



London Borough of Hammersmith & Fulham

CABINET MEMBER'S DECISION

FEBRUARY 2015

AUSTRALIA ROAD CORRIDOR AND SUDS SCHEME

Report of the Cabinet Member for Environment, Transport, and Residents Services

Open Report

Classification: For Decision

Key Decision: No

Wards Affected: Wormholt and White City

Accountable Executive Director: Mahmood Siddiqi, Director of Transport and Highways

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AUTHORISED BY:

The Cabinet Member has signed this report.

DATE: 9 February 2015.

1. EXECUTIVE SUMMARY

- 1.1. A detailed design has been developed, proposing to convert the southern section of Australia Road between India Way and Canada Way into a pedestrian and cyclist space with limited vehicular access for emergency and maintenance vehicles. Sustainable drainage systems (SuDS) play a prominent role in the design. **Appendix 1** includes a general arrangement drawing of the proposed works.
- 1.2. The purpose of this report is to seek approval to:
 - Approve the implementation of works at an estimated cost of £830,000.
 - Approve in principle of the use of land at the frontage of Randolph Beresford Early Years Centre as Highways to allow a rationalisation of maintenance responsibilities. This land will become highway maintainable at public expense.
 - Restrict vehicular access along the southern section of Australia Road between India Way and Canada Way.
- 1.3. The funding for this scheme has been sourced from the Transport for London (TfL) Local Implementation Programme and funding specifically designated for the implementation of sustainable drainage systems.

2. RECOMMENDATIONS

- 2.1. That approval be given to implement the detailed design of the Australia Road Corridor and SuDS scheme at a total cost of £830,000 subject to statutory consultation and any further steps to take on the maintenance responsibility of the new highway currently not adopted highway.

3. REASONS FOR DECISION

- 3.1. The scheme will provide many benefits to the community including:
- A safer environment and improved accessibility for children and residents to Randolph Beresford Early Years Centre, the adventure playground, and the community playground.
 - An opportunity to implement SuDS within the borough to help reduce rain water entering the combined sewer system and reduce the peak discharge during rainfall events.
 - A new community events space / piazza that will become a focal point for residents.
 - Improved air quality and street quality.
 - Improved well-being of children by providing a space for safe active play.
 - An educative tool for local schools on the sustainable use of water and local ecology.
 - A scheme which will support regeneration of the White City area.
- 3.2. The scheme has received strong public support from key stakeholders including local residents, Randolph Beresford Early Years Centre, Team White City, and the White City Residents Association.

4. INTRODUCTION AND BACKGROUND

Background

- 4.1. The initial idea for a pedestrian space originated from Randolph Beresford Early Years Centre during the White City Neighbourhood Scheme (2013/14). The fundamental concept of the original proposal is to provide a safer and improved link between the Early Years Centre on the southern side of Australia Road and the two playgrounds on the northern side.
- 4.2. The opportunity to incorporate SuDS and provide an improved public space / events piazza were identified early during the design process to maximise the benefits of the scheme to the wider public.
- 4.3. Two previous Cabinet Member and Cabinet reports (dated 2 September 2013 and 16 September 2013 respectively), granted approval for a concept design to be undertaken and consulted upon. It was also agreed that the Cabinet Member for Transport and Technical Services, in consultation with the Executive Director Transport and Technical Services, be authorised to approve the implementation of the scheme (amongst others) at a total cost of £1,022,720) subject to a favourable outcome of public engagement.

Strategic objectives

- 4.4. The proposals detailed in this report aim to meet the objectives of the Mayor's second Transport Strategy (MTS2) and the Borough's Local Implementation Plan (LIP2).
- 4.5. The borough's seven transport objectives are listed below. The highway improvements detailed in this report are expected to meet numbers 2, 3, 4, 5, 6 and 7 (as detailed in LIP2).
 - 1) Support sustainable population and employment growth in the five regeneration areas - White City Opportunity Area, North Fulham Regeneration Area, Hammersmith Town and Riverside, South Fulham Riverside and Old Oak Common and Hythe Road area.
 - 2) Improve the efficiency of our road network
 - 3) Improve the quality of our streets
 - 4) Improve air quality in the borough
 - 5) Make it easier for everyone to gain access to transport opportunities
 - 6) Support residents and businesses by controlling parking spaces fairly
 - 7) Reduce the number of people injured and killed on our streets

