



Cabinet

16 DECEMBER 2010

**DEPUTY LEADER
(+ENVIRONMENT
AND ASSET
MANAGEMENT)**

*Councillor Nicholas
Botterill*

**CONSULTATION TRANSPORT PLAN FOR
HAMMERSMITH & FULHAM 2011 – 2031**

**Wards:
All**

The Local Transport Plan for Hammersmith & Fulham is a statutory document required by all London Boroughs to show how they intend to implement the Mayors Transport Strategy.

This report details the approach taken to develop the plan, the three key sections and attached as an appendix is the full text of the consultation plan to be submitted to TfL in December 2010.

CONTRIBUTORS

DENV
DFCS
ADLDS

**HAS A EIA BEEN
COMPLETED?
YES**

**HAS THE REPORT
CONTENT BEEN
RISK ASSESSED?
YES**

Recommendations:

- 1. That approval be given to the seven borough transport objectives in section 2.2 and the nine transport targets in section 4.3 of the report.**
- 2. That authority be delegated to the Director of Environment, in conjunction with the Cabinet Member for Environment and Asset Management, to submit the attached consultation document “Local Transport Plan for Hammersmith & Fulham 2011 – 2031” to Transport for London.**

1. BACKGROUND

- 1.1 On Monday 10 May 2010, Transport for London (TfL) published the second Mayor's Transport Strategy (MTS2) and the final guidance to boroughs on their second Draft Local Implementation Plans for Transport (LIP2).
- 1.2 All London boroughs have a statutory requirement to produce a LIP2 which shows how they intend to implement the MTS in their area. TfL require us to submit our consultation LIP2 to them by 20 December 2010.
- 1.3 The six goals set out in MTS2 are as follows;
 - Support economic development and population growth
 - Enhance the quality of life for all Londoners
 - Improve the safety and security of all Londoners
 - Improve transport opportunities for all Londoners
 - Reduce transport's contribution to climate change and improve its resilience
 - Support delivery of the London 2012 Olympic and Paralympic Games and its legacy
- 1.4 Boroughs are required to produce LIP2 consisting of three components;
 - An evidence-based identification of Borough Transport Objectives, covering the period 2011-2014 and beyond, reflecting the timeframe of MTS.
 - A costed and funded Delivery Plan of "interventions", including a Programme of Investment for 2011-14 or longer for proposed Major Schemes (costing over £1 million), which should be consistent with boroughs' three year funding allocations.
 - A Performance Monitoring Plan, identifying a set of locally specific targets which can be used to assess whether the LIP is delivering its objectives. In the performance indicator on Asset Conditions, all boroughs are required to use survey data collected by the London Borough of Hammersmith and Fulham, which indicates that TfL will continue to fund this activity by the Council.
- 1.5 A multi-disciplinary team of officers from the Environment department was established to develop, write and consult on the LIP2. Progress has been regularly reported to the Cabinet Member for Environment and Asset Management at the start of the process in November 2009 and May 2010.

2. BOROUGH TRANSPORT OBJECTIVES

- 2.1 The Borough Transport Objectives were developed through a data led approach taking into consideration existing policy documents such as MTS2, the emerging LDF, LIP1, the UDP and the Community Strategy.

2.2 Initially, ten borough transport objectives were promoted and through discussion and consultation with TfL, neighbouring boroughs and the LIP2 working party we have established seven consultation Borough Transport Objectives, which are as follows;

1. **To support sustainable population and employment growth in the five regeneration areas - White City, Earl's Court/West Kensington, Hammersmith Town Centre, Fulham Riverside and Old Oak Common.**
2. **To improve the efficiency of our road network.**
3. **To improve the quality of our streets.**
4. **To improve air quality in the borough.**
5. **To make it easier for everyone to gain access to transport opportunities.**
6. **To support residents and businesses by controlling parking spaces fairly.**
7. **To reduce the number of people injured and killed on our streets.**

2.3 A two stage consultation was developed in order to meet and exceed the statutory requirements for consultation for LIP2. The first stage consisted of sending the H&F agreed LIP2 action plan to the statutory consultees and a select group of organisations that have an interest in transport matters. The second stage consisted of publishing a six week online consultation asking all stakeholders to comment on how best they think the borough can achieve the seven Borough Transport Objectives. The consultation was also advertised in the H&F News and online.

