

Cabinet

21 MARCH 2011

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

*Councillor Nicholas
Botterill*

**TFL FUNDED ANNUAL INTEGRATED
TRANSPORT INVESTMENT PROGRAMME
2011/12**

**Wards:
All**

This report summarises the TfL funded integrated transport investment programme for 2011/12. Eighteen projects are proposed totalling £2.072 million under three programme areas; Corridors, Neighbourhoods and Smarter Travel.

The purpose of the schemes is to help meet the Transport Plan (LIP) objectives of improving access to the borough's regeneration areas, improving the efficiency of the road network, improve the quality of our streets and air quality, make it easier for everyone to gain access to transport, control parking spaces fairly for residents and businesses and reduce the numbers of people killed and injured on our roads.

**HAS AN EIA BEEN
COMPLETED?
YES**

The funding has been provided specifically for these purposes by Transport for London and will be designed to give maximum value for money and reduce longer term maintenance costs to the council. There will be full consultation on the details of schemes with residents, businesses and road user groups and schemes will only be supported if they have broad local support.

CONTRIBUTORS

DENV
DFCS
ADLDS

Recommendations:

- 1. That approval be given to carry out feasibility design and consultation on projects C1 to C5 and N1 to N5 at a total cost of £170,000 (approximately 10% of**

the project total) as set out in paragraph 3.

2. That authority be delegated to the Deputy Leader and Cabinet Member for Environment and Asset Management, in conjunction with the Director of Environment, to approve implementation of the ten individual schemes (C1 to C5 and N1 to N5) subject to local support.
3. That approval be given to spend £130,000 to complete the 2010/11 projects and to spend £76,000 to initiate the 2012/13 projects as detailed in paragraph 4 of the report.
4. That approval be given to spend £321,000 on the smarter travel programme as detailed in paragraph 5.

1. STRATEGIC OBJECTIVES

1.1 The six goals set out in the Mayor's second transport strategy for London 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

1.2 The seven borough transport objectives as part of the consultation draft transport plan (Local Implementation Plan 2 or LIP2) are as follows;

- 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.
- To improve the efficiency of our road network.
- To improve the quality of our streets.
- To improve air quality in the borough.
- To make it easier for everyone to gain access to transport opportunities.
- To support residents and businesses by controlling parking spaces fairly.
- To reduce the number of people injured and killed on our streets.

1.3 As part of our transport plan we are required to have a costed and funded delivery plan showing how we intend to meet our targets. This annual funding submission to TfL, which was approved by the Cabinet member for the Environment in October 2010, is an integral part of this delivery plan.

2. CHANGES TO 2011/12 FUNDING

2.1 In 2010/11 TfL changed how it funds borough transport projects to a formula based system for which the borough received £2.431m for our integrated transport programmes (corridors, neighbourhoods and smarter travel)

2.2 This funding approach is to be maintained for 2011/12 to 2013/14 with the following indicative funding levels;

2011/12 - £2.072m

2012/13 - £1.988m

2013/14 - £1.704m

- 2.3 These figures reflect the back loaded reduction in TfL funding as a result of the comprehensive spending review and represent a 3%, 5% and 12% reduction over the three years of the delivery plan (2011/12 to 2013/14).
- 2.4 One difference in the funded programme is that this grant is now a single budget rather than three separate budgets for the three programme areas; corridors, neighbourhoods and smarter travel. However due to the different approaches to how these projects are designed, delivered and managed officers have kept them as three distinct programme areas.
- 2.5 The following three chapters detail the projects and initiatives that have been developed through a cross divisional working party taking into account strategic and local objectives and targets.

3. 2011/12 CORRIDORS & NEIGHBOURHOOD SCHEMES

- 3.1 The following ten schemes form the majority of the capital programme in the borough for 2011/12, and are presented in no particular order. The plan attached as appendix 1 shows the location of these schemes.

- **Wayfinding (C1) - £130,000**

The Legible London signage system has been successfully installed in Shepherds Bush Town centre and we are in the process of implementing the system in Hammersmith Town Centre. It is strongly supported by businesses in Shepherds Bush and the Hammersmith BID (Business Improvement District) as it helps to attract and retain visitors and improve economic viability. This project will see the completion of the project in Hammersmith and the signage system designed and implemented in the third and final town centre, Fulham.

