



London Borough of Hammersmith & Fulham

CABINET MEMBER DECISION

27 OCTOBER 2014

KENMONT GARDENS LANDSCAPING WORKS

**Report of the Cabinet Member for Environment, Transport & Residents Services –
Councillor Wesley Harcourt**

Open Report

Classification - For Decision

Key Decision: No

Wards Affected: College Park Road & Old Oak Road

Accountable Executive Director: Nigel Pallace

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AUTHORISED BY:

The Cabinet Member has signed this report.

DATE: 27 October 2014.

1. EXECUTIVE SUMMARY

- 1.1 This report details proposed highway improvements within the residential area of College Park (junction of Ponsard Road with Kenmont Gardens). Other local roads adjacent to this location are Letchford Mews and Vallerie Road. Please see plan in Appendix 1 which shows the existing layout.
- 1.2 It is proposed to remove the existing emergency access at Ponsard Road by upgrading the area in question to a new landscaped area, with trees planted and benches provided as a traffic free public area. Please see the proposed layout in Appendices 2 and 4.

- 1.3 Cabinet approved the 2014/15 Integrated Transport Programme on 14th October 2013 which included an allocation of £225,000 for this scheme. Project approval was delegated to the Cabinet Member for Transport and Technical Services, in consultation with the Executive Director Transport and Technical Services.

2. RECOMMENDATIONS

It is recommended that:

- 2.1. Approval be given to proceed with the landscaping and sustainable drainage works as detailed in this report at an estimated cost of £275,000 with £225,000 funding from the 2014/15 TfL Integrated Transport allocation and £50,000 from available SuDS funding.
- 2.2. Approval be given to prevent motor vehicles from using the small area of carriageway at the southern end of the proposed landscaped area. (See appendix 3).

3. REASONS FOR DECISION

- 3.1. The proposal is intended to:
- Create an improved pedestrian space to better serve the local community..
 - Deter anti-social behaviour.
 - Provide a Sustainable Drainage System (SuDS)

4. INTRODUCTION AND BACKGROUND

- 4.1. In 2010 the College Park Residents Association (CoPRA) wrote to the Council stating that “this community has no informal and freely available focal point to give it a sense of place”. With the Neighbourhood programme in College Park, officers have been able to engage with local people to evolve a scheme to provide a high quality public space for the local community in College Park.
- 4.2. The area in question is within the residential area of College Park, also known as the College Park 20mph zone. It is at the cross section of Ponsard Road with Kenmont Gardens, with Vallerie Road and Letchford Mews being adjacent to the area, see appendix 1. The area is raised and partially landscaped, with three trees planted, but it is in general a fairly low grade landscaped area. In total some 40 bollards are currently in situ to protect pedestrians and deter vehicles from using the area.

- 4.3. The bottom end of the landscaped area still allows vehicular access and a line of bollards prevents this being used as a through route. The Emergency Services have confirmed that this route is not needed. This provides an opportunity to extend the pedestrianised area southwards and thereby create an enlarged and enhanced landscaped area by preventing motor vehicles from using this area.
- 4.4. Kenmont Primary School, with its entrance in Vallerie Road is a short distance from this area, with lots of children using the above area on their way to and from the school. It was reported by residents that the area in question, although very close to the Kenmont Primary School, was often subject to various types of anti-social behaviour, drug dealing, fly tipping, drinking, etc.

5. PROPOSAL AND ISSUES

- 5.1 The scheme elements are described in detail in section 7. The main elements are an ovoid area of seating surrounded by hard and soft landscaping. Lighting will be improved and a sustainable drainage system put in place.
- 5.2 The scheme would be enhanced further technically by introducing a Sustainable Drainage System (SuDS) element to the scheme. This will include the installation of permeable surfaces, ground level planters and underground storage cells. Rainfall will permeate through the surface where it will be directed to the planters and then on to the storage cells for a controlled release to the sewer. This design will help to reduce the risk of surface water flooding to the immediate area. By holding the water at the surface and in the underground storage cells for a short space of time, we are helping to reduce the risk of sewer flooding to other properties downstream.
- 5.3 The surface area will be covered in a different surface material, in order to indicate pedestrian only area. The top material will be permeable, with an impermeable macadam binder course beneath. The surface water is expected to run through the permeable material and run along the impermeable surface towards the planting beds, where the water is let in through gaps in the sett edging.
- 5.4 During large rainfall events surface water will pond in a designed oval shape to the north of the southern planter. This will form a shallow play feature in addition to providing additional storage for the surface water to control flows into the sewer. The ponding will only occur for a limited period of time before permeating through the surface and flowing into the planter. During extreme rainfall events the designed ponding will occur and any additional flow will follow an exceedence path, created via slight contouring, leading to a gully located to the east on Ponsard Road.
- 5.5 No traffic disruption is expected during the scheme implementation. There are no major constraints to the implementation of the scheme.

