



London Borough of Hammersmith & Fulham

Cabinet

26 APRIL 2009

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

**LOCAL IMPLEMENTATION PLAN;
HIGHWAYS CAPITAL PROGRAMME 2010/11**

**Wards
All**

**HAS THE REPORT
CONTENT BEEN
RISK ASSESSED?
N/A**

This report summarises the Transport for London funded schemes proposed for 2010/11 under the new 'corridors' and 'neighbourhoods' programmes. Twelve schemes are funded (with two reserves) in 2010/11, totalling approximately £2 million capital investment into our road network.

CONTRIBUTORS

DENV
ADLDS
DFCS

**HAS A PEIA BEEN
COMPLETED?
YES**

Recommendations:

- 1. That feasibility design and consultation on the corridors and neighbourhoods programme at a total cost of £200,000 (approx 10% of programme total), as set out in paragraphs 3.3 and 4.3 of the report, be approved.**
- 2. That authority be delegated to the Director of Environment, in consultation with the Deputy Leader (+ Environment), to approve implementation of the twelve individual corridors and neighbourhoods schemes, subject to a positive response to the consultations.**

1. STRATEGIC OBJECTIVE

1.1 Preparation of the Mayor's second Transport Strategy (MTS2) is underway and consultation closed on 12 January 2010. The date for publication of MTS2 has been given as Spring 2010; however this is more than likely to be delayed. The Mayor's emerging transport policies are as follows:

- Implementation of more shared space and simplified streetscape projects including de-cluttering, removing unnecessary guard railing and lines and improved streetscape design;
- Increased provision for cyclists including providing more cycle parking and supporting the provision of cycle highways and the development of cycle hubs;
- Support for electric vehicles, including new charging points;
- Provision of more car club bays;
- Reducing unnecessary traffic signals;
- Avoiding the use of road humps

1.2 Upon publication of MTS2, boroughs will be required to write, consult on and publish Local Implementation Plans (LIP2) which will show how they intend to implement MTS2.

1.3 The annual LIP funding submission is the means by which boroughs are allocated funding by the Mayor (TfL) to deliver their LIPs.

2. CHANGES TO 2010/11 LIP FUNDING

2.1 For the last few year, the annual funding submissions have been made on a speculative basis under 23 different programmes. Following discussions with various stakeholders, TfL have adopted a new method of funding boroughs' transport programmes aimed at giving more freedom and flexibility to boroughs.

2.2 The main changes to the LIP funding for 2010/11 are as follows;

- Reduction in the number of programmes from 23 to 5 (**maintenance, corridors, neighbourhoods, smarter travel and major schemes**);

- Retention of £100k funding for local transport projects;
 - Needs based formula for three programmes in 2010/11;
 - Longer term funding commitment;
 - Reduced requirement on details to be submitted by boroughs
- 2.3 This needs based system is based on a complex and agreed formula and forms the basis of the 2010/11 transition funding year. On 8 May 2009 TfL announced the borough funding allocation under three of the new programmes:
- **Corridors - £1,246,000**
 - **Neighbourhoods - £798,000**
 - **Smarter Travel - £297,000**
- 2.4 On 5 June 2009, a Cabinet Members Decision paper was agreed by the Deputy Leader (+ Environment) detailing the schemes to be developed and delivered. This included a speculative submission for maintenance funding. The geographical extent of the funding submission for the corridor and neighbourhood programmes can be seen in Appendix 1.
- 2.5 The schemes were agreed by TfL in November 2009.

3. CORRIDORS

- 3.1 The Corridors programme is an amalgamation of the following six previous programmes;
- Bus priority
 - Bus stop accessibility
 - London Cycle Network+
 - Cycling
 - Walking
 - Local safety schemes
- 3.2 The high level objective for corridors is to develop holistic schemes for key corridors that address issues relating to the smoothing of traffic flow, bus reliability, safety, cycling (including parking), public realm and removal of street clutter.
- 3.3 The borough's allocation of £1,246,000 has been sub divided into six schemes to develop and deliver in 2010/11;

- **Goldhawk Road (C1) - £400,000**

Completion of the upgrade to the existing staggered pelican crossing at Conningham Road to a straight across toucan crossing and associated footway widening, (£280,000). This scheme was approved by Cabinet on 9 November 2009 and appendix 2 shows the new layout.

The remaining £120,000 shall be used to commission an extensive, independent, multi modal transport study through our framework transport consultants. Goldhawk Road is an important corridor and the study shall advise how the extensive road space can be best used to stimulate regeneration and inclusivity. We anticipate the study identifying a multi million pound improvement scheme that can be delivered over the following three years subject to securing funding through the new TfL programmes.

- **North End Road (C2) - £50,000**

Completion of the parallel initiatives approach carried out over the last two years to this busy north-south route to address the streetscene, conflicting road uses, lack of a southbound bus stop and freight matters associated with loading for the shops and markets.

