

## 2. Borough Transport Objectives

### 2.1 Introduction

This chapter sets out Hammersmith & Fulham's Borough Transport Objectives for the period 2011 - 2014 and beyond, reflecting the timeframe of the revised MTS. The structure is as follows:

- Sections 2.2 and 2.5 describe the local context firstly providing an overview of the borough characteristics and its transport geography, and then summarising the London-wide, sub-regional and local policy influences which have informed the preparation of this LIP.
- Section 2.6 sets out Hammersmith & Fulham's problems, challenges and opportunities in the context of the Mayor's transport goals and challenges for London, and looks at the main issues which need to be addressed within the borough in order to deliver the revised MTS goals.
- Finally section 2.7 sets out our Borough Transport Objectives for this LIP, which have been created by the issues identified in Sections 2.2 to 2.6.

### 2.2 About Hammersmith & Fulham

The borough of Hammersmith & Fulham is situated on the western edge of inner London in a strategic location on the transport routes between central London and Heathrow airport. The orientation of the borough is north to south, with most major transport links, both road and rail, carrying through-traffic from east to west across the borough. Some of the busiest road junctions in London are located in the borough at Hammersmith Broadway, Shepherds Bush Green and Savoy Circus and the borough suffers disproportionately from the effects of through-traffic. North-south transport links in the borough are not as good as east-west links.

The borough's population is increasing. It has grown from 169,300 in 2004 to 172,500 in mid 2007 and is expected to grow by approximately 12% between 2006 and 2026. The population of the borough is relatively young and ethnically diverse. It is also a highly mobile population with about half of all households having moved into the borough in the last five years.

Nearly half of the population (45%) is between 19 and 40 years old. The borough has the second highest proportion (54.7%) of single adults in England and Wales. Four in ten (40.3%) households consist of one person. (Source 2001 census)

Hammersmith & Fulham is an area of contrasts: of wealth and poverty; attractive environments, many of which are protected by conservation designations, and other areas that need to be regenerated and improved. The borough has some of the highest house prices in London but is ranked as the 38th most deprived local authority in the country (IMD2007). There are significant pockets of deprivation largely concentrated on the larger housing estates, such as in the White City area.

The borough has at least four distinct areas – Fulham, Hammersmith, Shepherds Bush and the area to the north of Wormwood Scrubs (the College Park/Hythe Road area). The borough also benefits from having almost five miles (seven kilometres) of frontage along the River Thames.

Our economy is part of the wider London and west London economic area. The borough occupies a favourable location in west London and is attractive to a variety of businesses. It has enjoyed significant growth in employment and economic activity over the last three decades, with the central Hammersmith area becoming an important sub-regional location for offices. In 2006, 115,000 people worked in the borough compared with 111,500 in 2004 (Annual Business Inquiry). Just over a quarter of people working in the borough also lives in the borough. The largest employer in the borough is the BBC, based in Wood Lane, which has expanded its complex there in recent years and has approximately 14,000 employees. This number will decrease with the proposed move of some of the BBC's staff to Salford and central London in the coming years.

In recent decades there has been a substantial change in the composition of businesses with a significant decline in traditional manufacturing, although the publishing, printing and recorded media sector has grown. Smaller firms have become more important: 76 percent of businesses have fewer than five employees.

To the north of the borough the Hythe Road industrial area forms part of the extensive Park Royal area. Park Royal is the closest industrial and warehousing area to central London and also serves Heathrow. It houses nearly 2,000 businesses, more than any other industrial estate in Europe, providing around 40,000 jobs. It is home to the growing economic clusters of food and drink, transportation and logistics, and TV and film businesses. The Hythe Road area in H&F is also developing as an area specialising in the recycling of electrical and construction and other waste.

The River Thames and a section of the Grand Union Canal in the north of the borough enhance the environment and character of the borough and provide important opportunities for leisure and recreation. However the Thames restricts movement to the south of the borough, with H&F being a high-risk flood area.

### **2.3 The Borough's Transport Geography**

As an inner London borough, H&F is relatively well served by public transport as the 2010 Public Transport Accessibility Level (PTAL) map overleaf shows (0= poor transport access, 6b = best transport access). However there are pockets in the north and south of the borough that are still poorly served by bus or rail and rate as 1 or 2 on the PTAL scale.

The borough is well served by the London Underground network with the Piccadilly, District, Central, Hammersmith & City and Circle lines connecting the borough with central London, and west and south-west London. The Circle line was extended to Hammersmith in late 2009, which almost doubled the frequency of service, and a new station at Wood Lane was opened in association with the Westfield development in 2008. The only full north-south rail route in the borough is the West London national rail line, which runs along the borough's eastern boundary.

