 <p>the low tax borough</p>	<p align="center">London Borough of Hammersmith & Fulham</p> <p align="center">CABINET</p> <p align="center">6 JANUARY 2014</p>
<p>EARLS COURT HIGHWAYS ENABLING WORKS</p>	
<p>Report of the Cabinet Member for Transport and Technical Services – Councillor Victoria Brocklebank-Fowler</p>	
<p>Open Report</p>	
<p>Classification - For Decision Key Decision: Yes</p>	
<p>Wards Affected: North End</p>	
<p>Accountable Executive Director: Nigel Pallace, Executive Director Transport & Technical Services</p>	
<p>Report Author: Nerissa Harrison, Project Engineer</p>	<p>Contact Details: Tel: 020 8753 6722 E-mail: Nerissa.harrison@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. The existing access to the Lillie Bridge LUL depot is being closed to enable the Earls Court 2 Exhibition Centre, Lillie Bridge Rail Depot, West Kensington and Gibbs Green Housing Estates and Adjoining Land (Earls Court) development to commence. Heavy vehicle access to the depot during the Earls Court development will be from Beaumont Avenue and emergency access will be from Aisgill Avenue.
- 1.2. This report summarises the highway works required to enable Beaumont Avenue to be used by heavy vehicles and Aisgill Avenue to be used by emergency vehicles accessing the LUL depot. The works proposed on Beaumont Avenue include removal of the northern footway, relocation of parking, relocation of street furniture, and alteration of the raised entry treatment. The works on Aisgill Avenue include construction of a new cross-over and relocation of a lamp column
- 1.3. The highway works are estimated to cost £130,000 and will be paid for by the developer through a s278 agreement.

2. RECOMMENDATIONS

- 2.1. That approval be given to enter into a s278 agreement with Capital and Counties (CapCo), and construct the highway works on Beaumont Avenue and Aisgill Avenue at an estimated cost of £130,000 (including fees), to be funded by CapCo.

3. REASONS FOR DECISION

- 3.1. The s278 agreement needs to be entered into before any payment will be made for the Council to undertake the highway enabling works.
- 3.2. The highway enabling works are required to implement the Earls Court development. They will allow large vehicles to access the Lillie Bridge LUL depot on Beaumont Avenue and emergency vehicles to access the depot from Aisgill Avenue. The existing access for the depot will be closed during the construction of the Earls Court development.

4. INTRODUCTION AND BACKGROUND

- 4.1. The Lillie Bridge LUL Depot is located south of West Cromwell Road and north of the Earls Court Exhibition Centre, as shown in the figure below.

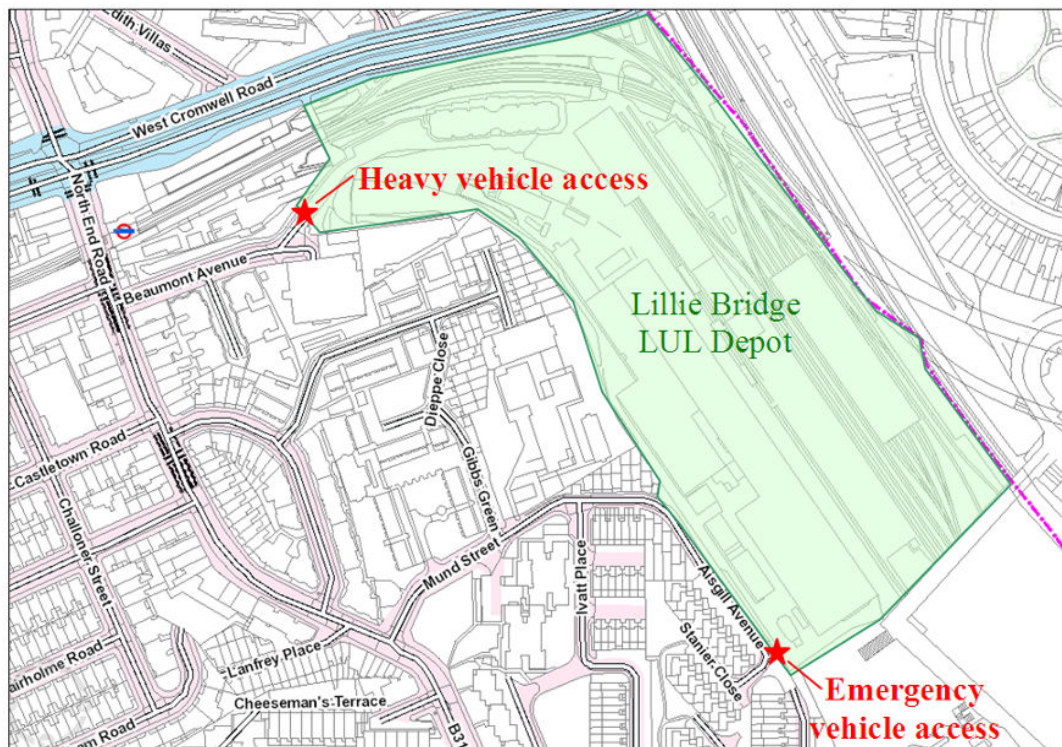


Figure 1 - Location of works

- 4.2. During construction of the Earls Court development, the existing depot access on Lillie Road will be closed. Heavy vehicle access to the depot will

be relocated to Beaumont Avenue and emergency access will be required from Aisgill Avenue.