2.4 As part of the stage 2 consultation the Borough Transport Objectives were considered by the Environment and Residents Services Select Committee on 7 September 2010.

2.5 Over 100 responses were received for the online consultation and the most supported methods of achieving our seven objectives are shown below;

Objective	most popular method of achieving objective
1. sustainable population growth	promote improvements to the performance of the underground and suburban rail networks in the borough
2. efficient road network	promote sustainable and active modes of transport through a tailored smarter travel programme of initiatives
3. quality streets	to minimise the amount of unnecessary street furniture in new schemes and prioritise the review of existing street furniture

4. improved air quality	promote sustainable and active modes of transport through a tailored smarter travel programme of initiatives
5. improved access	to support improvements to the accessibility of bus, underground and overground rail services
6. controlling parking fairly	The introduction of new parking schemes such as dedicated car club bays to reduce the cost and reliance on private cars
7. casualty reduction	to continue to provide free cycle training to all schools in the borough

2.6 Many other individual and site specific ideas and suggestions came through the stage 2 consultation; these are being considered and will be addressed as part of the final adopted plan.

3. DELIVERY PLAN

- 3.1 The delivery plan identifies how we are going to achieve our Borough Transport Objectives and covers the three forthcoming financial years; 2011/12, 2012/13 and 2013/14.
- 3.2 In May 2010 TfL announced the borough annual funding settlement for the Corridors, Neighbourhoods and Smarter Travel programme areas for 2011/12. Our Corridors and Neighbourhoods allocation is **£1,891,000** and for Smarter Travel **£271,000**, making a total of £2,162,000. Indicative funding for these programmes is £2,166,000 for each of the years 2012/13 and 2013/14. This compares with £2,441,000 in these areas in 2010/11, an 11.5% decrease between 2009/10 and 2010/11. There is a similar decrease across London as a whole. As in the last two years, boroughs also receive £100,000 Local Transport Funds, to be spent at their discretion as long as the interventions are broadly compatible with MTS2.
- 3.3 Maintenance schemes are now funded in a similar way to the rest of the annual programme, with TfL announcing borough funding recently. The H&F allocation for 2011/12 is £450,000.
- 3.4 These allocations will be subject to the October comprehensive spending review, and should significant changes occur as a result we will have the opportunity to review our LIP2 objectives, target and programme of investment.
- 3.5 A high level programme of investment was agreed by the Cabinet Member for Environment and Asset Management on 22 September 2010 for 2011/12, which is to be submitted to TfL on 8 October 2010. The projects and initiatives promoted are as follows;

- Corridors & Neighbourhoods

Location	Indicative funding £k.	Description
Fulham Palace Road	600	Year one of a three year programme aimed at improving and smoothing traffic flow along this important north-south route.
Wormholt Road area	140	Neighbourhood scheme to address local safety, public realm improvements including decluttering, accessibility etc.
Dawes Road area	165	Neighbourhood scheme to address local safety, public realm improvements including decluttering, accessibility etc.
Parson's Green area	171	Neighbourhood scheme to address local safety, public realm improvements including decluttering, accessibility etc.
Moore Park Road area	100	Neighbourhood scheme to address local safety, public realm improvements including decluttering, accessibility etc.
Wayfinding	135	Completion of wayfinding in Hammersmith and Fulham town centres.
Riverwalk	120	Improvements along Thames Path, including public realm improvements, accessibility etc.
Goldhawk Road	115	Holistic improvement along major corridor addressing safety, community severance, public realm etc. Design and consultation on scheme for implementation post Olympics.
Scrubs Lane	90	Accident reduction, public realm improvements, pedestrian improvements.
Accident investigation	40	Analysis of accident data including preparation of annual report and proposals for future remedial treatment.
Various	40	Initial investigative works and consultation for 2012/13 schemes.
Various	115	Completion and review of 2010/11 schemes.
Cycle Training	60	Cycle training for adults and children
Total	1891	