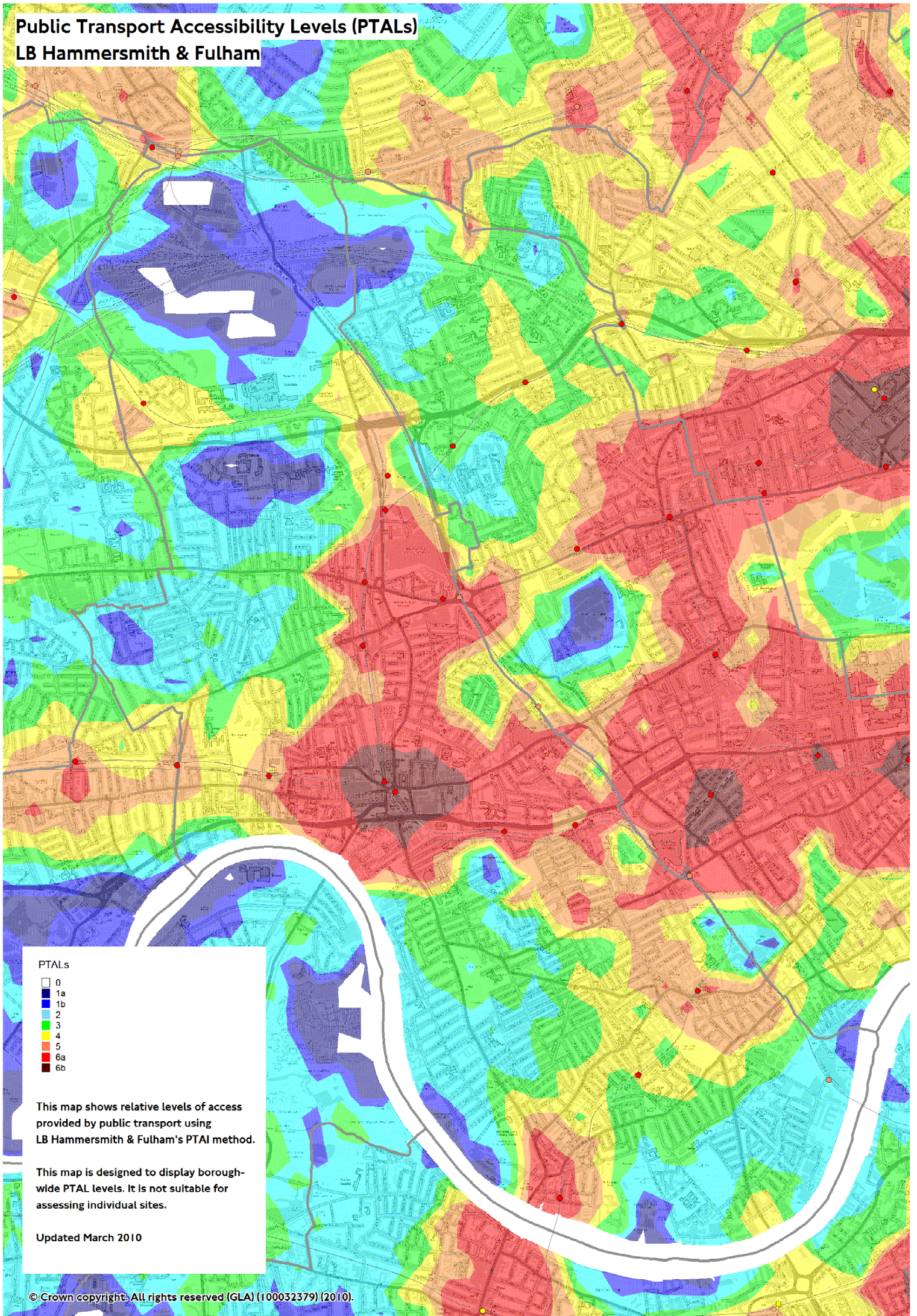
Local services were reintroduced to this line in the early 1990s after a 50 year gap and services have been enhanced since TfL took over responsibility for the franchising of the local services on the line in 2007. The council, with developer partners, the Royal Borough of Kensington and Chelsea and TfL, has successfully secured the opening of new stations at West Brompton (1999), Shepherds Bush (2008) and Imperial Wharf (2009).

The borough's residents are highly dependent on the Underground, with 36 percent of residents using it to travel to work. We also have one of the highest rates of cycling in London, with five percent of residents using this mode to get to work.