Legible London is an innovative and interactive way of providing a high quality pedestrian environment and can allow us to remove a considerable amount of clutter from our town centres. Many businesses, churches, doctors' surgeries etc request us to provide signposts to their premises and Wayfinding pillars provide a much more cost-effective and less cluttering way of doing this than the installation of individual signposts. It is predicted that the signage system will be installed in December 2011. Further information on the the Wayfinding system and its costs is given at Appendix 2.

- **Fulham Palace Road (C2) - £518,000**

This scheme is designed to accompany the Fulham Palace Road slip road proposals and its primary aim is to smoothing traffic flow along the

length of this important north-south route. This will be the first year of a three year programme of investment totalling over £1m.

In 2008 TfL commissioned a multi modal corridor review which resulted in a variety of proposals along the length of Fulham Palace Road to reduce casualties and increase capacity for all traffic. The total cost of the project was estimated at £3.3 million; however no funding resulted from this study.

Many of the proposals meet the emerging boroughs transport objectives and as such officers will review the proposals and seek to deliver those that provide the greatest benefits to the travelling public along our most important north-south corridor.

- **Riverwalk (C3) - £115,000**

This is the second year in which we have allocated funding to improve this major attraction of the borough. This year we published our river walk enhancement report from which we have identified a variety of areas for investment. The riverwalk is very well used but parts of it are in poor condition.

This year we intend to continue improvements along the Thames Path and its connections through public realm and accessibility improvements and investigating how best to maximise the use of the asset as a transport corridor for more users.

- **Goldhawk Road (C4) - £61,000**

In 2010/11 a visioning study was carried out by one of our term transport consultants The Project Centre (which designed Walworth Road and Exhibition Road) to allow an independent view of what could be achieved with the existing road space, and exhibited and predicted traffic movements. The purpose of the scheme is to develop a strategic plan which will improve the use of roadspace, reviewing the existing traffic and parking regulations and removing guardrail to make the area more attractive and encourage the regeneration of this important road. Enable the economic regeneration of Goldhawk Road by providing an efficient and attractive street environment for all road users. The visioning study estimated the overall cost of the proposed design at £5 million, and it is anticipated that this could be funded as follows;

- **£1m from the annual TfL settlement over the next 3 years**
- **£3m from TfL major schemes programme**
- **£1m from S106 contributions**

£61,000 is allocated to fund the detailed design of the scheme and carry out public engagement. A major schemes bid will be submitted for £3 million to be phased over the following two years. £245,000 from TfL for maintenance would be used to support the final scheme design. In addition a series of quick wins will be identified that can be delivered in 2011/12 which would support the final design.

- **Scrubs Lane (C5) - £86,000**

Scrubs Lane is a unique corridor in the borough caused by its particular land uses and resulting traffic and movement profile. This funding will allow us to review the efficiency and effectiveness of the road layout on this important north-south route and deliver any improvements to the environment, accessibility and to reduce accidents.

- **Wormholt Park area (N1) - £134,000**

The extent of this neighbourhood scheme is the 'Sawley Road 20mph zone' implemented in 2006/7. Casualties have reduced following the implementation of the 20mph zone however not to the level that was predicted.

The area is subject to a variety of traffic calming measures which will be reviewed as part of this scheme. A number of road closures exist in this area, some of which are ineffective and they which will be reviewed. The area houses two schools, one of which has grown significantly recently and the site of the proposed new White City collaborative care centre.

- **Dawes Road area (N2) - £158,000**

Dawes Road and the surrounding residential streets between Lillie Road to the north, North End Road to the east, Fulham Road to the south and Munster Road to the west form the boundaries to this neighbourhood scheme. The area suffers from north-south rat-running and has a variety of traffic calming and management measures are in place which were delivered over the last 20 years which may no longer be appropriate for present day conditions .

- **Parsons Green area (N3) - £164,000**

The area south of N2 above between Fulham Road to the north, Cassidy Road to the east, New Kings Road to the south and Munster Road to the west forms the third neighbourhood scheme. Like N2 above the area suffers from north-south rat running and a variety of traffic calming and management measures which may no longer be fit for purpose.

Parsons Green, Eel Brook Common and Parsons Green underground station sit within this area all of which create high levels of walking and cycling trips.

- **Moore Park Road area (N4) - £96,000**

The area east of N3 above between Fulham Road to the north, the borough boundary to the east, New Kings Road to the south and Cassidy Road to the west forms the fourth neighbourhood scheme. The close association of N2, N3 and N4 (as can be seen on the plan at appendix 1) is purposeful to maximise the benefits of the neighbourhood approach.

