

 <p>the low tax borough</p>	<p><b>London Borough of Hammersmith &amp; Fulham</b></p> <p><b>CABINET</b></p> <p><b>3 MARCH 2014</b></p>
<p><b>HAMMERSMITH FLYUNDER FEASIBILITY STUDY: REFERENCE FROM THE TRANSPORT, ENVIRONMENT AND RESIDENTS SERVICES SELECT COMMITTEE</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:</b> For Decision</p> <p><b>Key Decision:</b> No</p>	
<p><b>Wards Affected:</b> Hammersmith Broadway, Ravenscourt Park, Avonmore and Brook Green, Fulham Reach, North End</p>	
<p><b>Accountable Executive Director:</b> Nigel Pallace – Bi-Borough Executive Director Transport and Technical Services</p>	
<p><b>Report Author:</b> Nicholas Ruxton-Boyle – Transport and Development Manager</p>	<p><b>Contact Details:</b>  Tel: 020 8753 3069  E-mail: <a href="mailto:nick.boyle@lbhf.gov.uk">nick.boyle@lbhf.gov.uk</a></p>

## 1. EXECUTIVE SUMMARY

- 1.1. The recent closures of Hammersmith Flyover for repairs has brought the long term viability of this structure to light. The flyover forms part of the A4 and is managed by Transport for London (TfL).
- 1.2. In 2013 the Mayoral Road Task Force report on the future of road policy in London recommended that tunnelling the A4 is explored. The council has undertaken a feasibility study into burying the flyover. This report is a draft of the findings and recommendations.
- 1.3. The final feasibility report will be published in March 2014 and issued to the Mayor with the sole purpose to encourage TfL to take the project through the next stages of development and eventually onto their forward plan.

## **2. RECOMMENDATIONS**

That Cabinet supports the Transport, Environment and Residents Services Select Committee recommendation as listed below:-

- 2.1. That approval be given to the publication of the Hammersmith Flyunder feasibility study for issue to TfL. The key findings and recommendations to TfL from the study are below and detailed further in the select committee report attached as appendix 1 to this report.

### Key Findings

- There is a high level of local public support for removing the flyover, alongside concerns around traffic disruption and the local road network.
- Both long and short tunnels were found to be geotechnically feasible to construct at a cost of £200m to £1700m
- The degree to which Hammersmith Town Centre can be reimagined is dependent on the removal of the flyover but also on addressing the gyratory
- The longer the tunnel the less traffic is likely to use it
- Junctions from a main tunnel increase its use but considerable environmental and economic issues arise
- Neighbouring Councils have been involved in the study from the outset and are broadly supportive of the Council's vision.

### Recommendations to TfL

- To establish strategic aspirations and concerns
  - To continue and take forward the feasibility study allowing a more strategic view and detailed analysis of such matters as alignment, portal location and junctions
  - To build on the collaborative work undertaken by the flyunder taskforce
  - To develop an appraisal framework in order to inform investment decisions with regards to road infrastructure projects.
- 2.2 That the Council recommends that TfL take full account of the environmental benefits for residents and the restoration of community links that the project would achieve in reaching their decision.

## **3. REASONS FOR DECISION**

- 3.1. TfL are the highway authority for the A4, the traffic authority and the strategic highway authority for London. Any replacement of Hammersmith Flyover with a tunnel, as explored in this feasibility report, is TfL's decision to consider and ultimately make alongside consultation with the local highway and planning authority.

## **4. INTRODUCTION AND BACKGROUND**

- 4.1 There are three main reasons why the Council chose to undertake a feasibility study into the burying of Hammersmith Flyover. The first is that ongoing and future maintenance of this 50 year old structure causes traffic chaos across west London. The second is that a number of recent publications have suggested that it would be beneficial to residents and businesses in Hammersmith if the flyover were buried, transforming the urban space. Third and finally, TfL, as the highway authority for the A4, challenged the Council to be bold and transformative which matches the Council's ambition for Hammersmith town centre.
- 4.2 On 23 October 2013 the full Council resolved to:
- Welcome the appointment of the borough's "Flyunder Champion" Neale Stevenson and the Council's taskforce on the Hammersmith Flyunder.
  - Resolve to work towards a tunnel replacement for the Hammersmith Flyover.
  - Recognise that it is important to run an effective cross-party campaign that demonstrates to the public and key government and GLA decision makers how all of the London Borough of Hammersmith and Fulham Council's elected representatives back the Hammersmith Flyunder project.
- 4.3 The Select Committee report attached as appendix one to this report sets out the detailed findings of the feasibility study. This covers the four main elements of the study; engagement, geotechnical, traffic and master planning. The final feasibility report will be published and handed to TfL in March 2014 with the intention that they take forward the study..

## **5. OPTIONS AND ANALYSIS OF OPTIONS**

- 5.1. The attached select committee report compares the main two options for a tunnelled replacement of Hammersmith Flyover; long and short. Both options were compared using a number of environmental and economic factors developed from the engagement undertaken as part of the project. Both options were found to perform differently against these factors under the feasibility analysis that was undertaken. It is recognised that additional work is required on both options which forms the basis of the recommendations to TfL.

## **6. CONSULTATION**

- 6.1. Details of the extensive engagement carried out as part of the feasibility study are set out in the Select Committee report for the 12 February 2014 meeting as appendixes to this report

**LIST OF APPENDICES:**

1. *Select Committee Report 12 February 2014*
2. *Minutes of the Select Committee 12 February 2014*