# Public Transport Accessibility Levels (PTALs)

## LB Hammersmith & Fulham



### PTALs

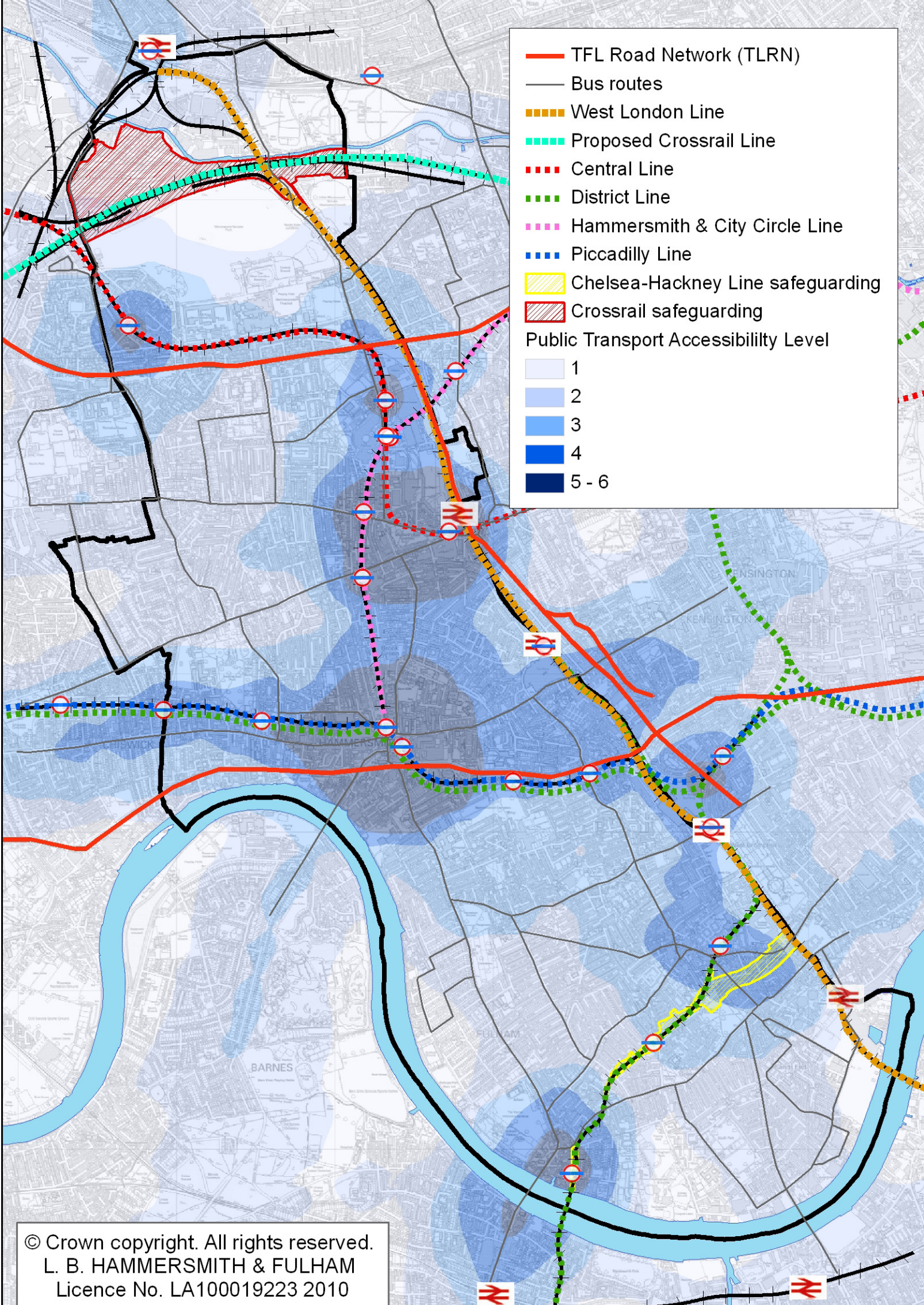
- 0
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b

This map shows relative levels of access provided by public transport using LB Hammersmith & Fulham's PTAL method.

This map is designed to display borough-wide PTAL levels. It is not suitable for assessing individual sites.

Updated March 2010





- TFL Road Network (TLRN)
- Bus routes
- - - West London Line
- - - Proposed Crossrail Line
- - - Central Line
- - - District Line
- - - Hammersmith & City Circle Line
- - - Piccadilly Line
- Chelsea-Hackney Line safeguarding
- Crossrail safeguarding