- Smarter Travel

Smarter Travel Theme	Initiative	Indicative funding £ks
CHILDREN	Moving on	5
	Roadwise Rangers	5
	Junior Citizens	10
	Urban Studies Centre	25
	School Travel Plan coordinator	40
	School Travel Plan cover	5
	School grants	60
	Child pedestrian training	15
	Walk on Wednesdays	5
	Walk to school week	5
CYCLING	Cycle Training	(60 see above programme)
	Cycling and HGV awareness	15
	Drink/Drug Driving awareness	5
GENERAL CAMPAIGNS	In car safety	10
	Theatre in Education	10
	Powered 2 wheelers	10
	Road safety linked to health improvement	10
TRAVEL AWARENESS	Workplace Travel Plan development	16
	Travel Awareness promotion	20
Total		271

- Maintenance*

Street	Scheme Estimate £k.
Goldhawk Road	245
Dawes Road	119
Hammersmith Road 1	91
Hammersmith Road 2	114
Glenthorne Road	105
Lillie Road 1	125
Lillie Road 2	240
New King's Road	210

** This list represents the roads in most need of maintenance in the borough. TfL have indicated that only £450,000 will be available to H&F, which will provide funding to resurface the first three roads in the list.*

3.6 In addition to the annual TfL funded programme, the delivery plan identifies funding for transport projects from other sources such as Council revenue and capital funded projects and developer funded projects.

4. PERFORMANCE MANAGEMENT PLAN

4.1 As part of the LIP2, we are required to set local targets to monitor delivery towards our transport objectives. We have set nine targets; seven are mandatory, required by TfL to monitor the effectiveness of MTS2 at a borough level; and two local targets developed to address local transport performance.

4.2 The targets have been set using our existing performance through LIP1 and the indicative funding available over the next three years. The October comprehensive spending review may require a re-profiling of some of the targets given reduced investment opportunities in transport both locally and corporately at TfL.

4.3 The nine borough transport targets are summarised as follows;

Target no.	objective	target	base line	2014 target	2031 target (indicative)
1a.	1,2,4	Walking mode share % of residents trips by main mode	37%	37.5%	40%
1b.	1,2,4	Cycling mode share % of residents trips by main mode	4%	4.5%	5%
2.	2	Bus service reliability average excess wait time for high frequency services (mins)	1.2	1.2	1.2
3.	2,3,5	Asset condition % of the Borough Principal Road Network with a UKPMS score greater than 70.	8%	8%	10%
4a.	7	Road casualties Number of KSI (3 year rolling average)	110	99	51

4b.	7	Road casualties Number of all casualties per billion vehicle kilometres (3 year rolling average)	119 5	1074	558
5.	2,3,4	CO² emissions Kilotonnes (kt) emanating from ground-based transport per year	155	130	85 (2025)
6.	2.	Local bus performance Fulham Palace Road and Goldhawk Road	tbc	tbc	tbc
7.	1,2,4	The school run % of school trips made on foot or by bike	42%	49%	70%

- 4.4 H&F exhibits one of the highest walking and cycling mode shares in the capital. We have taken this into account alongside London wide targets in setting what may seem a modest increase in these modes by 0.5% over the next three years.
- 4.5 Bus service reliability is affected by many factors, most of them out of our control. Our current bus performance is in the second quartile London wide and have set a short term target to limit any worsening of performance alongside the London-wide predictions based on committed funding.
- 4.6 The condition of the borough principal road network is in the third quartile London-wide. The short term target is to maintain this condition score, based on reducing budgets from all sources.
- 4.7 Our performance with regard to road casualties has been mixed over the last 10 years. We currently have six targets which we have met, or are on target to meet three of them (pedestrian casualties, child casualties and slight casualties). The two new road casualty targets are broadly in line with the expected national targets of a 33% reduction in road deaths and serious injuries by 2020.
- 4.8 The CO² emission targets are very aspirational and in line with the targets set by the Mayor.
- 4.9 We have selected a second bus target to gauge local bus service performance on two key bus routes; Fulham Palace Road and Goldhawk Road (220, 94 and 237). Both routes will be subject to significant investment over the next three years, and whilst no baseline figure is available yet we intend to set local targets to reduce the bus journey times between stops at either ends of these routes. TfL now have comprehensive bus performance data available through the i-bus system and they take bus performance as a proxy measuring general congestion and performance of the highway.

