


<p style="text-align: center;"><b>London Borough of Hammersmith &amp; Fulham</b></p> <p style="text-align: center;"><b>CABINET</b></p> <p style="text-align: center;"><b>5 DECEMBER 2016</b></p>	
<p><b>TFL FUNDED ANNUAL INTEGRATED TRANSPORT INVESTMENT PROGRAMME 2017/18</b></p>	
<p><b>Report of the Cabinet Member for Environment, Transport and Resident's Services – Councillor Wesley Harcourt</b></p>	
<p><b>Open Report</b></p>	
<p><b>Classification - For Decision</b></p> <p><b>Key Decision: Yes</b></p>	
<p><b>Wards Affected: All</b></p>	
<p><b>Accountable Director:</b> Mahmood Siddiqi – Director of Transport and Highways</p>	
<p><b>Report Author:</b> Nicholas Ruxton-Boyle – Chief Transport Planner</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. This report refines and details the council's integrated transport programme to be delivered in 2017/18, which forms part of the council's 2011 – 2031 Transport Plan (also known as Local Implementation Plan 2 or LIP2) and is funded entirely by Transport for London (TfL). This report seeks the approval of the submission of the programme to TfL and the design, consultation, and implementation of various elements of the programme. It further seeks approval for the delegation of the approval of construction of the capital programme to the Cabinet Member for Environment, Transport and Resident's Services.
- 1.2. The council's integrated transport award for 2017/18 is £1,796,000, for Principal Road maintenance £449,000 and for Local Transport Funding (LTF) £100,000. This funding is specifically provided by TfL for transport projects delivering the council's transport objectives and targets, as detailed in the council's LIP2.
- 1.3. It is expected that the new Mayor of London's draft Transport Strategy will be published in early 2017 and finalised in early 2018. It is further expected that the guidance for council's to draft their own Local Implementation Plan 3 (LIP3) will be issued in early 2018.

<b>Funding category</b>	<b>Capital (£)</b>	<b>Revenue (£)</b>	<b>Total (£)</b>
Integrated transport	1,228,000	541,000	1,796,000
Principal road maintenance	449,000	0	449,000
Local transport fund	50,000	50,000	100,000
<b>Total</b>	<b>1,727,000</b>	<b>591,000</b>	<b>2,318,000</b>

1.4 The 2017/18 integrated transport programme has been developed in line with the administration's transport and environmental priorities in 'The change we need'. In particular point 5 'greening the borough, being fair to drivers and better for cycling'.

1.5 The council continues to review the TfL LoHAC (London Highways Alliance Contract) option however at this time there is no clear evidence that this contract will provide any improved benefits against the council's own framework contract.

## **2. RECOMMENDATIONS**

2.1 That approval be given to carry out feasibility design and consultation on the 20mph extension project and 'new projects' at a total cost of £97,500 (approximately 15% of the total capital project cost, and all charged to the capital project)

2.2 That authority be delegated to the Cabinet Member for Environment, Transport and Residents Services in consultation with the Director of Transport and Highways to approve the implementation of the 20mph extension project and 'new projects' totalling £552,500, subject to a favourable outcome of public engagement and consultation.

2.3 That approval be given to allocate £571,000 to the 'completion projects' programme as set out in paragraph 4.4 and that authority be delegated to the Cabinet Member for Environment, Transport and Residents Services in consultation with the Director of Transport and Highways to approve the implementation of the 'completion projects', subject to favourable outcome of public engagement and consultation.

2.4 That approval be given to allocate £50,000 to enhance the TfL traffic signal modernisation programme in 2017/18 and £75,000 to enhance the council's own carriageway and footway planned maintenance programme in 2017/18.

2.5 That approval is given to deliver the Smarter Travel programme at a cost of £265,000.

2.6 That approval be given to allocate £75,000 to develop the council's 2018/19 annual spending submission and LIP3 (charged to revenue) and to utilise £75,000 to contribute match funding for the Mayor's Air Quality Fund 2 as set out in paragraph 4.7.