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1. Taking into the consideration residents' concerns and wishes, a feasibility study was developed in which 3 options were analysed and presented to the members of the **College Park Residents Association (CoPRA)** .
- 6.2. As a result of these initial discussions three options were presented to CoPRA members, and one of these options was chosen as their preferred scheme. This option was later subject to a number of minor changes, as a result of various issues, e.g. underground services, existing underground conditions and additional residents' concerns.

7. CONSULTATION

- 7.1. During the feasibility and design study, we have been closely liaising with the members of CoPRA in order to get their input into the design. The Council officers attended CoPRA's meetings at which ideas and plans were discussed and shared. The CoPRA members embraced the project from the start and were involved in spreading the word to their fellow residents. Initially three options were considered, with the members of the CoPRA settling for option 3, which was an even mix of a soft and hard landscaping ideas, with SuDS element underneath (see appendix 4).
- 7.2. Residents were keen to see the following improvements:
 - area designated to residents, children and elderly in a way that no vehicular traffic is allowed. *We agreed that an improved landscaped area in a way of "pocket park", with soft measures like low planters and plants, trees will be introduced*
 - more green space; *this was addressed through the introduction of a soft landscaping planting beds with number of trees planted.*
 - improvements to the exiting lighting; *existing lighting will be upgraded to a new modern lights with increased luminance*
 - *safer and well lit area with CCTV; the introduction of CCTV was disregarded due to a high costs and it is believed that once the area is upgraded to what is planned, it should deter antisocial behaviour from it.*
 - exercising elements within the new landscaped area; *it was deemed and agreed that with the size of the new proposed landscaped area and the vicinity of residential units, the introduction of exercising machines would not be necessary and it could bring type of behaviour not necessarily needed in the area.*

- sitting and playing area; *benches will be provided with undersitting lights provide. Playground element was disregarded due to the size of the area as well as the effects that can have on residential units nearby.*

- 7.3. Once the design was finalised we consulted residents of the College Park by letter. Please see the consultation letter in Appendix 3. About seven hundred letters were delivered, with no responses to the scheme being received.
- 7.4. The Emergency Services have been consulted on the proposed prohibition of motor vehicles at the southern part of the scheme and they confirmed no objections to this.
- 7.5. The scheme is intended to commence construction in November, 2014, with completion by the end of March, 2015. Residents and local businesses will be notified of any works before implementation begins.

8. EQUALITY IMPLICATIONS

- 8.1. There are no especial equality implications.

9. LEGAL IMPLICATIONS

- 9.1 There are no legal implications arising out of the physical highways works set out in the report. Any proposed changes to existing or the making of new traffic management orders including restricting the use of vehicles and limiting users to pedestrian and cycle use (paragraph 4.3) will require the council to follow the statutory process set out in the Road Traffic Regulation Act 1984 and secondary legislation and may lead to a public inquiry should objections be made.
- 9.2 As road traffic authority, the council must exercise its functions as far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.
- 9.3 Implications verified/completed by: Alex Russell, Bi-Borough Senior Lawyer (Planning Highways and Licensing), Ex. 2771.

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. The proposed works are estimated at £275,000. Transport for London (TfL) have approved funding of £226,000 from the LIP programme for 2014-15 and £50,000 has been set aside from the DEFRA funded Lead Local Flood Authority/SuDS programme in 2014-15.

- 10.2. At present the costs are based on an estimate. Officers may need to manage the workload to ensure that expenditure is contained within the approved provision.
- 10.3. Implications verified/completed by: Gary Hannaway, TTS Head of Finance, Ex. 6071

11. RISK MANAGEMENT

- 11.1. The works are subject to an internal road safety audit being undertaken.

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
	None.		