- 4.3. Planning permission was granted and the Section 106 Agreement completed in respect of the Earls Court development on 14 November 2013.
- 4.4. The highway works described in this report are required to allow construction of the Earls Court development to proceed. The highway works described in this report must be completed by July 2014 to avoid disrupting the Earls Court development construction programme.

5. PROPOSAL AND ISSUES

- 5.1. The highway works to enable the new access locations on Beaumont Avenue and Aisgill Avenue are described in the following paragraphs.

Beaumont Avenue Works

- 5.2. At the North End Road junction with Beaumont Avenue the works include:
 - Construction of a new kerb alignment to accommodate the wide turning path of a large vehicle.
 - Conversion of the existing raised entry treatment to a 6m wide asphalt top raised entry treatment to accommodate the large vehicles. This will be designed to the Council's StreetSmart standard for bus routes.
- 5.3. The trafficable carriageway along Beaumont Avenue needs to be widened to accommodate larger vehicles. To achieve this widening without affecting parking space, the northern footway will be reallocated as parking space. The works will include:
 - Converting the northern footway space to parking bays
 - Installing strengthened utility covers on the northern footway space to accommodate car/light goods vehicle loading
 - Construction of kerbs around the existing tree pits to protect trees from adjacent parking
 - Relocation of light columns and ticket machines from the northern footway to the southern footway.

Aisgill Avenue Works

- 5.4. A new access will be constructed at the south-western corner of Aisgill Avenue near Stanier Close to accommodate emergency vehicle access to the Lillie Bridge depot.
- 5.5. The access will be built to the Council's StreetSmart design standard and will be gated to prohibit all but emergency vehicles from using the access.

- 5.6. The works will require relocation of a street lighting column and recycling bin to accommodate the new access.

6. OPTIONS AND ANALYSIS OF OPTIONS

Route Options

- 6.1. The new access locations on Beaumont Avenue and Aisgill Avenue were selected during Earls Court negotiations. There are no other viable access locations to the LUL depot.

Beaumont Design Options

- 6.2. The following options were investigated for Beaumont Avenue:
- Option 1: No change to road layout, suspend parking bays as required
 - Option 2: Remove all parking along northern footway
 - Option 3: Remove 3 parking spaces along northern footway
 - Option 4 (proposed option): Narrow northern footway to 1m wide
- 6.3. Option 4, narrowing the northern footway, was selected as the preferred option for two reasons:
- It results in the loss of only one parking bay
 - It will allow two way traffic.
- 6.4. Large 77ft long articulated lorries will access/egress the LUL depot site approximately 6-9 times a day from Beaumont Avenue. Very long 99ft lorries will need to access the site approximately 4 times a year. There are also 60 parking spaces on the LUL depot site for transit vans that will need to access/egress the site throughout the day. This volume of traffic makes Option 1 an inappropriate option because parking bays would need to be suspended on a regular basis to allow heavy vehicle access to the LUL depot.
- 6.5. Parking stress within the parking bay on the north side of Beaumont Avenue is very high. In 2013 it was surveyed as 100% utilised during a weekday afternoon, weekday evening, and Sunday afternoon. Option 1 and the preferred option (Option 4) are the only options that do not significantly reduce the number of parking spaces.
- 6.6. The existing road width is too narrow for a large vehicle to pass another vehicle from the opposite direction. Option 4 is the only option that allows two-way traffic. Option 3 is the next best option for two-way traffic but relies on cars approaching a large vehicle to pull into an available space to allow the large vehicle to pass. This will not be effective if there is more than one car (i.e. during peak periods) or if drivers are not courteous.
- 6.7. An identified disadvantage of the preferred option, option 4, is the narrowing of the northern footway. The footway will be narrowed to 1m. This is less than the minimum width of 1.2m recommended to meet inclusive mobility standards. However, this is not considered to be a significant effect because the northern footway is not on a pedestrian

desire line and the southern footway is considered sufficient to cater for pedestrian movements.

Aisgill Design Options

- 6.8. The proposed access on Aisgill Avenue will be designed to StreetSmart standards.

7. CONSULTATION

- 7.1. The designs of the proposed enabling works were developed in consultation with the Earls Court developer, CapCo.
- 7.2. Emergency services will be consulted as part of the design process.
- 7.3. Local residents affected by the works will be consulted prior to construction.

8. EQUALITY IMPLICATIONS

- 8.1. The final layout is not expected to impact equalities. Construction will affect pedestrian routes. Standard traffic management will be used to ensure all pedestrians including mobility impaired pedestrians, children, and people with prams are catered for.

9. LEGAL IMPLICATIONS

- 9.1 The Council has the power to enter into the agreement to carry out works on the highway and funded by the developer under section 278 of the Highways Act 1980.
- 9.2 Implications verified/completed by: Alex Russell, Senior Solicitor (Planning, Highways and Licensing), Tel : 0208 7532771.

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. The total of £130,000 is to be met by the developer, Capco, under the terms of a S278 agreement. This agreement has not yet been signed and the funds not yet received. Officers should ensure that the work does not commence until the funds are received and should manage the project to ensure that the costs do not exceed the amount received.
- 10.2. Implications verified/completed by: Giles Batchelor, Finance Manager, Ex. 2407.

11. RISK MANAGEMENT

- 11.1. Road safety audits will be undertaken before construction begins and following completion of the works.
- 11.2. Implications verified/completed by: Nerissa Harrison, Project Engineer, Ex 6722.

12. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 12.1. Not applicable.

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.	None		