5. PROPOSAL AND ISSUES

Overview of proposed works

- 5.1. A general arrangement plan of the proposed works is included in **Appendix 1**.
- 5.2. The proposal is to redevelop Australia Road as a pedestrian and cycle space with access permitted for emergency and maintenance vehicles. Vehicles will only be permitted to access the Early Years Centre car park at the western end of the scheme and UK Power Network's electricity sub-station in the middle of the scheme. The presence of limited regulatory signage, gateway features and planted retention basins will discourage all other motorised vehicular use.
- 5.3. Sustainable drainage is a core aspect of the concept design. The aim is for water to be retained within the site during storm conditions and for peak discharge into the combined sewer system to be reduced during rainfall events. The retention basins are the critical features to achieve this. Permeable paving will also be used throughout the paved areas of the site. Rainwater from the school roof will be fed into a retention basin using open channels.
- 5.4. The wide pedestrian boulevard will enable the street to be used as a play street. A "balancing" wall running through two of the retention basins acts as a low maintenance children's play feature. A new access and gate is proposed for one of the playgrounds on Australia Road.

- 5.5. New street furniture including benches, bins, cycle parking, lighting and CCTV have been incorporated into the design for amenity and safety purposes.
- 5.6. Regulatory signage will be clear and follow the Traffic Signs Regulations and General Directions. The approach of not using traditional yellow line road markings within the extent of the scheme is consistent with the philosophy outlined in a letter to Council Leaders from the Department for Transport promoting the increased use in Restricted Parking Zones (4 October 2013).

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1. An analysis of the impacts of the proposed works was completed as part of a previous Transport and Technical Services Cabinet Member Report. The positive and negative impacts of the preferred option are:
 - + A safer environment and improved accessibility for children and residents to the early years centre, the adventure playground, and the community playground.
 - + Improved wellbeing of children by providing a space for safe, active play.
 - + A community and event space. The scheme provides an area for people to meet and take part in community events. A project that will improve the street environment and introduce a focal point for the residents of the estate.
 - + Safe cycling route and a space for children to learn to ride a bike.
 - + Increased opportunities for children's education. The sustainable drainage features and planting will contribute to children's education by allowing children to see the impact of rainfall, learn about nature, and interact with the natural environment.
 - + Sustainable drainage has been incorporated into the concept design. This will allow rainwater to be retained within the site and slowly seep into the ground rather than the sewer. This will help to reduce rainwater entering the sewer network and reduce the potential future risk of flooding.
 - + Improved air quality.
 - + Improved quality of the street
 - Travel distance increase of 320m for residents of Evans, Davis, and Durban houses when travelling to/from the south by motor vehicle. Travel distance to/from the north is unaffected. Pedestrians and cyclists will be unaffected.
 - Reduction of parking within the estate of 137m. Parking stress is very low in the White City Estate so this is not anticipated to be a significant impact. Night time parking occupancy within the section proposed to be removed is only 5% and parking occupancy on adjacent streets is 20-50%.

7. CONSULTATION

Initial neighbourhood wide consultation

- 7.1. Initial neighbourhood wide consultation with residents, businesses and councillors was undertaken in March 2013 as part of the White City Neighbourhood scheme. During this neighbourhood wide consultation, the initial idea to convert part of Australia Road into a pedestrian space was raised by Randolph Beresford Early Years Centre and supported by both Team White City and the White City Residents' Association.
- 7.2. Further consultation was undertaken on-site with Team White City, Randolph Beresford Early Years Centre and the White City Residents Association between March 2013 and March 2014 as the concept design for the scheme was being developed.

Concept design consultation

- 7.3. Public consultation regarding the concept design for the Australia Road pedestrian space was undertaken in February and March 2014. Residents responded to the consultation either during the public meeting held on 18 February 2014 at the White City Community Centre or via online and postal options.
- 7.4. Residents made requests for changes to the concept design. The following table lists their requests and our responses.