**Public Transport Accessibility Level**

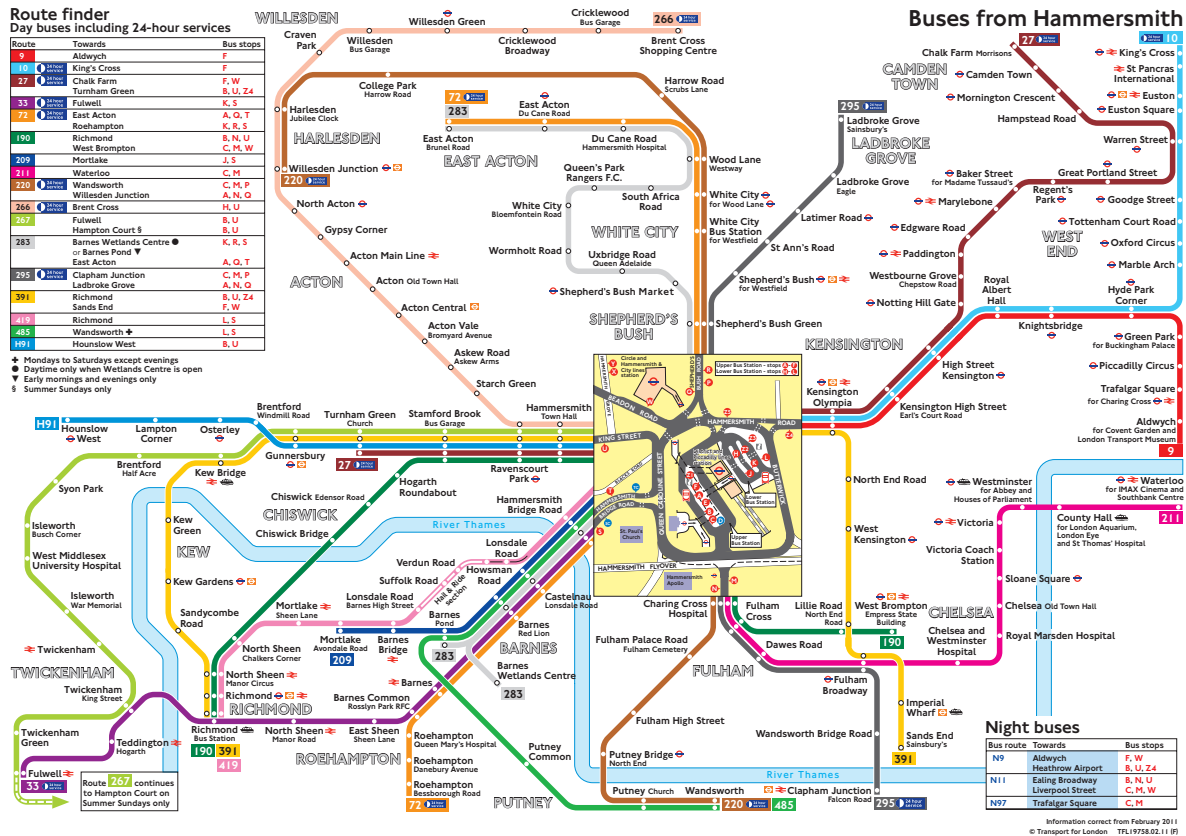
- 1
- 2
- 3
- 4
- 5 - 6

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The borough has a reasonably dense and comprehensive network of bus routes which have improved in quality, frequency, accessibility and reliability since the advent of TfL and the systematic introduction of bus priority measures, such as bus lanes. However, they are still subject to low speeds and unreliability, mainly as a result of traffic congestion.

The map below shows the 2010 bus network serving Hammersmith.



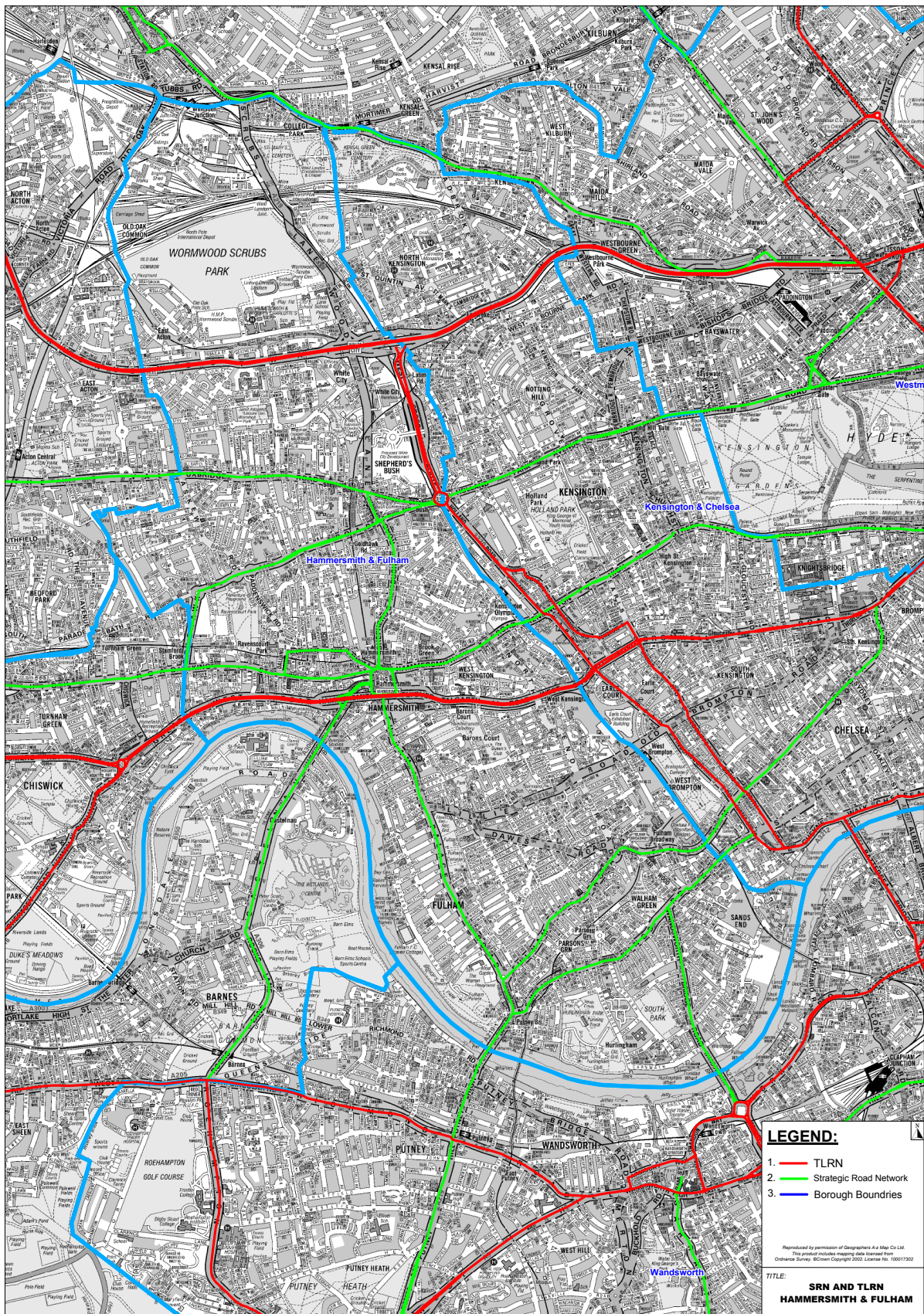
Two major TLRN (Transport for London Road Network) roads run through the borough – the A40/A40(M) Westway in the north, which carries traffic between central London and Hillingdon and becomes the M40 through Buckinghamshire and Oxfordshire to Birmingham, and the A4 which connects central London to Heathrow and becomes the M4 through the Thames Valley to Bristol, the west country and south Wales.

