


| | |
|---|--|
| <p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">CABINET</p> <p style="text-align: center;">9 OCTOBER 2017</p> |  |
| <p>TFL FUNDED ANNUAL INTEGRATED TRANSPORT INVESTMENT PROGRAMME 2018/19</p> | |
| <p>Report of the Cabinet Member for Environment, Transport and Resident's Services – Cllr Wesley Harcourt</p> | |
| <p>Open Report</p> | |
| <p>Classification - For Decision</p> <p>Key Decision: Yes</p> | |
| <p>Wards Affected: All</p> | |
| <p>Accountable Director: Mahmood Siddiqi – Director of Transport and Highways</p> | |
| <p>Report Author: Chris Bainbridge – Interim Chief Transport Planner</p> | <p>Contact Details: Tel: 020 8753 3354 E-mail: chris.bainbridge@lbhf.gov.uk</p> |

1. EXECUTIVE SUMMARY

- 1.1. This report refines and details the Council's integrated transport programme to be delivered in 2018/19, 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 Director of Transport and Highways in consultation with the Cabinet Member for Environment, Transport and Residents' Services.
- 1.2. The council's integrated transport award for 2018/19 is £1,755,000 and for Principal Road maintenance £481,000. 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. This report gives details of the Integrated Transport Programme. Proposals for principal road maintenance will be brought forward separately.

- 1.3. The Mayor of London's draft Transport Strategy (MTS3) was published for consultation in June 2017 and in the final version is expected to be issued in early 2018. Following this, the guidance for councils to draft their own Local Implementation Plan 3 (LIP3) will be issued in early 2018.

| Funding category (17/18 figures in brackets) | Capital (£000) | Revenue (£000) | Total (£000) |
|---|---------------------------|---------------------------|-------------------------|
| Integrated transport | 1,409 (1228) | 346 (541) | 1,755, (1796) |
| Principal road maintenance | 481 (449) | 0 | 481 (449) |
| Local transport fund | 0 (50) | 0 (50) | 0 (100) |
| Total | 1890 (1727) | 346 (541) | 2236 (2345) |

- 1.4 The 2018/9 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'.

2. RECOMMENDATIONS

2. That authority be delegated to the Director of Transport and Highways in consultation with the Cabinet Member for Environment, Transport and Residents Services to approve the implementation transport projects described in section 4 of this report, subject to favourable outcomes of public engagement and consultation.

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 2018/19

The 2017/8 integrated transport programme is made up of a number of different project areas incorporating the Council's vision to be the greenest borough and

aligning with the Mayor’s Healthy Streets ambition. 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

| project area | Budget (£000) | paragraph |
|--|----------------------|------------------|
| 20mph project | 30 | 4.2 |
| Local Safety Projects | 490 | 4.3 |
| Environmental Projects | 360 | 4.4 |
| Hammersmith Grove (South) | 200 | 4.5 |
| Planned Maintenance Enhancements | 90 | 4.6 |
| SmarterTravel Programme | 296 | 4.7 |
| Preparation of LIP 3 | 50 | 4.8 |
| Mayor’s Air Quality Fund Match Funding | 75 | 4.9 |
| Steventon Road | 100 | 4.10 |
| Completion of 17/18 Projects | 64 | 4.11 |
| total | 1755 | |

4.1. 20mph Projects [£30,000]

In 2016 a significant extension of the borough’s 20mph speed limits was implemented. Funds in 2016 and 2017 were utilised to implement further features in the borough’s road network to encourage compliance with the new speed limits, and we expect that most of these works will be completed by March 2018; with a small amount, £30,000, to be made available in 2018/9.

Designs are developed and consulted on with residents and resident’s 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.

4.2. Local Safety Projects [£490,000]

Schemes to be prioritised for funding from the following list:

- i) Pedestrian Crossing Improvements at various locations, prioritised according to collision statistics and residents’ requests.
- ii) Fulham Palace Road Corridor: to enable completion of projects identified in the 2016-17 review of major programme.

- iii) (New) King's Road: investigation and implementation of measures to improve cyclists' safety.
- iv) Imperial Road/Townmead Road
- v) Old Oak Road/Uxbridge Road Junction
- vi) Stamford Brook/Goldhawk Road

4.3 Environmental Projects (£360,000)

- i) Minor projects £150,000
- ii) School Travel Plans - supportive engineering measures, e.g. Banim Street
- iii) Smart Cities (e.g. inspection chamber covers which can record when gullies are full and amount of traffic passing over)
- iv) 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 streetscape. RBKC, Waltham Forest, Newham and Lambeth are some of the boroughs who have done this type of street enhancement
- v) enhancement contributions for greening project £50,000.

4.4 Hammersmith Grove (South) (£200,000)

Part match funding for the Mayor's Air Quality Fund/Neighbourhood of the Future scheme. This involves landscaping, sustainable drainage, and projects to improve air quality, including electric vehicle charging points.

4.5. Planned Maintenance Enhancements (£90,000)

Enhancements/Improvements to support maintenance programme, including £40,000 for bus stop enhancements.

4.6 Smarter Travel Programme (£296,000).

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. Includes healthy workplace project.

4.7 Preparation of 2019/20 annual spending submission and LIP3 (£50,000) 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 residents' groups and similar bodies. The Mayor's LIP 3 guidance will be published early in 2018 following adoption of Mayor's Transport Strategy.

4.8 Mayor's Air Quality Fund Match Funding (£75,000)

Final 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.

4.9: Steventon Road (£100,000)

Implementation of scheme being designed in 2017/8. Includes review of traffic management arrangements, community engagement and sustainable drainage.

4.10 Completion of 17/18 Projects (£64,000)

To be allocated to projects whose timings may have slipped or which require small amounts of additional funding

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 2018/19 integrated transport programme is an interim plan pending the publication of the Mayor's Transport Strategy and preparation of the Council's Transport Plan (LIP 3) in 2018. It is a rolling forward of the first three-year delivery plan which 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 Council's 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.

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 section 1 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: Chris Bainbridge, Interim 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 Council's 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 recommendation. It will be the Council's intention to use existing works term contractors and highway engineering consultants for the schemes outlined in the report.

12.2 Implications verified by: Alan Parry – Procurement Consultant, 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. | Chris Bainbridge | ENV, HTHX |