Request	Response
Trees and flower beds along the road	Accepted. The proposed design includes significant planting.
No chairs or benches	Rejected. Benches will enable users of the public space to rest.
No piazza for events	Rejected. Most residents who responded wanted the piazza. The piazza makes the space more versatile.
No overhead features which block the sky.	Accepted. Overhead features removed as part of the value engineering exercise.
No open basins on the road which could turn into sewage ponds	Rejected. The retention basins are designed to store rainwater not sewage.
A cycle lane	Rejected. The wide boulevard will accommodate cyclists without the need for a designated cycle lane.
Play features for children	Accepted. The 'wiggly' balance wall is a play feature and has been extended in the detailed design phase. No formal play features will be installed.
Lighting	Accepted. New street lighting has

	been included in the detailed design.
Do something about the substation in the middle of the site which is an eyesore.	Accepted. The substation is proposed to be visually screened with planting.
A new gate to the adventure playground.	Rejected. Access to the adventure playground is currently through an existing building which enables greater control
CCTV	Accepted. Two fixed cameras and one pan-tilt-zoom camera have been incorporated into the detailed design.
Install bins	Accepted. A number of bins have been added to the detailed design.

7.5. Two residents objected to the proposed pedestrian space. The following table lists the reasons they gave for their objection to the proposal and our responses.

Reasons for Objection	Response
Increased driving distance and time for residents of the estate	Drivers originating from Mandela Close, Durban, Davis and Evans Houses will have an increased travel distance of 320m when travelling to the south. We do not think this is a significant effect when compared with the overall benefits of the scheme. Destinations to the north and all other residents on the estate will not be effected.
Increased pollution because of longer travel distance	The proposal encourages sustainable travel modes and includes planting; both these aspects can reduce air pollution.
Increased congestion because of fewer driving routes and the narrow roads making it difficult to pass	White City estate only experiences congestion during QPR football events and school drop-off and pick-up times. We are working actively with local schools to encourage children to cycle or walk to school.
Money could be better used elsewhere because there is already plenty of public space in the neighbourhood	The scheme is more than a public space project. It also has SuDS, road safety, health, and air quality benefits.
Increased response time for emergency vehicles	Emergency vehicles will still be permitted access to the route so their response times will not be affected
Reduced safety because cars driving along Australia Road make it safer for pedestrians than if it was a pedestrian only space	The proposal will make it safer for people crossing Australia Road. Lighting and CCTV will be installed to ensure adequate visibility to deter crime
Anti-social behaviour will increase including youths making noise at night	Lighting and CCTV will be installed to ensure adequate visibility to deter anti-social behaviour

Events on Australia Road will be noisy	Any event held on the highway will be subject to noise constraints
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Detailed design consultation

Randolph Beresford Early Years Centre

- 7.6. Randolph Beresford Early Years Centre have been consulted throughout the development the scheme. A letter of support from Mr Michael Pettavel, Randolph Beresford Early Years Centre Head teacher and Children's Centre Manager, was received on 17 October 2014 and is included as **Appendix 2**.

White City Residents' Association

- 7.7. Similarly, the White City Residents' Association have also been consulted throughout the development of the scheme. A letter of support from Mr Harry Audley, Chairperson of the White City Residents' Association, received on 20 October 2014 is included as **Appendix 3**.

Metropolitan Police

- 7.8. Dave Hinton of the Metropolitan Police was also consulted with regards to Secured by Design Principles on 20 October 2014. The table below summarises the advice received which has been incorporated into the detailed design.

Advice Received	Response
Ensure adequate CCTV coverage and lighting of the area.	Accepted. New street lighting, two fixed cameras and one pan-tilt-zoom camera have been incorporated into the detailed design.
Ensure new playground access gate is secure and can only be opened by people (i.e. dogs cannot gain access to playground unaided).	Accepted.
Consult with Pat Cosgrave (LBHF Community Safety Commissioning and Performance Officer) concerning controlled drinking zones.	Accepted. The whole borough is currently designated as a controlled drinking zone (Designated Public Places Order).

Hammersmith and Fulham Disability Forum Planning Group

- 7.9. Two meetings have been held with the Hammersmith and Fulham Disability Forum Planning Group. A summary of the most recent meeting on 15 October 2014 is included in the table below.

Advice Received	Response
Traffic calming and planting need to ensure vehicles keep to 5mph speed limit in shared space.	Part Accepted. The positioning of the planted retention basins and gateway features will act as a chicane to

	reduce vehicle speeds. Vehicle numbers will be very low due to restricted access and therefore a 5mph speed limit will not be adopted at this stage.
Need effective physical delineation on the ground to warn visually impaired people of traffic areas (recommend Guide Dogs for the Blind as technical advisers).	Accepted. Currently seeking further guidance from Guide Dogs for the Blind regarding appropriate physical delineation.
Range of seating with and without armrests, as well as good backrests.	Accepted. Benches from the Town Centre palette in StreetSmart with central armrests have been proposed.

