residents have expressed concern regarding the perceived frequency of road works along the Fulham Palace Road corridor. These road works have primarily been caused by utility companies working along the corridor but also the recent improvement works at the Talgarth Road junction with Fulham Palace Road.
- 7.2 Some sections of the corridor are in need of repair following works by utility companies and general wear. Undertaking resurfacing during construction of the Fulham Palace Road Corridor Scheme will:
- Reduce the need to implement additional road works at a later date to undertake planned maintenance (i.e. the planned maintenance is coordinated with the corridor works)
  - Prevent utility companies from undertaking works within 36 months of completion of the resurfacing works under the section 58 agreement.
  - Reduce the number of more frequent minor repairs due to pot holes etc. thus also reducing delays due to road works.
- 7.3 The following areas of carriageway have been identified as requiring resurfacing:
- Fulham Palace Road between Chancellors Road and Lillie Road
  - Fulham Palace Road at the pedestrian crossing north of Childerley Street
- 7.4 The following areas of footway have been identified as requiring repaving:
- Various locations along Fulham Palace Road particularly near pedestrian crossings including the crossing near Kingwood Road, the crossing near Bishop's Avenue, and the Lillie Road junction
  - Childerley Street

## **8. FULHAM ROAD TO PUTNEY BRIDGE**

- 8.1 Numerous capacity, safety, and operational issues have been identified along the Fulham Palace Road Corridor between Fulham Road and Putney Bridge, including:
- Extensive queuing, particularly between the New Kings Road junction and the Fulham Road Roundabout causing congestion at the roundabout.
  - Inadequate pedestrian facilities. The New Kings Road junction requires a crossing to be realigned and a second crossing to be widened.

- Inappropriate facilities for disabled pedestrians. The tactile paving at the toucan crossing is incorrect and mobility impaired pedestrians will benefit from a raised entry treatment at Rigault Road.
- Unsafe kerb alignment causing a pinch point in the carriageway and forcing people using the cycle lane to swerve nearer vehicles in the adjacent lane.
- Insufficient parking to support local business. There is currently no parking on the west side of Fulham High Street and very few side roads to park on.
- No specific loading facilities for businesses on the Fulham High Street

8.2 To address the queuing issue and keep traffic moving the following measures are proposed:

- Amend waiting and loading restrictions. Change the waiting and loading restrictions along the corridor in order to keep traffic flowing along Fulham High Street and Putney Bridge Approach during the peak traffic periods of the day (7am to 10am and 4pm to 7pm) from Monday to Saturday. Enforce “no waiting or loading at any time” near the Fulham Road Roundabout, the New King’s Road junction, and on Putney Bridge Approach.
- Increase the southbound lane widths between the Fulham Road roundabout and the New Kings Road junction to improve traffic flow along this route.
- Improve lane marking the Fulham Road roundabout to better delineate the appropriate lanes for vehicles to use.
- Improve northbound lane marking at Putney Bridge approach to the New Kings Road junction by reducing the three narrow lanes to two wider lanes
- Shorten the southbound bus lane to improve flow of traffic exiting the Fulham Road roundabout
- CCTV enforcement of the Fulham Road roundabout lanes to ensure correct lane usage.
- Install SCOOT traffic optimisation hardware (SCOOT is described in Appendix 1).

8.3 The following measures are proposed to improve pedestrian facilities along the corridor:

- Upgrade the pedestrian crossing near Rigault Road to a pedestrian countdown crossing (pedestrian countdown is described in Appendix 1) and widen the crossing.
- Realign and widen the uncontrolled pedestrian crossing at the New Kings Road arm of the junction with Fulham High Street so that the crossing is of a standard design and does not taper

- Widen the signalised pedestrian crossing across Fulham High Street at the New Kings Road junction and upgrade to a pedestrian countdown crossing.

8.4 The following measures are proposed to improve facilities for disabled pedestrians:

- Install raised entry treatment at Rigault Road to improve the crossing for mobility impaired pedestrians and improve visibility of pedestrians crossing Rigault Road
- Upgrade tactile paving at all pedestrian crossings but particularly the toucan crossing at Gonville Street where the layout of the tactile paving is incorrect
- De-clutter the footway of any unnecessary signs and street furniture

8.5 The kerb alignment on the west side of Putney Bridge Approach, south of the toucan crossing, creates a pinch point in the traffic. This kerb will be realigned by reducing the width of the footway. The footway will still be 3m wide. This kerb realignment will reduce the risk of vehicles side-swiping cyclists.

8.6 Short stay (1hr) parking bays are proposed along the west side of Fulham High Street between Nos. 40 and 56 Fulham High Street. These parking bays will not affect the capacity of the northbound traffic flow because the existing northbound lane is currently much wider than required. The parking bays will promote local businesses and provide facilities for residents to park while shopping.

8.7 The works between Fulham Road and Putney Bridge described above are subject to consultation.

## 9. COST OF WORKS

9.1 The estimated cost of implementing the proposed works as described above is:

- |                                       |          |
|---------------------------------------|----------|
| • CCTV installation                   | £200,000 |
| • Carriageway and footway resurfacing | £300,000 |
| • Fulham Road to Putney Bridge        | £250,000 |

9.2 The s106 funding is limited to £750,000. To avoid overspending the proposed works listed above will be prioritised with CCTV having the highest priority and the Fulham High Street works the lowest priority. The reason for this prioritisation is that it may be possible to get funding from TfL in the next financial year for the Fulham High Street works.

## **10. RISK MANAGEMENT**

- 10.1 The project risks are included in the Transportation and Highways risk register.
- 10.2 Locations of underground services are uncertain at this stage. Additional costs could be incurred as a result of these services requiring relocation. The works have been prioritised to avoid overspending.

## **11. EQUALITY IMPLICATIONS**

- 11.1 Overall the project contributes positively to equality. The Equality Impact Analysis can be viewed in Appendix 3 (available on the Council's website).

## **12. FINANCE AND RESOURCE IMPLICATIONS**

- 12.1 The Council is due to receive £750,000 from St Georges in January 2013, six months after the commencement notice was served. The project will therefore be fully funded.
- 12.2 At present the costs are based on an estimate. This is subject to change once the detail of the scheme has been costed. The funding however is limited to the amount available in this S106 account. Any variation in costs in excess of this cannot be assumed to be funded unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision.

## **13. LEGAL IMPLICATIONS**

- 13.1 There are no legal implications arising out of the proposed highways works. The money from the s.106 agreement must be used for improvements to the Fulham Palace Road corridor.



<b>No.</b>	<b>Description of Background Papers</b>	<b>Name/Ext of holder of file/copy</b>	<b>Department/ Location</b>
	None.		
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