Barclay Road and Effie Road are within this area which has been subject to much representation in the last year as are the series of closed streets between Fulham Road and New Kings Road from Fulham Broadway to the borough boundary. We will take the opportunity to review these restrictions to see if they are still necessary or appropriate,

- **Ravenscourt Park (N5) - £155,000**

This neighbourhood scheme is an extension of the neighbourhood and station access scheme currently under construction. It concentrates on the complex junctions of Dalling Road, Studland Road and Glenthorne Road. Three zebra crossings exist at this site, with poor casualty records as does the entrance to a primary school. Furthermore as part of the strategic road network the junctions carry heavy traffic flows along with multiple bus routes and a constant stream of pedestrians travelling to and from the underground station.

4. COMPLETION OF 2010/11 SCHEMES AND INITIATION OF 2012/13 SCHEMES

- 4.1 Given the change in nature of the capital programme and the extended scheme design and engagement process officers have been required and able to extend the life of a project from 12 months in one financial year to 18 months straddling three financial years. This has allowed a phased delivery of the programme alongside the highway maintenance programme and avoided a rush to deliver schemes in the final quarter of the financial year.
- 4.2 The first three months of a project consist of the blank canvas consultation in the first of the three financial years. Year two consists of the bulk of the project; the detailed design, consultation and construction. Year three (which this section of the programme will be funding) is the completion of the project including safety audits and project reviews.

4.3 **£130,000** of funding has been allocated to complete five corridor and neighbourhood projects below that have been delivered in 2010/11;

- **Du Cane Road**
- **Askew Road**
- **Wendell Park**
- **Brook Green**
- **South Park**

4.4 **£76,000** has been allocated to initiate projects of the 2012/13 indicative and unapproved programme. This will be submitted to TfL in the winter of 2011 and the initiation will consist of preparing the boroughs annual casualty analysis and carrying out the blank canvas consultations to ascertain the local transport problems residents and businesses perceive and face.

5. SMARTER TRAVEL PROJECTS

5.1 The Smarter Travel programme addresses three emerging LIP2 objectives:-

- **To improve the efficiency of our road network.**
- **To improve air quality in the borough.**
- **To reduce the number of people injured and killed on our streets.**

5.2 “Smarter Travel” refers to a range of related activities in road safety education and travel awareness. The areas of activity range from working with schools through road safety education and school travel plans to the development of work place travel plans. There would also be specific road safety campaigns addressing current road safety trends along with travel awareness campaigns promoting appropriate choices of travel. There is a growing body of evidence that these ‘travel demand management’ measures are increasingly effective at reducing congestion through reducing the impact of casualties on the road network (through police closures etc) and managing the growth in car trips. School travel plans have also been effective in reducing congestion caused by the “school run”. The proportion of children being driven to school has decreased from 20% to 16% as a result of school travel plans. Assuming 20% of peak hour car trips are on the school run, this equates to a 4% increase in highway capacity.

5.3 The smarter travel programme is split into four broad areas, and the list below details the individual small scale initiatives delivered under each broad area;

- **Children - £170,000**

Project	Description
Moving on	Developing road safety skills for years 5 & 6 as they travel independently
Roadwise Rangers	Partnership linking sports skills with road safety
Junior Citizen	Combined initiative with Police to promote good citizenship in year 6
Urban Studies Centre	Working with the Urban Studies Centre to work with 10 schools to review their travel plans
School Travel Plan coordinator	Partial cover for the cost of funding a School Travel Plan assistant
School Travel Plan cover	Funding supply teaching cover where necessary for time spent updating travel plans
School grants	These small grants fund practical facilities at schools who have completed STPs
Child pedestrian training	A full range of road safety training for younger children up to year 4
Walk on Wednesdays	Rewarding children with badges who walk to school regularly
Bike it	Practical work in schools with Sustrans (charity) to develop a continuing a cycling culture

- **Cycling - £75,000**

Cycle Training	Funding 'Bikeability' cycle training for children, and adults and, supporting, bicycle maintenance classes and "all ability" cycling for older people and disabled people
Cycling and HGV awareness	A "changing places" project with cyclists in cabs and lorry drivers on bikes raising awareness of visibility to prevent serious accidents. A large proportion of cyclist deaths and serious injuries are the result of collisions with HGVs and our scheme has received widespread favourable publicity, winning an award from the London Cycling Campaign

- **Tailored road safety campaigns - £40,000**

In car safety	Promotional work using a demonstration sledge to illustrate the importance of wearing seatbelts
Theatre in Education	Using interactive drama to communicate a range of road safety messages and skills to primary and secondary school children, students at further education colleges older and disabled people.