Guide Dogs for the Blind

- 7.10. As suggested by the Hammersmith and Fulham Disability Forum Planning Group, technical advice has been sought from Ms Helen Aluko-olokun from Guide Dogs for the Blind regarding the most suitable type and layout of any tactile guidance paving. Any comments or advice received will be addressed as part of the detailed design process.

UK Power Networks

- 7.11. UK Power Networks (UP) have also been consulted with concerning any potential changes to their electricity sub-station on Australia Road. The original design included a green roof on the sub-station, however on the advice received from Mr Mark Dunk (UP Civil Standards Manager) on 26 September 2014, this option has not pursued.
- 7.12. The provision of screen planting and a paving design that caters for occasional vehicle access and plant replacement to the UP site is supported.

Thames Water

- 7.13. An on-site meeting was undertaken with Thames Water in April 2014 to seeking their input into the design of the SuDS features and to discuss the potential impacts on their existing infrastructure. Thames Water are supportive of the scheme in principle, however they will need to notified of any changes to the existing infrastructure.

Local businesses

- 7.14. Presentations were made to Queen's Park Rangers on 16 January 2015 and the Shepherd's Bush Business Forum on 20 January 2015. The purpose of the presentations was to inform local businesses of the scheme, it's benefits to the local community and identify any opportunities for businesses to be involved in the scheme.

8. EQUALITY IMPLICATIONS

- 8.1. An Equality Impact Assessment has been completed. The proposed works will improve accessibility particularly for children. Safety will also be improved due to upgraded street lighting and CCTV.
- 8.2. Implications verified/completed by: Neil Hartley, Project Engineer, Telephone number: 020 8753 1972.

9. LEGAL IMPLICATIONS

- 9.1. Any proposed changes to existing or the making of new traffic management orders including restricting and limiting the access of classes of vehicles 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. There are no legal implications relating to the proposed works to the existing highway. The council wishes to take on maintenance responsibility for the new highway that is currently outwith of its adopted highway and will have to explore and take the necessary steps to make that happen.
- 9.4. Implications verified/completed by: Alex Russell, Senior Solicitor (Planning, Highways, Licensing), tel. 0208 753 2771

10. FINANCIAL AND RESOURCES IMPLICATIONS

- 10.1. Funding has been identified from several Transport for London (TfL) schemes totalling £699,000. A further £130,000 has been made available from the Suds Flooding Grant. There are therefore no financial consequences for the Council
- 10.2. 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.
- 10.3. Implications verified/completed by: Gary Hannaway, Head of Finance, Ex. 6071

11. RISK MANAGEMENT

- 11.1. A designer's risk assessment has been completed during the detailed design phase. This risk assessment will be kept on record to be passed onto the contractor before implementation.
- 11.2. A combined Stage 1 and 2 Road Safety Audit has been undertaken by TfL. A Designer's Response and Client Organisation Response were completed on 29 January 2015 in accordance with TfL's guidance SQA-0170 (May 2014).
- 11.3. Implications verified/completed by: Neil Hartley, Project Engineer, Telephone number: 020 8753 1972.

12. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 12.1. If implemented, the works will be completed using existing divisional term contracts.
- 12.2. Implications verified/completed by: Neil Hartley, Project Engineer, Telephone number: 020 8753 1972.

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.	Cabinet Report – TfL Annual Integrated Transport Investment Programme 2014/15 (16 September 2013) - PUBLISHED	Nicholas Ruxton-Boyle (x3069)	TTS, HTHX
2.	Cabinet Member's Report – White City Neighbourhood Project Significant Works (2 September 2013) - PUBLISHED	Nerissa Harrison (since left LBHF), Neil Hartley (x1972)	TTS, 37 Pembroke Road
3.	Letter to Council Leaders re Increasing the use of Restricted Parking Zones (4 October 2013)	Norman Baker MP, Department for Transport	DfT

LIST OF APPENDICES:

Appendix 1 – General Arrangement Drawing

Appendix 2 – Letter from Michael Pettavel, Randolph Beresford Early Years Centre Head teacher and Children's Centre Manager (17 October 2014)

Appendix 3 – Letter from Harry Audley, Chairperson of the White City Residents' Association (20 October 2014)