Cabinet approval was given for phase two of this scheme on 9 November 2009 and appendix 5 shows the associated drawings. This work will comprise the third and final phase of work.

- **Riverwalk (C3) - £200,000**

Four schemes are to be funded along the riverwalk under this allocation, prioritised through the riverwalk enhancement which will be considered by Cabinet in February 2010.

1. Completion of the riverwalk enhancements along Upper Mall (£70,000).
2. Extensive repaving and signage of the section of riverwalk at Putney Bridge (£70,000)
3. Contribution towards the cycle paths through Bishops Park as part of the lottery project (£50,000)
4. Re-signage and decluttering of the entire riverwalk to include suitable sections identified for shared use (£10,000)

The Upper Mall enhancements have met with some objection with regards to the nature of designating sections of the riverwalk as shared use. The success or otherwise of this test section shall influence how other sections are taken forward.

- **Askew Road (C4) - £200,000**
Completion of the minor projects carried out in 2009/10 (raised entry treatments, loading bays and stop and shop parking bays). To include extensive de-cluttering and reallocation of road space, footway upgrading and improving the layout, operation and efficiency of the signalised junction at the junction of Askew Road and Uxbridge Road. The latter of these was given Cabinet approval on 7 December 2009 and Appendix 3 shows the layout.

The consultations carried out in 2009/10 for the local safety scheme local businesses and residents. Askew Road is a key north-south route as well as a busy bus corridor. There is a need to balance road space with the competing needs of a thriving local shopping centre.

- **Du Cane Road (C5) - £150,000**
Funding to rationalise the extensive traffic calming features constructed over the last ten years to improve bus and cyclist movement as well as support the increase in pedestrian activity on this road due to the increased development of the hospital site.

Traffic management is moving towards simplicity as can be seen in successful streets at Kensington High Street and King Street. The brief for this scheme is to remove a lot of the old fashioned features that inhibit traffic flow and encourage a smoother progression for all road users.

- **Wayfinding (C6) - £150,000**
Funding to deliver the legible London direction system to Hammersmith and Fulham town centres.

Cabinet approval was given on 12 October 2009 to install legible London signage in Shepherds Bush. Appendix 4 shows a mock up of one of the signs.

Legible London is an innovative and interactive way of providing a high quality pedestrian environment and can allow us to remove traditional pedestrian signage.

- **Fulham Palace Road (C7r) - £249,000 (reserve)**
Contribution towards the Route 220 3G package of measures along this important north-south corridor. Package includes a range of measures to smooth all traffic through this busy congested route, including upgrading pelican crossings to puffins, raised entry

treatments, waiting and loading improvements and kerb realignments.

Should the reserve funding be released officers shall work with TfL, residents and Ward councillors in prioritising those elements of the scheme that can be funded to assist the sliproad project.

3.4 The remaining £96,000 is allocated to:

- **Accident investigation - £36,000**
To a dedicated officer resource to review annual casualty data to identify priority areas and produce annual monitoring reports towards the Mayoral casualty targets.

- **Cycle training - £60,000**
Funding to provide *bikeability* training (the new name for cycling proficiency) to 500 children and adults a year through a framework contract with an approved training provider. It is our intention to re-tender this contract in April 2010.

3.5 The corridor schemes can be seen on the borough map attached to this report as appendix 1. The corridor schemes are identified in blue referenced C1 to C6 along with C7r.

4. NEIGHBOURHOODS

4.1 The Neighbourhoods programme is an amalgamation of the following six previous programmes;

- 20 mph zones
- Freight
- Regeneration
- Environment
- Accessibility
- Controlled parking zones

4.2 The high level objective for neighbourhoods is to carry out local area improvements and also work on Legible London, shared space, reduction of street clutter, and an expansion of electric charging points.

4.3 The borough's allocation of £798,000 has been sub divided into four schemes to develop and deliver in 2010/11:

- **Wendell Park (N1) - £270,000**

This is an area which has had much representation from the local community on traffic and safety issues. Investigation and initial consultation is being carried out in 2009/10 with implementation in 2010/11. There is an opportunity for holistic improvements to safety, accessibility, walking and the environment.

As part of the Controlled Parking Zone I consultation which runs until 19 February 2010, residents have been asked to identify and road or public realm issues they have which will inform the design process. Results of this initial consultation shall be made available for the Cabinet meeting.

- **Brook Green (N2) - £200,000**

Although this area was traffic calmed a few years ago, there remains a significant number of casualties. Examination of safety issues will be combined with de-cluttering and environmental improvements. Investigation and initial consultation is being carried out in 2009/10.