A short stretch of the former M41 motorway which connects the A40(M) with Shepherd's Bush and the Holland Park roundabout has now been downgraded to become the A3220 but is still part of the TLRN. North-south roads in the borough are limited to only one route (Putney Bridge - Fulham Palace Road – Hammersmith - Shepherds Bush Road - Wood Lane - Scrubs Lane) running the whole length of the borough. Hammersmith & Fulham has the most congested roads in London (Travel in London TfL report number 1 2009) and this congestion is particularly acute on the limited number of north-south routes.

The map overleaf shows the boroughs road network including the TLRN in red and the SRN in green.

The borough's transport infrastructure has changed relatively little since its major development during the second half of the 19th century. The most significant changes during the second half of the 20th century were:







- The construction of two major new roads, the A4 dual carriageway, including the Hammersmith flyover and the A40(M) Westway, both of which facilitated traffic growth
- The closure of local rail passenger services such as Olympia-Edgware Road
- The extension of the Central line from Shepherds Bush to Ealing, Greenford and West Ruislip
- The extension of the Piccadilly line from Hammersmith to Acton, Uxbridge, Hounslow and Heathrow Airport
- The withdrawal of all tram and trolleybus services
- A steep decline in the use of the river Thames for freight and passenger services
- The rapid expansion of Heathrow Airport to become one of the world's busiest airports and the consequent increase in road traffic and the use of public transport in the borough.

In contrast to the relative stability of the infrastructure, the demands placed on it have continued to change and increase. These increasing demands are attributable to three main causes:

- An overall increase in personal prosperity, which has resulted in: an increase in demand for travel, more cars being used and more goods being transported and consumed
- The increasing centralisation of facilities and services, resulting in many people having to travel further to satisfy their basic needs for employment, shopping, hospitals, entertainment, recreation, etc
- Population and employment growth.

## 2.4 London-wide, sub-regional and local policy influences

The council's corporate priorities, as expressed in the Hammersmith & Fulham Community Strategy 2007-14, (SCS) which has been issued under the auspices of the Borough Partnership (LSP) are to;

MTS2 Goal	LBHF Core values						
	HF1: Top quality education	HF2: Tackle crime and antisocial behaviours	HF3: Deliver a cleaner and greener borough	HP4: Promote home ownership	HP5: Healthy borough	HP6 High heeles	HP7: Regenerate most deprived parts of borough
MTS1: Support economic development and population growth	Strong	Medium	Medium	Medium		Strong	Strong
MTS2: Enhance quality of life	Strong	Strong	Strong	Strong	Strong	Strong	Strong
MTS3: Improve safety and security		Strong					
MTS4: Improve transport opportunities	Medium		Strong		Strong	Strong	Strong
MTS5: Reduce transport contribution to climate change and increase its resilience			Strong		Strong		
MTS6: Support 2012 Olympics					Medium		Medium



- **Provide a top quality education for all**
- **Tackle crime and antisocial behaviour**
- **Deliver a cleaner and greener borough**
- **Promote home ownership**
- **Set the framework for a healthy borough**
- **Deliver high quality, value for money, public services**
- **Regenerate the most deprived parts of the borough.**

An efficient, effective, accessible and environmentally sustainable transport system is a necessary foundation for all these priorities but is particularly important to the third (cleaner and greener borough), fourth (healthy borough) and seventh (regeneration) priorities.

The goals of the Mayor's Second Transport Strategy (MTS2), issued in May 2010, are to:

- **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.**

There is a great deal of congruence and mutual support between these two sets of objectives as the table on the previous page shows:

The council is also in the process of preparing its Local Development Framework, where the objectives are highly relevant to those of the LIP2. These too are related to the Community Strategy and the 2010 London Plan. The Core Strategy Preferred Options document was issued in June 2009 and states that the principal spatial factors providing the framework and context for more detailed planning policies and frameworks are:

- Planning for regeneration and growth
- Planning for the location of employment activities
- The hierarchy of town and local centres
- The long term strategy for council housing estates.

Within this context, the preferred transport option is two fold:

- To plan for improved transportation and accessibility in the borough especially on north-south routes, and to seek better connections to national and regional rail.
- To relate the intensity of development to public transport accessibility and highway capacity.

The options include the following:

- Continuing to promote major improvements with new stations and enhanced local and sub-regional passenger services on the West London Line
- Supporting the implementation of Crossrail and the national High Speed Rail Link proposal and seeking stations with an interchange with the West London Line in the Old Oak Common area
- Seeking a new station on the Central Line at Du Cane Road
- Seeking localised improvements to the highway network to reduce road congestion on north-south routes
- Increasing the opportunities for cycling and walking, for example by extending the Thames Path National Trail
- Securing access improvements for all, particularly people with disabilities, as part of planning consents for new developments in the borough and through the



council's annual programme of investment.

