



Our ref: 10/0022

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29 July 2010

Dear Jason,

King Street Regeneration, LB Hammersmith & Fulham A4 Crossing

The following comments represent the views of Transport for London officers and are made on a “without prejudice” basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.

I am writing in relation your request for information concerning the possibility of an at-grade pedestrian crossing on the A4 leading from Hammersmith and Fulham Town Hall on the north side to Furnival Gardens adjacent to the river on the south side.

The A4 is a key strategic distributor road forming part of the Transport for London Road Network (TLRN). Transport for London is responsible for the safe and reliable operation of the TLRN. In order to achieve these objectives the Mayor of London has clearly stated in the Mayors Transport Strategy that TfL must ensure that they seek to improve conditions for all road users, including smoothing traffic flow.

At present there aren't any at-grade crossings on this stretch of the A4 and pedestrian movements are catered for with subways; TfL has no plans to implement at-grade facilities at this location or along this part of the A4 as we believe this would be detrimental to the safety of road users. An at-grade crossing would not fit in with the design and nature of the road where traffic flow and speeds are high and an at-grade facility could present serious road safety problems and have a detrimental impact on the expeditious movement of traffic on the network. On this basis the provision of an at-grade crossing facility in this location is unlikely to be acceptable to TfL.

To conclude, although a detailed design has not been assessed, TfL is unable to provide “in principle” support for the concept of an at-grade pedestrian crossing facility in this location and considers that the proposed footbridge and/or upgrading of subways presents the best solution in terms of providing for walking and cycling.

Any permanent changes (including any over sailing structures such as a bridge) to the A4 Transport for London Road Network (TLRN) would require TfL agreement under Highways Act 1980 and TfL Technical Approval for the proposed structures. Any temporary changes to the TLRN would also be subject to TfL license or agreement during the construction phase of the development. TfL would seek to minimise disruption to the smooth flow of the road network and would require Road Safety Audits as part of this process to satisfy our road safety concerns.

I hope this information provides a useful basis upon which to progress the design and preparation of the planning application and supporting transport assessment.

Should you wish to discuss this letter, please do not hesitate to contact me.

Yours sincerely,

Clare McIntyre
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By email only

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