The original Brook Green 20mph zone is very traditional in its signage and use of traffic management and calming features. The brief for this scheme shall be to rationalise the features that have been installed and concentrate on innovative solutions to the areas that are still exhibiting high levels of personal injury accidents.

- **South Park (N3) - £130,000**

This is an area which has had much representation from the local community on traffic issues, particularly concerns about the perceived level of through traffic using local roads. A neighbourhood approach will allow this issue to be considered alongside environmental and accessibility improvements, including routes to and through South Park.

There are a number of schools in the area which all have approved school travel plans that identify numerous barriers to increasing the number of students cycling and walking to school. The area takes in Peterborough Road, Broomhouse Road, Carnwath Road and Hurlingham Road.

A meeting with residents and stakeholders of the South Park area has been arranged for 17 March 2010.

- **Ravenscourt Park (N4/5) - £200,000**

The associated controlled parking zones are due to be reviewed as part of the 2010/11 parking programme. The extra funding will allow wider transportation issues to be considered including safety, accessibility and environmental improvements. As with Wendell Park, we shall initially ask residents where they perceive issues to be in their area and develop schemes accordingly.

The area covered by this funding takes in most of the Grove 20mph zone and the busier routes of King Street, Paddenswick Road and Dalling Road as well as the network of minor roads down to the river. The scheme will complement the Ravenscourt Part station access scheme which TfL are funding through their area based schemes programme in 2009/10 and 2010/11.

We have identified this area as one that would benefit from the introduction of on street car club bays, subject to local support.

- **Wormholt Park (N6r) - £160,000 (reserve)**

This area has been identified as a priority for works previously funded from TfL's "Local Area Accessibility" funding stream. A neighbourhood approach will allow accessibility issues to be examined alongside safety, environmental and other improvements.

The extent of the area covers the Wormholt 20mph zone which has had a modest success with regards to casualty reduction since its implementation in 2005.

Should the reserve funding be released a similar approach to consultation and scheme development shall ensue.

- 4.4 The neighbourhood schemes can be seen on the borough map attached to this report as appendix 1. The neighbourhood schemes are identified in green referenced N1 to N5 along with N6r.

5. SMARTER TRAVEL, MAINTENANCE AND MAJOR SCHEMES

- 5.1 This report does not seek approval for the remaining three programme areas as above. Key Decision reports will be prepared, as appropriate, for each programme separately.
- 5.2 The smarter travel programme does not consist of any capital investment in the road network. This programme concentrates on education, training and publicity projects covering road safety, travel planning and travel demand management. Cabinet approval for this programme will be sought in due course.
- 5.3 The maintenance programme gained Cabinet approval on 14 January 2010.
- 5.4 The process for major schemes funding has not changed and officers have recently submitted the first in a series of applications to provide

£2.5m match funding for the extensive improvements to the Goldhawk Road that the transport study identified in 3.3 shall influence. Cabinet approval for this scheme will be sought in due course.

6. LOCAL TRANSPORT FUND

- 6.1 As with 2009/10, £100,000 has been made available to boroughs under the local transport fund. 'This funding is allocated for each borough to spend on transport priorities of their choice. This is on a trial basis and may be used, for example, to expand an existing scheme or initiate some new transport projects'
- 6.2 On 30 July 2009, six schemes were approved by the Cabinet member for Environment utilising the 2009/10 allocation following a round of consultation at both officer and member level. A similar approach will be followed to develop schemes for 2010/11 under this programme.

7. FEASIBILITY AND CONSULTATION

- 7.1 The change in emphasis on funding for these schemes requires a change in approach to feasibility and consultation. A multi disciplinary officer working party has been set up to capture the changes to the processes as part of our quality management system.
- 7.2 For every scheme, officers will consider a range of highways and transport inputs, such as: casualty statistics, accessibility, bus and cycle movement, smoothing traffic, streetscene etc.
- 7.3 Schemes will be developed using our highways design manual, streetsmart, alongside the latest in innovative traffic management techniques.
- 7.4 We have had a mixture of response rates to traditional consultation techniques we have used in the past and have set a target of 20% response rate for every scheme in 2010/11. We believe this is a challenging yet achievable target utilising innovative techniques and the application of IT solutions, web based consultation and door to door canvassing.

8. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE SERVICES

8.1 Transport for London (TfL) have approved funding for 2010-11 as follows:

Corridors	£1.246m
Neighbourhoods	£0.798m
Smarter Travel	£0.297m
Total	£2.341m

8.2 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.

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

9.1 The Assistant Director has read this report and is satisfied with its content.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of hold of file/copy	Department/ Location
1.	Local implementation plan 2005-2009	Nick Boyle X 3069	EnvD 4 th floor, HTHX
2.	2010/11 LIP bid forms	Nick Boyle X 3069	EnvD 4 th floor, HTHX
CONTACT OFFICER:		NAME: NICK BOYLE EXT. 3069	