2.7 That authority be delegated to the Cabinet Member for Environment, Transport and Residents Services in consultation with the Director of Transport and Highways to approve the implementation of the Local Transport Fund programme of £100,000.

### 3. REASONS FOR DECISION

3.1. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the council's statutory duties under a variety of acts including the Traffic Management Act 2004.

3.2. The production, management and maintenance of a Local Implementation Plan (LIP2 and LIP3) is a statutory duty for all London boroughs under the Greater London Authority Act 1999 and failure to do so could ultimately result in TfL undertaking the work and charging the council for doing so.

3.3. Where changes to the highway are proposed, these are to be in line with section 122 of the Road Traffic Regulation Act 1984; securing the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.

### 4. INTEGRATED TRANSPORT PROGRAMME 2017/18

4.1. The 2017/8 integrated transport programme is made up of a number of different project areas. Each project area has a slightly differing focus and as such the recommendation for each area differs. However, all the projects will include underlying themes of greening, de-cluttering and removing redundant street furniture, the provision of additional cycle infrastructure subject to considerations of road safety and pedestrian convenience (particularly for those with mobility impairments), and renewing street materials and assets so that there is a reduced demand on future maintenance funding for the council. There are seven project areas: 20mph project, new projects, completion projects, enhancement projects, smarter travel projects, other transport projects and local transport fund projects.

<b>project area</b>	<b>budget</b>	<b>paragraph</b>
20mph project	£300,000	4.2
New projects	£350,000	4.3
Completion projects	£579,000	4.4
Enhancement projects	£125,000	4.5
Smarter travel projects	£265,000	4.6
Other transport projects	£150,000	4.7
Local transport fund projects	£100,000	4.8
<b>total</b>	<b>£1,896,000</b>	

#### 4.2. 20mph Projects [£300,000]

In 2016 a significant extension of the boroughs 20mph speed limits was implemented as per the attached map at appendix 1. This budget is the third and final year of TfL funding, totalling £1m, and will be utilised to implement further features to the boroughs road network to encourage compliance with the new speed limits.

Designs will be developed and consulted on with residents and residents groups based on their feedback on compliance with the new speed limits based on speed surveys carried out in early 2017 compared to those before the extension to the 20mph speed limits. The results of these speed surveys will be presented to PAC in early 2017.

#### **4.3. New Projects [£350,000]**

North End Road Study [L1] - £50,000

North End Road continues to exhibit a high level of collisions resulting in personal injury. This funding will be utilised to undertake an independent review of collisions and casualties and the traffic management arrangements along North End Road from Fulham Road to the A4. To include, but not limited to, potential prohibition of certain vehicles from certain times of day along the busy market stretch south of Lillie Road where collision rates are highest.

CMS - £40,000

Engagement with a Central Management System (CMS) company (exact company still tbc) to develop remote gully and Sustainable Urban Drainage (SuDS) measurement sensors to record water volume & flow rates. Working with the CMS company to initially place in strategic locations where devices can be combined with street lighting CMS to provide web hosting information to advise when gullies are subject to high water/silt levels to indicate when potential remedial works are required and when installed SuDS schemes require maintenance intervention, and. Successful trials will potentially lead to future deployment throughout the borough.

Bishops Avenue Design [C3]- £40,000

Development of concept designs (including extensive consultation with relevant stakeholders) to help reduce flooding along this stretch of road by devising a sustainable approach to the management of surface water runoff, whilst investigating the potential to revitalise the ancient Fulham Palace Moat. This project will look at options for installing relevant SuDS techniques along the road to manage surface water and then will compare these costs and benefits against those associated with the conventional drainage options along Bishops Avenue which would otherwise need to be installed. It is anticipated implementation will be funded through a combination of funding sources including the 2018/19 LIP.