Powered two wheelers	Supporting motorcycle and motor scooter training and skills to reduce accidents. Motorcyclists have the highest casualty rates of any road users
Road safety linked to health improvement	Developing a project with groups in the community needing exercise but unconfident to walk
Drink/drug driving	Highlighting road safety dangers created through impairment by drink and drugs and to promote social responsibility in these areas

- **Travel Awareness - £36,000**

Workplace Travel Plan development	Supporting the development of Workplace Travel Plans in LBHF
Travel Awareness promotion	Funding for a range of activities and materials promoting sustainable travel and reducing congestion

6. OTHER TFL FUNDED PROGRAMMES

- 6.1 Two other programmes are funded annually by TfL through this process; strategic road maintenance and the local transport fund.
- 6.2 £364,000 of funding was allocated to resurface two of the boroughs strategic roads in 2011/12; Goldhawk Road and Dawes Road. Details of these projects and the revenue funded maintenance programme will be issued under a separate report.
- 6.3 As with the last two years £100,000 has been made available to the borough to spend on local transport initiatives of our choice, providing they broadly meet the objectives in the MTS and our LIP2. Approval of this programme will be submitted to the Cabinet Member for the Environment in due course.
- 6.4 In 2010/11 the local transport fund enabled us to carry out the following projects;
- Safety and accessibility improvements on King Street
 - Review and removal of a pelican crossing on Shepherds Bush Road
 - Borough wide cycle parking installation and pedestrian crossing accessibility improvements.

7. RISK ASSESSMENT

- 7.1 Chapter 3 of the consultation draft transport plan (the boroughs second local implementation plan) deals with risk management. The table overleaf 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 reduction whilst still maintaining principles of LIP objectives
Delay to schemes	LIP funding to be allocated in consecutive years to allow more involved projects to be 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 our working relationships with the RB Kensington & Chelsea and framework consultants to ensure resources are in place to deliver LIP objectives.

8. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE SERVICES

- 8.1 Transport for London (TfL) have approved funding for 2011-12 as follows:

Corridors	£0.963m
Neighbourhoods	£0.750m
Smarter Travel	£0.359m
Total	£2.072m

- 8.2 At present, the costs of each scheme are based on an estimate. These are subject to change once the detail of each 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.