- Ensuring adequate parking is provided to meet the essential needs of development without impacting on the quality of the urban environment
- Increasing capacity and reliability of the Piccadilly and District lines
- Calling for the Chelsea-Hackney line (Crossrail 2) to be routed via Chelsea Harbour/Sands End.

## 2.5 Sub-Regional Policy

Hammersmith & Fulham is in the west London sub-region as defined in the 2010 London Plan and MTS2, with a great deal of overlap with central London under the 'fuzzy boundaries' system. In February 2010, TfL issued a document entitled 'West London: Developing a Sub-regional Transport Plan: Interim Report on challenges & opportunities'. The document identifies the following transport challenges for west London:

- **Improve north-south public transport connectivity**

North-south public transport connections within west London are relatively sparse and consequently many north-south journeys are undertaken by private vehicles. Improving access to Heathrow and strategic industrial locations such as the Park Royal industrial estate will be an early priority

- **Enhance east-west capacity and manage congestion**

Although there are strong radial connections from west London to central London, these are often crowded or congested and enhancing east-west capacity and managing congestion is an immediate need. It is predicted that congestion on east-west corridors will continue to grow, even with current and planned upgrades. Tackling these issues would benefit the economy and quality of life in west London.

- **Improve access to, from and within key locations**

The transport needs of major buildings and developments such as Heathrow, White City, Earls Court and Westfield Shopping centre must be addressed. Congestion, street-scenes and public transport connectivity within town centres are also in need of improvement, especially those centres identified for future growth, such as Harrow and Shepherds Bush.

- **Improve air quality**

There are significant air quality challenges in west London at Heathrow, along the A406 North Circular road and along the Great Western mainline corridor. Measures set out in the Mayor's Air Quality Strategy will address air quality issues on a London-wide level but targeted local measures could be employed to tackle particular hotspots and improve the health and well-being of those in the region.

- **Enhance the efficiency of freight movements in west London.**

Because of its gateway role, west London is home to a huge concentration of freight operations. Improving the efficiency of freight movements would benefit the economy of west London, the quality of life of its residents and visitors, and give rise to environmental benefits through reductions in emissions of climate change gasses and air quality pollutants.



Most of these challenges are as relevant to Hammersmith & Fulham as they are to other west London boroughs, but H&F is more concerned about limited and congested north-south road routes than east-west ones. Hammersmith & Fulham differs from other west London boroughs in several respects, notably having lower car ownership and use. Forty-six percent of households in H&F have one or more cars, a fall from 51 percent in 2001. The table below compares car ownership rates in the west London boroughs.

Borough	Car ownership by household (%)		
	No car	One car	Two or more cars
Brent	43	43	14
Ealing	36	48	11
H&F	54	38	7
Harrow	30	45	325
Hillingdon	28	44	26
Hounslow	33	46	21

Traffic congestion is also higher in H&F than the other west London boroughs, as the table on page 18 shows. According to the TfL travel in London Report 1, published in 2009, we are, the most congested borough in London with 7.6 million minutes lost in delay per year.

Borough	Average speed (kph) and delay (minutes per km)					
	a.m. peak		interpeak		p.m. peak	
	speed	delay	speed	delay	speed	delay
H&F	22	1.1	23	1.0	1.6	2.1
Brent	25	0.9	27	0.7	23	1.1
Ealing	27	0.8	29	0.4	25	0.8
Hounslow	30	0.8	37	0.6	31	1.0
Harrow	30	0.6	30	0.8	28	0.8
Hillingdon	46	0.3	50	0.2	42	0.5

Hammersmith & Fulham is often regarded as a ‘buffer borough’ between west and central London.

The table on pages 19 to 21 shows how the sub-regional challenges relate to the LIP2 objectives and is entitled;

How the LIP2 objectives relate to the West London sub-regional Transport Strategy challenges and the local strategic partnership, sustainable community strategy core values.



