


<p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">CABINET</p> <p style="text-align: center;">4 SEPTEMBER 2017</p>	
<p>MAYOR'S AIR QUALITY FUND & NEIGHBOURHOODS OF THE FUTURE COMBINED SCHEME</p>	
<p>Report of the Cabinet Member for Environment, Transport and Resident's Services: Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: Yes</p>	
<p>Consultation: <i>Finance & Legal</i></p>	
<p>Wards Affected: Hammersmith Broadway</p>	
<p>Accountable Director: Mahmood Siddiqi, Director of Transportation and Highways</p>	
<p>Report Author: James Abbott, Transport Planner</p>	<p>Contact Details: Tel: 020 8753 7352 E-mail: james.abbott@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report seeks approval for the progression of the combined NoF (Neighbourhoods of the Future) and MAQF (Mayor's Air Quality Fund), scheme, which for the purposes of this report will be referred to as the 'Hammersmith Grove South Scheme'.

2. RECOMMENDATIONS

- 2.1. That approval be given to make realistic and necessary changes to the concept designs for the Hammersmith Grove South scheme, resulting in a preferred design which can be progressed to public consultation.
- 2.2. That authority be delegated to the Director of Transport and Highways in consultation with the Cabinet member for Environment, Transport and

Resident's Services to approve the implementation of the Hammersmith Grove South Scheme, subject to a favourable outcome of public consultation in Autumn 2017.

- 2.3 That an order be placed with the Council's Term Contractor (F M Conway PLC) in the sum not to exceed £760,000.

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. 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.
- 3.3. The funding streams provided by TfL represent an opportunity to deliver a scheme which will improve the urban realm and pedestrian permeability in addition to providing opportunities to enhance air quality through the use of electric vehicle charging points and engagement with local businesses.

4. BACKGROUND

- 4.1. In 2015/16 officers submitted bids to TfL (Transport for London) for both NoF and MAQF2 funding for two separate projects. Both submissions were successful on the basis that they would be match funded by existing or new S106 funding from nearby developments. Early design work was undertaken in 2016.
- 4.2. In late 2016 it was confirmed that S106 match funding was not available and it was proposed to combine funding for both projects (NoF and MAQF2), alongside the council's sustainable urban drainage [SUDS] and LIP funding to deliver a combined project – the Hammersmith Grove South Scheme.
- 4.3. The approximate cost breakdown of the combined project's various funding streams is set out in the below table;

Source/year	17/18	18/19	Total
NOF		£210k	£210k
MAQF2	£300k	£50k	£350k
H&F LIP Allocation		£200k	£200k
Total	£300k	£460k	£760k

- 4.4. As shown in table 1 there is funding in the 17/18 financial year, resulting in a need to consult publicly on the scheme and deliver its basic elements, as soon as possible.
- 4.5. Design work undertaken to date has centred around the removal of all non-low emissions vehicles from the scheme boundary. Whilst this would be a progressive way to improve air quality, it would preclude access for businesses and residents and the lead in times associated with gaining the relevant permissions from the Department for Transport would likely result in the allocated funding not being spent in 2017 / 2018. Transport for London are comfortable with this element of the scheme being removed.
- 4.6. Therefore, the proposal for the progression of this scheme is to make a series of changes to the preferred concept design, resulting in a scheme design which can be taken to consultation in Autumn 2017 with the works starting to be implemented later in the financial year.

5. PROPOSAL AND ISSUES

- 5.1. The proposed way forward for the Hammersmith Grove South scheme is to build on the work undertaken to date by refining the concept designs into a practical option which can deliver on the funding objectives of NoF and MAQF2.
- 5.2. The area in question is a section of highway running between Glenthorne Road and Beadon Road, along which a number of businesses are located. The area currently receives overspill from the A219 at present, resulting in reasonably high vehicle volumes. Additionally, the highway layout responds to an historic entrance/exit to the NCP car park which is no longer there, meaning that there is a northbound lane halfway along this short section of road.
- 5.3. The highway is populated by parking and neither the northern or southern junctions are signalised. There is a plan to signalise the southern junction (with Beadon Road), as part of the TfL Better Junctions programme. The Hammersmith Grove South scheme would consolidate the highway down to one lane southbound through the scheme area.
- 5.4. The main challenge to this scheme at the present moment is the uncertainty surrounding key elements of the original concept designs, namely the proposed ban on all non-low-emissions vehicles in the scheme boundary, and the proposed right turn ban from Glenthorne Road into Hammersmith Grove. Whilst these proposals would be a progressive way to improve air quality, there is a concern that the lead in times associated with gaining the relevant permissions from the Department for Transport would likely result in the allocated funding not being spent in 2017 / 2018, resulting in a loss of a substantial portion of the TfL funding streams.