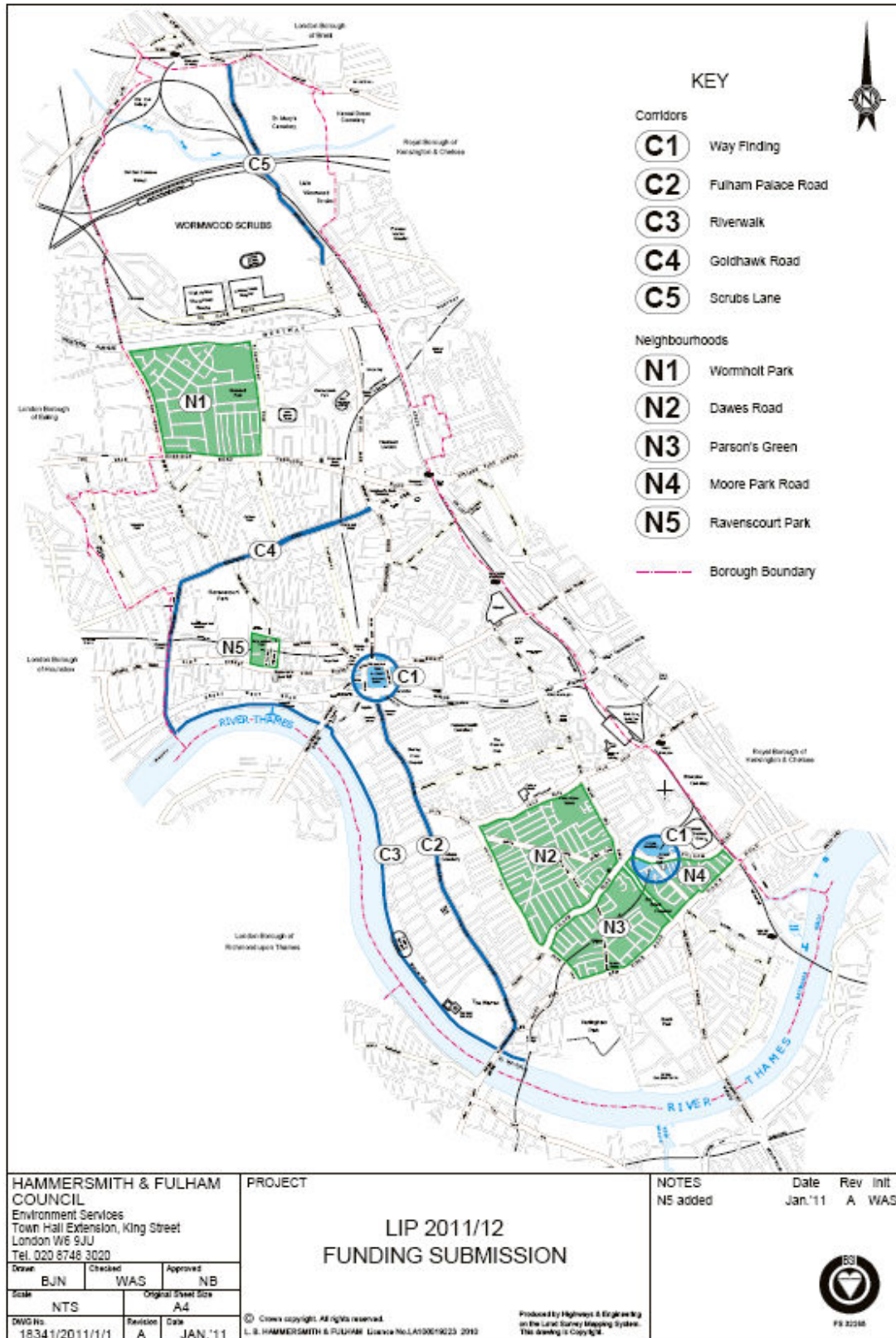
9. COMMENTS OF THE ASSISTANT DIRECTOR (LEGAL AND DEMOCRATIC SERVICES)

9.1. ADLDS has read this report and is satisfied with its content.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	Consultation draft transport plan for Hammersmith & Fulham	Nick Boyle X3069	5th floor HTHX
2.	TfL funding submission 2011/12	Nick Boyle X3069	5 th floor HTHX
CONTACT OFFICER:		NAME: Nick Boyle EXT. 3069	

Appendix 1



Appendix 2: Wayfinding Project Costs

The wayfinding signage that we use follows strict design criteria set by Transport for London (TfL) as part of their "Legible London" system. This is designed to be a London wide navigational tool and as such TfL would not be prepared to fund alternative wayfinding designs.

The Legible London pillars (or "infoliths") are intended to be highly vandal resistant including an "impact distortion bracket" designed to withstand sudden heavy impacts on the pillar. Further, TfL states that the choice of materials and finishes has also been carefully considered to maximise product life, ease and minimise maintenance and provide a sustainable solution. This sustainability is driven by choice of materials based on longevity, whole life cost and the ability to recycle products using a "cradle-to-cradle" ethos, i.e. the materials could be reprocessed to construct another sign of the same quality, not down cycled for use in an alternative way.

Further, the design of the pillar, would allow both electric supply, solar power and electronic products to be inserted at a later date and should therefore be able to respond to innovative changes without needing to be significantly modified or replaced.

The supply of Legible London equipment is now via a framework contract established by TfL and aimed at ensuring value for money by having a single contract dealing with all Legible London purchasing across the London area.

Approximately half of the cost of Legible London schemes is the cost of the mapping and design work. This is carried out in-house at LBHF but following strict design standards and quality checking by TfL. The exception to this is 3-D modelling of key landmark buildings which is carried out by a specialist company. An integral part of the design is the involvement of local stakeholders, in particular key members of the local business community, to ensure that points of interest are adequately identified in the maps we produce.

The £130k in 2011/12 will fund the completion of Hammersmith wayfinding (c. £20k -£25k) and will then allow approximately 9 pillars and a few finger posts. The exact number and location of these will be decided in consultation with the local business community and town centre manager.

There is a revenue cost of some £3,000 per year in cleaning and maintaining the pillars and we will explore a variety of means of providing these funds, including sponsorship by businesses or the BID, savings on traffic signal maintenance, or, if necessary, make a proposal for revenue growth item.