LIP Objective		West London Sub Regional Transport plan Challenge					LSP/SCS Core Value					
Support sustainable population and employment growth in regeneration areas	Improve north-south public transport connectivity	Enhance east-west capacity and manage congestion	Improve access to, from and within key locations	Improve air quality	Enhance efficiency of freight movements in west London	Top quality education	Tackle crime and antisocial behaviour	Cleaner and Greener borough	Promote home ownership	Healthy borough	High quality public services	Regenerate most deprived parts of borough
	The regeneration areas are strong along a north-south corridor and the West London Line is very important in connecting them. Most of the regeneration areas are on the Clapham Junction-Hammersmith-White City corridor which the WLSRTS has identified as a high priority	LBHF is more concerned with reducing congestion on its limited north-south routes, but improving the efficiency east-west roads is also important for providing viable and sustainable access to the regeneration areas.	All the regeneration areas are having or will have transport studies done for them, including White City and Earl's court, in which TfL have been fully involved. Studies are also beginning to be progressed into access to Old Oak Common HS2 station	Smoothing traffic flow and encouraging walking, cycling and public transport use will contribute to the improvement of air quality.	Most freight will continue to be transported by road, so improving the efficiency of the road network is vital for the efficiency of freight movement.	High quality education facilities will be provided as appropriate in the regeneration areas, or there will be good walking, cycling and public transport links between the regeneration areas and the educational facilities	Reducing traffic offences such as illegal parking will contribute to the efficiency of the road network. Research has shown that people who commit traffic offences often commit other offences so there is a bonus from traffic enforcement	Improved efficiency of the road network, with less congestion, towards a cleaner, greener borough, egg by improving air quality	A more efficient road network will make the borough a more attractive place to live and therefore help to encourage home ownership	A more efficient road network will contribute to improving the borough's health in a number of ways, from improving air quality to reducing response times of emergency services and improving access to medical facilities	A more efficient road network is both a high quality public service in itself and contributes to the efficiency of other public services.	The regeneration areas need an efficient road network, particularly to connect them north-south. Improve quality of streets
Improve efficiency of road network	We are particularly keen to improve the efficiency of our limited and congested north-south roads. This will improve the performance of bus services such as Route 220	Our corridors programme aims to improve efficiency and reduce congestion and includes important east-west routes such as Goldhawk Road. We will also work with TfL on improvements to the TLRN east-west routes that run through the borough, i.e. the A4 and the A40.	Improving efficiency of the road network will improve access to key locations, particularly the north-south roads connecting our regeneration areas.	Smoothing traffic flow and encouraging walking, cycling and public transport use will contribute to the improvement of air quality.	Most freight will continue to be transported by road, so improving the efficiency of the road network is vital for the efficiency of freight movement.	An efficient road network, with the lowest possible numbers of children being driven to school, will facilitate the development and retention of high quality educational facilities.	Reducing traffic offences such as illegal parking will contribute to the efficiency of the road network. Research has shown that people who commit traffic offences often commit other offences so there is a bonus from traffic enforcement	Improved efficiency of the road network, with less congestion, towards a cleaner, greener borough, egg by improving air quality	A more efficient road network will make the borough a more attractive place to live and therefore help to encourage home ownership	A more efficient road network will contribute to improving the borough's health in a number of ways, from improving air quality to reducing response times of emergency services and improving access to medical facilities	A more efficient road network is both a high quality public service in itself and contributes to the efficiency of other public services.	The regeneration areas need an efficient road network, particularly to connect them north-south. Improve quality of streets



LIP Objective	West London Sub Regional Transport plan Challenge	LSP/SCS Core Value											
Improve air quality	Improving north-south public transport will help improve air quality by reducing private motor vehicle miles	Higher quality streets will encourage walking and cycling and therefore improve connectivity, but mainly at the local level.	Improving the quality of streets will encourage walking and cycling and there fore improve air quality.	Neighbourhood and corridor plans aimed at improving the quality of streets will provide appropriate freight loading facilities.	Better quality streets will encourage children to walk and cycle to school	Improving the quality, comfort and safety of the street environment will be both a facilitator and a consequence of reducing crime and antisocial behaviour	Improved quality of streets, with less clutter will contribute to a cleaner, greener borough	Better quality streets will make the borough a more attractive place to live and therefore help to encourage home ownership	Better quality streets, by encouraging walking and cycling, will contribute to the health of borough residents	Better quality streets will make the borough a more attractive place to live and therefore help to encourage home ownership	Better quality streets, by encouraging walking and cycling, will contribute to the health of borough residents	Providing and maintaining high quality streets is a highly visible public service	Regeneration areas will be designed to incorporate high quality streets.
Make it easier for everyone to gain access to transport opportunities	Improving north-south public transport connectivity will assist this.	Reducing congestion and "stop-start driving" will improve air quality.	Identical objective/ challenge	Use of rail and water for freight where possible, and electric and cleaner fuelled delivery vehicles, will help improve air quality	Improving air quality will improve children's health and their learning ability	Reducing crime and fear of crime on-street, at stations and bus stops will reduce a significant barrier to accessing transport opportunities.	Measures such as decluttering will reduce barriers to travel.	Greater access to transport opportunities will improve the health and well being of borough residents	Improving air quality is a key component of a cleaner, greener borough	Improving air quality will make the borough a more attractive place to live and therefore help to encourage home ownership	Improving air quality will improve the health of the borough's residents	Increasing transport opportunities requires high quality public services, egg road maintenance and public transport	Improved transport opportunities are a key to the success of the regeneration areas
Control parking spaces fairly	Improving north-south public transport connectivity will assist this.	This will make access to transport opportunities easier	Improving opportunities for walking, cycling and public transport use and improving air quality complement each other	Improving efficiency of freight movement will give local businesses opportunities to access markets	Need to protect residents from cars taking children to schools	Parking controls can help to reduce short commuter car trips and thereby improve the environment	Parking controls can make the borough a more attractive place to live and therefore help to encourage home ownership	Parking controls can ensure necessary access, egg for disabled residents	Increasing transport opportunities will increase the attractiveness of the borough as a place to live and therefore help to encourage home ownership	Improving air quality will make the borough a more attractive place to live and therefore help to encourage home ownership	Greater access to transport opportunities will improve the health and well being of borough residents	Increasing transport opportunities requires high quality public services, egg road maintenance and public transport	Appropriate parking controls will be essential to the success of the residential areas.
Reduce numbers killed and injured	Corridor improvements will incorporate road safety improvements. A large proportion of delays on the road network are the result of collisions	Parking controls can reduce short commuter car trips, thereby reducing congestion and improving connectivity	Making roads safer will encourage walking and cycling and contribute to improvement of air quality	Fair parking controls will give businesses appropriate loading facilities.	Improving road safety will enable more children to walk and cycle to school	Danger from vehicles contravening traffic regulations will be reduced as part of our road safety programmes	Improved road safety will encourage walking and cycling and contribute to a cleaner greener borough	Improved road safety will make the borough a more attractive place to live	Parking controls can ensure necessary access, egg for disabled residents	Improving air quality will make the borough a more attractive place to live	Improved road safety will make the borough a more attractive place to live	Improved road safety will make the borough a more attractive place to live	We aim to maintain and improve the quality of the council's Parking Service