The Edible Bus Stop - £50,000

The Edible Bus Stop is a London based award winning collective, comprising of landscape architects, artists, and activists. The core of their ethos, is the belief that a brutal landscape makes for a brutal outlook, and that by taking responsibility for the urban environment, we can improve upon the experience of inner city living. They explore designs that create landmarks, demonstrating that good design is not socially exclusive.

The allocation will be used to create several (2- 3 depending on size and location) bespoke portable growing spaces that provide instant transformation of areas alongside the highway. The portable gardens will help deliver flexible growing spaces as well as durable modern street furniture. The units will be prefabricated to the council's specification and tailored to the chosen location's needs. The proposal is to trial out greening interventions in areas where currently they are not present to gauge the public support for them. They will be sized to fit within existing parking bays and designed to be transportable so that they can be relocated if/when required. If after a predetermined period (9-12 months) a unit is deemed to be successful in a location, then it will help provide good justification for more permanent greening interventions in such areas.

#### Pocket Parks and Parklets - £100,000

City Hall calls pocket parks "small areas of inviting public space for people to come together; and the contribute to making the city friendlier, greener and more resilient".

Parklets offer a place to stop, to sit, and to rest while taking in the activities of the street and can provide greenery, art or other visual amenity. They differ from pocket parks in that they are usually temporary or semi-permanent structures built in the carriageway where other motorised uses may have previously been prevalent. This allocation will allow the identification, design, consultation and delivery of a small number of both these green solutions in the borough.

#### Green Street Art - £20,000

Funding to commission local artists to undertake design work for locations like North End Road and using the new street type methodology to increase the place function of a street (rather than its movement function). Boroughs in London have had success in changing behaviour and increasing business simply by using art as part of the street scape. RBKC, Waltham Forest, Newham and Lambeth are some of the boroughs who have done this type of street enhancement.

#### Stevenson Road Design [C2] - £50,000

Funding to undertake a review of the traffic management arrangements along the Steventon Road corridor. To include community engagement and

feasibility design only with the aim of securing a budget for implementation using 2018/19 LIP funding.

#### **4.4 Completion Projects [£571,000]**

Motorcycles in Bus Lanes - £50,000

In 2016/17 an independent review into the borough two motorcycles in bus lanes trials [Fulham Palace Road and Uxbridge Road] was undertaken. This funding will allow the recommendations from that review to be delivered and reported back to the Cabinet Member for implementation. Should no recommendations from this study be agreed upon the funding shall be reallocated across the programme.

Fulham Palace Road [L2] - £50,000

In 2016/17 a review of the multi-million pound Fulham Palace Road corridor programme was undertaken to evaluate the investment made against the projects objectives, which included road safety and network performance. This funding will allow any recommendations from that study to be designed, consulted upon and implemented.

Pedestrian Crossings - £100,000

In 2016/17 an independent review into the safety performance of the boroughs pedestrian crossing was undertaken. This funding will allow for the design, consultation, and implementation of any remedial work on identified crossings to improve their safety performance.

2016/17 Projects - £100,000

Funding to complete and review the 2016/17 LIP2 capital integrated transport programme of reactive and proactive works.

Wards in Focus [N1-3] - £129,000

Funding to support and to 'devolve' to the three identified wards in focus pilots; Avonmore and Brook Green, Fulham Reach and Fulham Broadway.

The intention for this funding is to provide an officer and capital budget for local transport and highway improvements to be developed and implemented to complement the core objectives of the LIP2.

Bloemfontein Road [C1] - £150,000

Funding to implement a range of engineering measures developed in 2016/17 (using TfL funding) focussing on green infrastructure and air quality

improvements along the stretch of road between the new Janet Adegoke Centre and the local shopping area.

The designs have been subject to significant community engagement which have followed on from the award winning Australia Road sustainable drainage project which is in close proximity to this area.

#### **4.5 Enhancement projects (£125,000)**

Traffic signal modernisation - £50,000

Delivery of improvements to traffic signals on council managed roads as part of TfL's modernisation programme (as yet unknown for 17/8, however there was one site in 16/17) including installation of pedestrian countdown. Funding to allow identification and delivery of borough selected upgrades to traffic signals (up to three sites per year) and to include installation of pedestrian countdown.