- 5.5. Officers are confident that a progressive scheme can still be delivered if these two elements are shifted to later years and wish to shape a design over the coming months. TfL have given confirmation that delay of these two elements will not result in a loss of funding but there is a need to progress quickly with the project to ensure delivery in 2017/18.
- 5.6. The scheme can be consulted on in Autumn 2017 and built in 2018.

6. OPTIONS AND ANALYSIS OF OPTIONS

- 6.1. Officers have considered a number of options relative to the progression of the Hammersmith Grove South Scheme and these are set out below;
- 6.2. Option One: Proceed with the scheme as originally intended, retaining the traffic order and banned turn elements. This is likely to result in an extended scheme programme whilst the traffic order element is resolved around other schemes in the area (Hammersmith Grove Area Action Plan, Better Junctions and CS9). Sound project management principles would dictate that the projected spend should be revised down to TfL to reflect the achievable actions in 2017/18.
- 6.3. Option Two: Undertake minor changes to the concept designs that have been produced for the Hammersmith Grove South Scheme, whilst shifting the two elements detailed in this report into later phases of delivery, in order to honour the predicted spend for the 2017/18 financial year, and deliver a scheme which will benefit residents and businesses in the area. The resulting design would be consulted on in Autumn 2017.
- 6.4. As set out in this report it is recommended that option two is progressed as this represents the most deliverable scheme at the present moment. It should be noted that the low-emissions only traffic order and banned turn elements will be considered for this area at a later date, following the delivery of the physical aspects of the scheme.

7. CONSULTATION

- 7.1. Consultation undertaken to date has included informal presentation of concept designs to the Hammersmith Grove Residents Group.
- 7.2. Should the recommendations outlined in this report be approved, a formal public consultation would be undertaken in Autumn 2017.

8. EQUALITY IMPLICATIONS

- 8.1. 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 entry treatments which reduce the crossing distance for pedestrians and a reduced volume of heavy goods vehicle traffic; Age, Disability, Pregnancy and Maternity.

- 8.2. All groups will benefit from improved air quality which is one of the core objectives of the LIP and the Mayor of London's emerging environmental policies.

9. LEGAL IMPLICATIONS

- 9.1. The Council has the power to make such traffic orders under sections 6 and 9 of the Road Traffic Regulation Act 1984 and to carry out improvements to the highway under Part II of the Highways Act 1980. The Council has had regard to its public sector equality duty under section 149 of the Equality Act 2010.

Comments provided by Lindsey Le Masurier, Solicitor – 020 7361 2118.

10. FINANCIAL IMPLICATIONS

- 10.1. Transport for London (TfL) have allocated £300,000 from the Mayor's Air Quality Funding 2 (MAQF2) programme in 2017/18 and £210,000 from the Neighbourhoods of the Future (NOF) Programme in 2018/19. Additional funding for future years has not yet been finalised.

- 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. Any variation in costs 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.

Comments provided by Gary Hannaway, Head of Finance, 020 8753 6071.

11. IMPLICATIONS FOR BUSINESS

- 11.1. There are a number of businesses in the immediate vicinity of the scheme boundary that will benefit from this scheme as the core objectives include engagement with local businesses on how to reduce emissions through freight consolidation and the use of electric vehicle charging points and loading bays which will be installed on Hammersmith Grove South.

- 11.2. Businesses will also benefit from the borough meeting its transport objectives and targets, as set out in 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.

- 11.3. An efficient and effective road network will allow businesses to deliver goods and services to a number of customers across the borough and within the wider west London sub-region.

12. COMMERCIAL IMPLICATIONS

12.1. There are no procurement related issues as the recommendations relate to a series of orders to be placed across the Council's Measured Term Contractors to carry out the highway improvement works in the neighbourhood of Hammersmith Grove.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	None		