



London Borough of Hammersmith & Fulham

Cabinet

8 FEBRUARY 2010

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

**RAVENSCOURT PARK – STATION
ACCESSIBILITY**

**Ward
Ravenscourt Park**

This report outlines proposals to carry out pedestrian accessibility improvements around Ravenscourt Park Station.

CONTRIBUTORS

DENV
DFCS
ADLDS

Recommendation:

That the Director of Environment be authorised to take the decision whether or not to implement the improvement works outlined in Section 4, in consultation with the Deputy Leader and Cabinet Member for environment, following public consultation.

<p>HAS A PEIA BEEN COMPLETED? YES</p>
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1. BACKGROUND

- 1.1 In January 2008 the London Borough of Hammersmith & Fulham (H + F) put forward a funding submission to Transport for London (TfL) for £304.5k (incl. 40% contingency) for an "Area Based Scheme – Station Access" for Ravenscourt Park Station. This envisaged an area based improvement looking particularly at pedestrian accessibility to and from the station and between the station and surrounding bus stops. The improvements will also help enhance the walking environment and increase pedestrian safety and sense of security. As part of the proposal improved cycle parking facilities will be provided and street clutter removed.
- 1.2 A briefing note was presented to ECM on 12 February 2009, outlining the funding submission to TfL and proposed pedestrian accessibility improvements around the station.
- 1.3 £25k was allocated by TfL which was spent largely on consultation, surveys and pre-design of the scheme. A further £17k has been allocated by TfL to complete the consultation and detailed design phase to be able move into the implementation phase.
- 1.4 Ravenscourt Park Station was chosen because of high entry and exit usage figures, its proximity to Hammersmith Town Centre, the borough's Main Civic Centre, Social Services and Ravenscourt Park itself. Ravenscourt Park Station's catchment area holds also the largest percentage of population aged 65+ and the largest percentage of population with illness and disability indicators within the borough.
- 1.5 H + F is a member of the WestTrans sub-regional partnership which has been part of the selection and design process. A dedicated Station Access Co-ordinator has been employed through the partnership to support the six West London authorities through the process.

2. CONSULTATION

- 2.1 Officers discussed scheme design options directly with a local residents group and local businesses in early 2009. Latymer Upper School was consulted directly in September 2009. TfL and London Underground have been consulted on an ongoing basis. The Hammersmith town centre management has also been informed about this project.
- 2.2 Local and statutory consultation took place in January 2010. There were five responses to the consultation, four from individual residents and one from the Ravenscourt Park Residents Group. This is summarised below:

Consultee	Comments & Response
Resident	Supports the widening of the western footpath and hence the narrowing of Dalling Road as it will reduce speeding. Would also like to see a 20mph zone introduced in the area.
Resident	Is concerned that the widening of the western footpath and hence the narrowing of Dalling Road will cause cars to be scraped and lose wing mirrors. <i>The new carriageway width will be at least 3.6m, which is within the standards.</i>
Resident	Is pleased that the proposed lighting in the alleyway will face towards the Hitchcock King building yard. Is concerned that the widening of the northern footpath and hence the narrowing of Ravenscourt Place will cause the road to be too narrow. <i>The new carriageway width will be at least 3.6m, which is within the standards.</i> Is concerned that relocating the parking bays on Ravenscourt Road to opposite the junction with Ravenscourt Place will cause problems due to many people performing 3-point turns at this junction. <i>The new carriageway width at this point will be within the standards. This manoeuvre could cause problems at this junction, however this would also be an issue without the relocated parking bay.</i>
Resident	Believes the signage and posts at the Ravenscourt Road / King Street junction need to be rationalised. <i>This is to be undertaken as part of the decluttering of Ravenscourt Road.</i> States that the crossover outside 14 Ravenscourt Place is redundant and that footway and parking bay should be reinstated. <i>This will have to be investigated further with the resident that this crossover serves.</i>
Residents Group	Does not support the widening of the eastern footway Ravenscourt Road because: <ul style="list-style-type: none"> • It will encourage people to congregate there. • It will cause the carriageway to become too narrow and cause traffic congestion. <i>The new carriageway width will be approximately 5m, which is within the standards.</i> • Relocating the parking bays on Ravenscourt Road to opposite the junction with Ravenscourt Place will cause problems due to many people performing 3-point turns at this junction. <i>The new carriageway width at this point will be within the standards. This manoeuvre could cause problems at this junction, however this would also be an issue without the relocated parking bay.</i> • The narrowing of the carriageway will exacerbate the problem of illegal parking on Ravenscourt Road. <i>Enforcement could be targeted in this area to try and deter the illegal parking.</i>