Planned maintenance - £75,000

Funding to review footway and carriageway planned maintenance projects and to allow for improvements to be built into designs and implemented during maintenance works to avoid revisiting streets in subsequent years.

#### **4.6 Smarter Travel projects (£265,000)**

Package of annual projects covering road safety education, training and publicity and travel awareness, ranging from cycle training in schools to working with large employers in their borough on their travel plans.

#### **4.7 Other transport projects (£150,000)**

Delivery Plan and LIP3 development - £75,000

Top sliced funding to allow for the collection and analysis of a wide range of transport data to inform subsequent integrated transport programme funding submissions. To include engagement with amenity groups, transport lobby groups, the air quality commission and wards in focus panels.

It is expected that the new Mayor's draft Transport Strategy will be published in early 2017 and finalised in early 2018. It is further expected that the guidance for council's to draft their own LIP 3 will be issued in early 2018 and this increased budget from 2016/17 will allow early work on preparing this statutory document.

Mayors Air Quality Funding 2 - £75,000

Second year (of three) match funding for the Mayor's Air Quality Fund 2 to deliver a range of air quality initiatives with partner boroughs and other organisations. Approval for implementation of these projects is sought separately.

#### **4.8 Local Transport Fund projects (£100,000)**

Since 2011/12 TfL has provided each council with a Local Transport Fund of £100,000 that can be spent on any local transport projects that broadly meets the high level objectives of the Mayor's Transport Strategy. In 2016/17 the following project work has been approved by the Cabinet Member for implementation;

- school travel plan engineering measures
- cycle parking
- accessibility works
- local traffic management projects

During the year officers collate requests for project work under this fund and this report seeks the delegation of the approval of this programme to the Cabinet Member for Environment, Transport and Resident's Services.

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

- 5.1. LIP2 funding is ring fenced for the sole use of developing, consulting on and delivering revenue and capital projects that in some way work towards the council meeting its own transport objectives and targets and those set out by the Mayor of London in his Mayor's Transport Strategy (MTS2).
- 5.2. The indicative budget assigned to a project is based on a wide range of transport data, opportunities and risks identified through an internal officer working party set up with the sole purpose of allocating the annual grant. This work is funded from the grant itself through a top slice in the previous year. Some of the principles of allocation are set out in the LIP2 (smarter travel funded at 15% for example) and others are influenced by match funding opportunities, third party funding opportunities, emerging transport trends and policies and the council's ability to deliver projects.

## **6. CONSULTATION**

- 6.1 This 2017/18 integrated transport programme is the final year of the council's second three year delivery plan. The first three year delivery plan formed part of the council's Transport Plan (LIP2) which was subject to considerable consultation with a wide range of stakeholders during its development in 2010/11. The delivery plan sets out sources of funding, delivery actions and a high level programme of investment in order to achieve the councils transport objectives and targets.
- 6.2 The recommendations in this report seek the approval of the design and consultation of new projects. Project consultation is carried out by an internal project team and varies depending on the size and type of project. In all cases residents and businesses directly fronting any proposed road improvements are consulted, as are emergency services, transport lobby groups and ward councillors. The results of these consultations are reported back to the relevant Cabinet Member for further approval to implement the project.



- 6.3 The Wards in Focus pilot neighbourhood proposal involves a significant element of community engagement and consultation. During 2017/8 an engagement strategy will be developed, based on discussions with ward members and colleagues across the council developing these panels. This will be lead and advised by the relevant Policy and Accountability Committee.

## **7. EQUALITY IMPLICATIONS**

- 7.1. The groups with the following protected characteristics will benefit from improvements to the council's highway network and urban environment through accessibility improvements such as dropped kerbs, decluttered and widened footways and improved street lighting; Age, Disability, Pregnancy, and Maternity.
- 7.2 All groups will benefit from improved air quality which is one of the core objectives of the LIP and the mayors emerging environmental policies.