LIST OF APPENDICES:

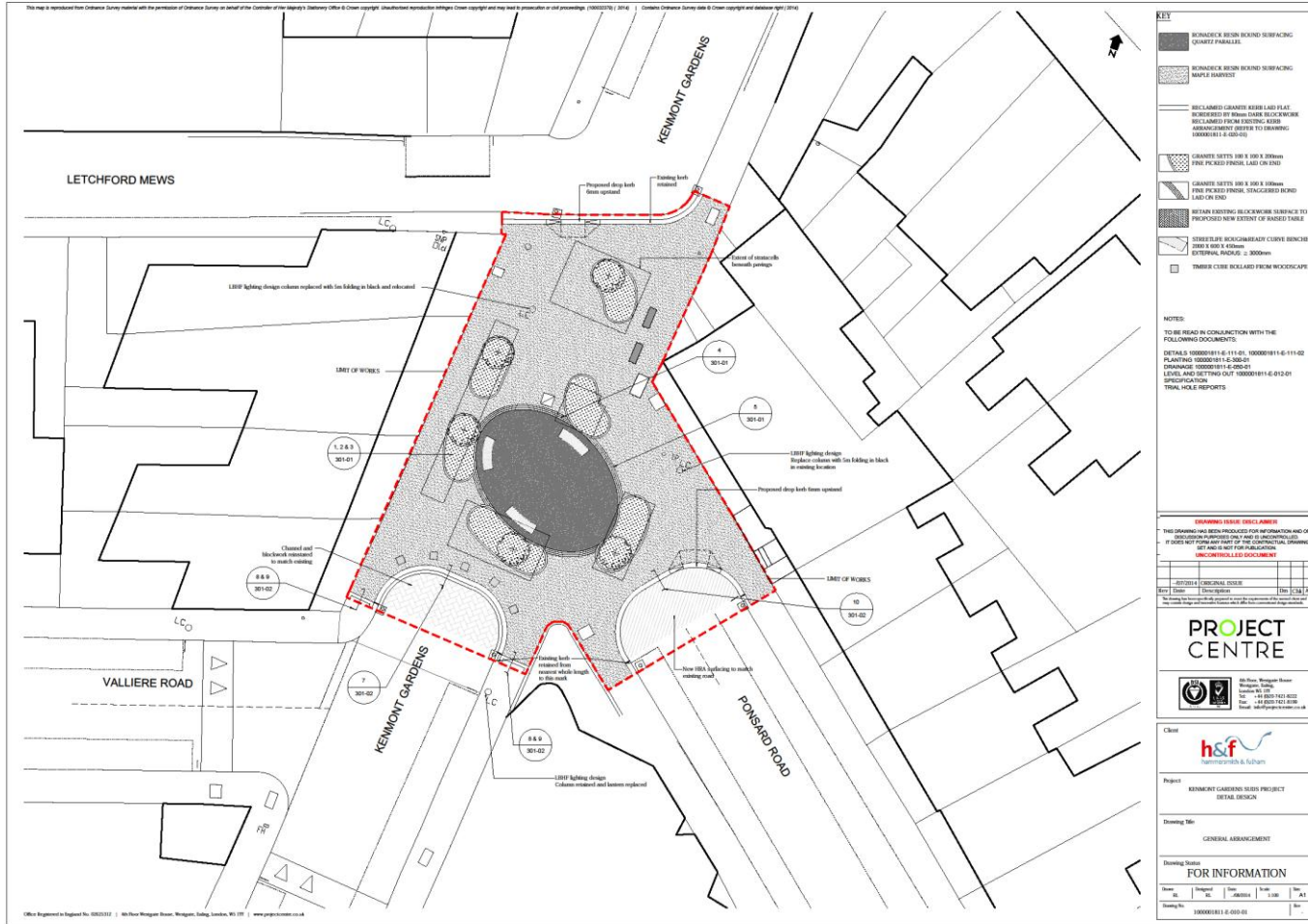
Existing layout of the junction

Proposed layout /proposed extent of the landscaping area

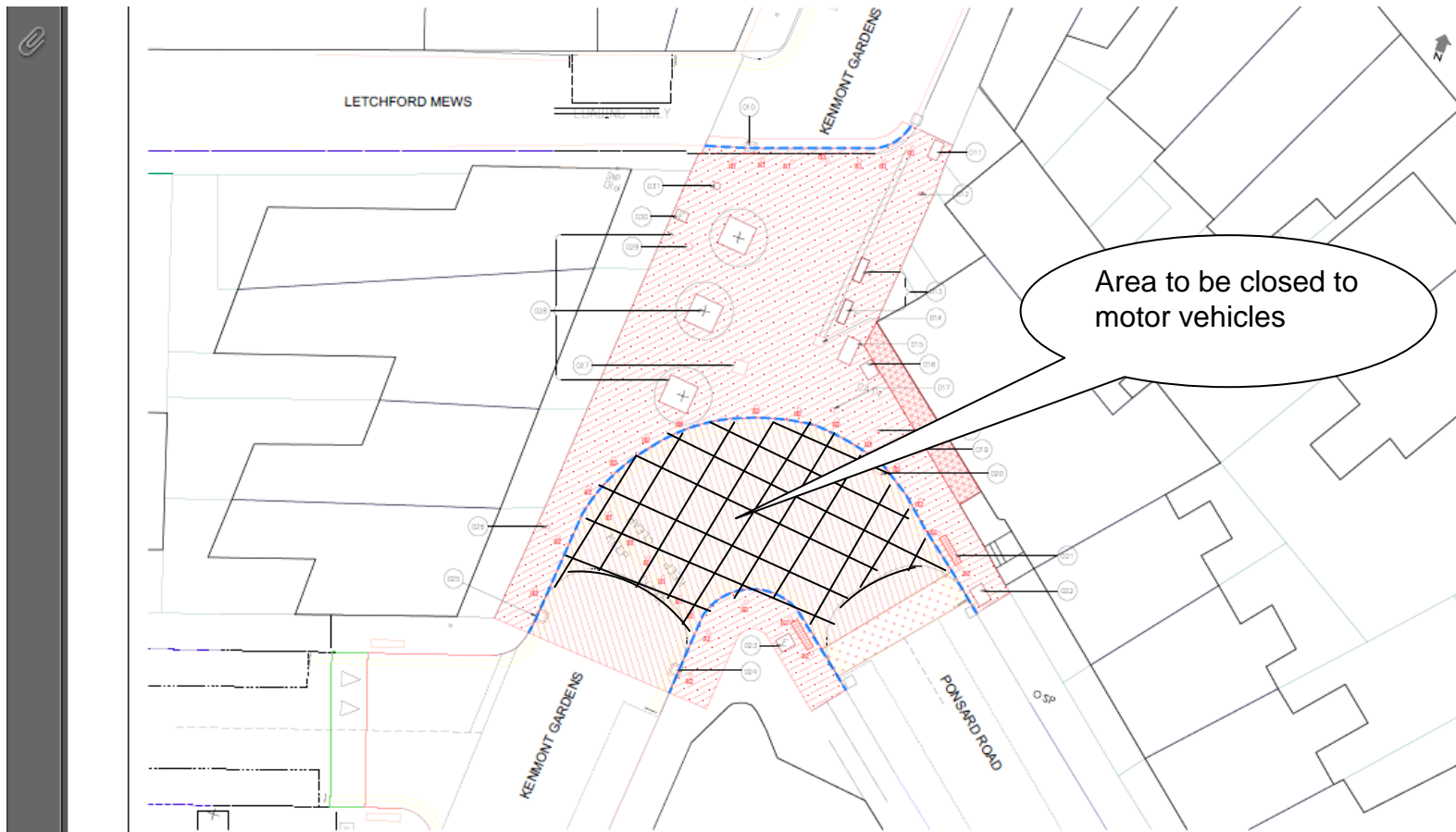
The area to be closed for vehicular traffic

Landscaped proposal

Appendix 2



Appendix 3



KENMONT RAIN GARDEN

Landscape Proposals

precedent images/examples:



1. Pedestrian surface - resin bound gravel (permeable)
2. Street trees - Snowy Mespilus (Amelanchier lamarckii 'Robin Hill')
3. Curved timber benches with integral lighting, arm rests and backs
4. Rainwater collection from hall roof
5. Seat bollards
6. Maximum extent of temporary rain garden water collection
7. Concrete blocks to match existing raised table
8. Ground level planters edged with granite cubes
9. New white street lighting on 5m columns

PERSPECTIVE SKETCH



LAYOUT PLAN



PROJECT CENTRE

h&f
hammersmith & fulham