- 4.10 With every school in the borough (bar one) having written a school travel plan we are making very good progress towards reducing the impact of the school run on our road network. We have set realistic targets to increase the amount of trips made by active modes of transport based on our existing programmes of investment.

5. NEXT STAGES

- 5.1 We are required to submit our programme of investment to TfL by 8 October 2010 which forms part of the delivery plan of the LIP2.
- 5.2 We are further required to submit the consultation LIP2 to TfL by 20 December 2010. However, should the October comprehensive spending review result in significant budget alterations it has been indicated that we will be given an extension in order to redraft our objectives, delivery plan and targets accordingly.
- 5.3 The full consultation draft LIP2 will also be published on our web site as part of the consultation strategy. It is anticipated that the final LIP2 will be approved by the Mayor and adopted by H&F by April 2011.

6. OTHER STATUTORY REQUIREMENTS

- 6.1 European Directives require a strategic environmental assessment (SEA) of certain plans and programmes which we (and TfL) have interpreted to include the LIP2.
- 6.2 The directives require a draft scoping report to be prepared and statutorily consulted on for five weeks. The H&F transport plan draft scoping report was sent to the six statutory consultees on 10 September 2010 who were given five weeks to respond. At the time of writing (30 September 2010) no response has been received.
- 6.3 The draft scoping report was published on the Council's website on 14 September 2010 for a five week period. The final SEA is required to be submitted at the same time as the consultation LIP2.
- 6.4 We are further required to carry out an equalities impact assessment (EQIA) of the LIP2 under disability and gender legislation. The EIA prepared for this report shall be tailored to meet this requirement.
- 6.5 The SEA and EIA form specific elements of the risk assessment for the LIP2. Other forms of risk of the plan is the impact of reduced funding; however TfL have indicated that should this be the case we will have the opportunity to redraft our objectives and targets based on a reduced delivery plan.

7. RISK MANAGEMENT

- 7.1. The following paragraphs are taken from paragraph 3.16 of the consultation transport plan document and refer to risk management:

Every programme and individual scheme, regardless of size, will have risks and issues associated with actually doing the work. For this, a robust LIP, it is vital that all risks are recognised and managed to minimise problems and maximise the chances of success.

We consider effective risk management to be an established, but vital, process and an essential ingredient of a good LIP programme and scheme management. A structured methodology has therefore been developed to identify, assess, mitigate and manage potential risks throughout the lifecycle of the LIP programme.

The methodology is based on three key stages;

- *The identification of risks, opportunities and uncertainties at both scheme and programme level;*
- *Risk quantification and analysis for decision support; and*
- *On-going reporting and review.*

The primary objective of this methodology is to assist the scheme and programme teams to focus their skills on the areas of uncertainty, thus reducing or avoiding the impacts of risk and allowing them to exploit opportunities for cost saving.

8. EQUALITY IMPLICATIONS

- 8.1 An EIA screening has been carried out and is attached to this report. No negative impact to any group has been recognised.

9. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE SERVICES

- 9.1. The costs of developing the plan have been estimated at £75k. £70k represents officer time which will be financed from existing revenue budgets. £5k relates to publication costs which will be paid for from the TfL grant income fund. The allocation of the 11/12 LIP settlement totalling £2.61m has been agreed at the September ECM Meeting. These allocations will be subject to the October comprehensive spending review and, should significant changes occur, there will be a further opportunity to review and adjust accordingly the objectives, targets and programmes set out in this report.

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

10.1 The Council's statutory duties are set out in the body of the report.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	MTS2 and LIP2 guidance	Nick Boyle X3069	DENV, 5 th floorm, HTHX
2.	Stage 2 consultation responses	Nick Boyle X3069	DENV, 5 th floor, HTHX
CONTACT OFFICER:		NAME: Nick Boyle EXT. 3069	