3. SURVEYS AND ANALYSIS

3.1 An attitudinal station user survey and pedestrian counts were carried out in January 2009. While the pedestrian counts demonstrated to officers the desirable walking paths to and from the station it was important to ask station users about any problems and/or potential improvements. The survey showed that the lighting and signage around the station should be improved. It is planned to carry out post-implementation attitudinal surveys.

- 3.2 A Crime and Disorder Audit was carried out in January 2008, which identified that CCTV is provided in the area but lighting in some of the vicinity needs enhancing. Furthermore, there has been a high level of reported cycle theft from outside Ravenscourt Park Station. The scheme will enhance and compliment the CCTV cover and lighting, and various options (including a cage) are being considered regarding making the cycle parking more secure.

4. 2010/11 PROPOSALS

- 4.1 It is proposed that the 2010/11 funding available for Station Access Improvements around Ravenscourt Park Station will be allocated to measures as follows:

4.2 Ravenscourt Place

- Northern footway repaving and widening.
- Repave footway outside station entrance.
- New cycle stands.

4.3 Alleyway between Ravenscourt Place and Dalling Road

(Please note: The proposals for the alleyway are subject to London Underground Limited's approval as the land owners, which are still ongoing)

- Repaving of alleyway.
- Replace and relocate fence.
- Install 2No. CCTV cameras.
- Install 3No. wall mounted lamps. *(If permission is granted by the owner, otherwise stand alone columns will be used)*

4.4 Dalling Road

- Western footway repaving and widening.
- Relocation and removal of street furniture.
- Signage improvements.

4.5 Ravenscourt Road

- Eastern footway repaving and widening.
- Relocation and removal of street furniture.
- New parking bay with possible inclusion of dedicated motorcycle parking, an electric charging point and a car club bay.
- Signage improvements.

5. FUTURE WORK

- 5.1 Local, statutory and station user consultation will take place in January 2010.

5.2 It is planned to carry out post-works attitudinal surveys.

6. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE SERVICES

6.1 An additional £17,000 has been allocated by TfL to complete the scheme consultation and design, which will enable implementation in 2010-11. The total allocation for this stage of the scheme in 2009-10 is now £25,000.

6.2 Subject to the successful completion of step 2, TfL have approved in principle funding in the region of £300,000 to implement the Ravenscourt Park Station access scheme for 2010-11.

6.3 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 approved by the TfL board plus a contingency. Any variation in costs in excess of the contingency can not 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

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

7.1 There are no legal implications. The proposed works fall within the council's powers under the Highways Act 1980.

LOCAL GOVERNMENT ACT 2000 **LIST OF BACKGROUND PAPERS**

No.	Description of Background Papers	Name/Ext of hold of file/copy	Department/ Location
1.	Ravenscourt Park Station Area Accessibility Step 1 bid to TfL.	Björn Volk, ext. 2377	ENV / HTHX / 4th Floor
2.	ECM report - 12/02/09.	Björn Volk, ext. 2377	ENV / HTHX / 4th Floor
3.	Stage 2 Road Safety Audit.	Matt Veale, ext. 3084	ENV / HTHX / 4th Floor
4.	Crime & Disorder Audit.	Matt Veale, ext. 3084	ENV / HTHX / 4th Floor