## **8. LEGAL IMPLICATIONS**

- 8.1 Where further consultation is to be carried out (as indicated in various parts of the report) either on an informal or statutory basis, it must follow public law principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.
- 8.2 The council has the power to carry out works of improvement to the highway anticipated in the report under Part V of the Highways Act 1980 although some works will require the council to follow a formal procedure, which may lead to a public inquiry. Any changes made to existing traffic management orders 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. A number of projects identified are exercisable pursuant to the council's incidental powers as highway authority under section 111 of the Local Government Act 1972 and general powers of competence under section1 of the Localism Act 2011.
- 8.3 As road traffic authority, the council must exercise its functions as far as practicable to secure the expeditious, convenient and safe movement of vehicular traffic (including pedestrians) and the provision of suitable and adequate parking facilities.
- 8.4 Implications verified by: Lindsey Le Masurier, Senior Solicitor 020 7361 2118

## **9. FINANCIAL IMPLICATIONS**

- 9.1 At present the costs of each scheme are based on estimates. These are subject to change once the detail of each scheme has been costed. The funding however is limited to the amount approved by TfL. Any variation in costs in excess of the amount approved 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.

- 9.2 Design, feasibility and consultation costs relating to certain projects set out in section 2 will be funded from the TfL grant and charged to capital and revenue depending on the nature of the project.
- 9.3 TfL LIP funding reduces the council's capital expenditure liability, through maintenance of the highway asset [which is a LIP objective] work and enables less draw down on revenue budgets.
- 9.4 Implications verified by: Gary Hannaway, Head of Finance. 0208 753 6071

## 10. IMPLICATIONS FOR BUSINESS

- 10.1 Businesses will benefit from the borough meeting its transport objectives and targets, as set out in the LIP2. A safe and efficient transport network will allow both staff and customers to access a wide range of businesses in all areas of the borough
- 10.2 An efficient and effective road network will allow business to deliver goods and services to a number of customers across the borough and within the wider west London sub-region.
- 10.3 Implications completed by: Nicholas Ruxton-Boyle, Chief Transport Planner 020 8753 3069

## 11. RISK MANAGEMENT

- 11.1 The council and TfL approved transport plan deals with programme level risk management, in particular chapter three, the delivery plan. The table below details the capital programme risk and mitigation measures:

Risk	Mitigation measure [s]
Cost increase/budget reduction	All designs developed to be flexible to allow amendments to reflect budget reductions whilst still maintaining principles of LIP objectives.
Delay to schemes	LIP funding to be allocated in consecutive years to allow more involved projects to run over 18 months rather than the traditional 12 months.
Lack of stakeholder support	Develop designs that meet our LIP objectives that can be justified and presented to stakeholders in a suitable manner.
Policy compatibility	To develop a bespoke policy compliance tool that all potential

	projects will be assessed against.
Lack of resources to deliver	To maintain framework consultants to ensure resources are in place to deliver LIP objectives.

- 11.2 All integrated transport projects are managed through the divisional quality management system which incorporates all elements of project risk management and mitigation required for capital and revenue projects.
- 11.3 Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the councils statutory duties under a variety of acts including the Traffic Management Act 2004, these works and other their associated statutory requirements therefore contribute positively to the management of risk number 8 managing statutory duty on the council's strategic risk register.
- 11.4 Implications verified by: Michael Sloniowski, Head of Risk Management. 0208 753 2587

## 12. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 12.1 There are no procurement related issues associated with the recommendations as the intention is to use existing works term contractors and highway engineering consultants.
- 12.2 Implications verified by: Alan Parry – Interim Head of Procurement [job share] 020 8753 2581

## 13. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	TfL Local Implementation Plan (LIP) 2017/18 annual spending submission guidance - published	Nicholas Ruxton-Boyle	ENV, HTHX

### LIST OF APPENDICES:

Appendix 1 – Speed limits in Hammersmith & Fulham

Appendix 2 – 2017/18 TfL funded integrated transport programme plan