Alleyway between Ravenscourt Place and Dalling Road



Dalling Road



Footway outside station entrance



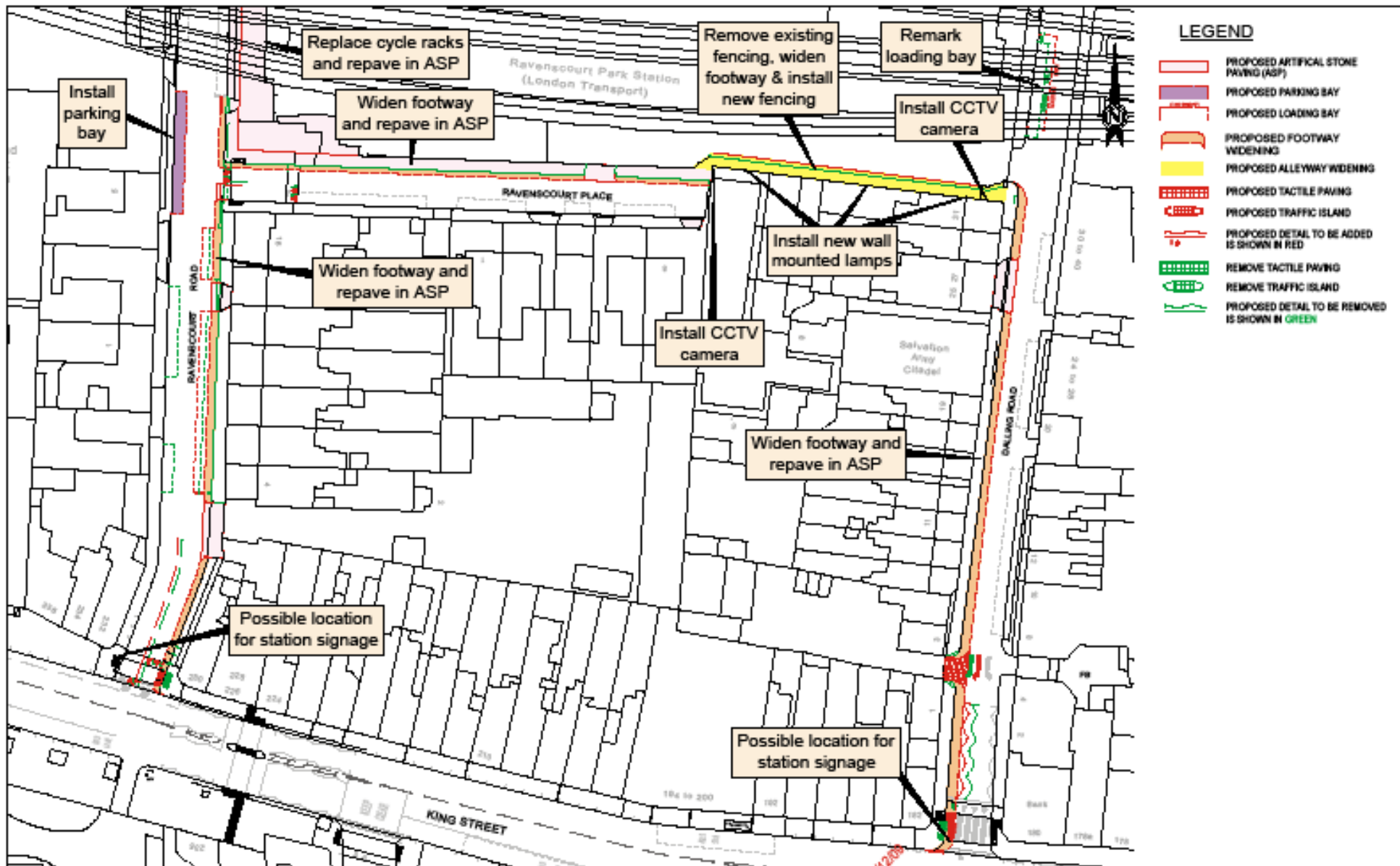
Ravenscourt Place



Ravenscourt Road



Design for proposed works around Ravenscourt Park Station



HAMMERSMITH & FULHAM COUNCIL
 Environment Services
 Town Hall Extension, King Street
 London W6 5AJ
 Tel. 020 8748 3020

Drawn BJN	Checked	Approved
Scale NTS	Original Street Size A4	
DWG No. 87310/6/1	Revision	Date DEC. '09

NOTES	Date	Rev	Init

**RAVENSOURT PARK STATION ACCESS
 PROPOSED DESIGN**

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DRAFT & UNFORWARDED 08/12/09