## 2.6 Transport Problems, Challenges and Opportunities in Hammersmith & Fulham

- **Problems**

The main transport problems facing the borough are:

- The relatively poor level of personal accessibility available to many borough residents, particularly disabled people
- The congestion of road traffic and the overcrowding of rail services, particularly at peak times and particularly on the limited number of north-south road and rail routes in the borough
- The recent and predicted future growth in the demand for travel
- The environmental consequences of transport use, notably air quality, noise and visual intrusion
- Insufficient car parking supply to match increased demand (both on and off-street)
- Public transport service performance and provision
- The economic impact of transport/traffic conditions
- The impact of air travel on the borough
- Unpleasant or unsafe road conditions for vulnerable road users, i.e. pedestrians and cyclists.

- **Challenges**

The essential transport challenge facing H&F is the need to tackle the transport problems outlined above to improve the opportunities and quality of life of existing borough residents and businesses while accommodating the additional demands placed on the borough's transport system by employment and population growth and the regeneration of the most deprived parts of the borough. This can be summarised as:

- The need to co-ordinate transport, land-use planning and economic development

- **Opportunities**

The borough has limited opportunities to deliver additional transport capacity on either the highway or public transport networks. Given the predicted increase in jobs and population in the borough promoted by the 2010 London Plan and the five regeneration areas in the borough, there is an increased need to maximise the capacity of the existing networks.

We think this can be achieved by the highway and transport authorities carrying out the necessary upgrades to the rail networks, and improvements to the efficiency of the highway network, and through a tailored package of travel demand management initiatives to minimise the need to travel, especially by car.

Through the TfL funded integrated transport programme and the council funded annual footway maintenance programme we have the opportunity to secure access improvements for all pedestrians, particularly people with disabilities.

## 2.7 Borough Transport Objectives

The borough transport objectives have been drawn up taking into account all these factors. They are:

**1. Support sustainable population and employment growth in the five regeneration areas - White City Opportunity Area, North Fulham Regeneration Area, Hammersmith Town and Riverside, South Fulham Riverside and Old Oak Common and Hythe Road area.**

Timeline; This work will continue throughout the period of the LIP2, up until 2031. Transport studies for several of the regeneration areas are well advanced, with the next two years or so being taken up with design work and construction beginning after that. Old Oak Common is likely to be towards the end of the plan period, depending on the timescale for HS2.

**2. Improve the efficiency of our road network**

Timeline; Ongoing throughout the plan period to 2031.

**3. Improve the quality of our streets**

Timeline; Ongoing throughout the plan period to 2031.

**4. Improve air quality in the borough**

Timeline; Ongoing throughout the plan period to 2031.

**5. Make it easier for everyone to gain access to transport opportunities**

Timeline; Ongoing throughout the plan period to 2031.

**6. Support residents and businesses by controlling parking spaces fairly**

Timeline; Ongoing throughout the plan period to 2031.

**7. Reduce the number of people injured and killed on our streets**

Timeline; Ongoing throughout the plan period to 2031.

The following chapters show how we intend to translate these high level objectives into practical and deliverable programmes.



## 2.8 How the MTS Goals can be achieved in the borough

Goal	Challenges	Outcome	H&F Contribution
Support economic development and population growth	Supporting sustainable population and employment growth	Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel	The council will work with TfL and other public transport operators to secure improvements in public transport. Where appropriate we will aim to secure contributions from developers for improving public transport capacity. We will seek to reduce the need for (motorised) travel through smarter travel programmes, including school and workplace travel plans, land use planning policies that encourage development to locate housing near to local facilities or provide such facilities and encourage innovative practices such as home-working and teleconferencing. We will campaign for additional rail stations, notably on the Central Line at Du Cane Road and HS2/Crossrail hub station at Old Oak Common.
		Improving transport connectivity	<p>Improving people's access to jobs</p> <p>We will seek to improve safety and conditions for pedestrians and cyclists. We will promote further public transport improvements such as better services on the West London Line (including the restoration of the direct link to Gatwick airport).</p>
Delivering an efficient and effective transport system for people and goods		Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow	We will cooperate with TfL in smoothing and improving traffic flow on the borough's roads, particularly the limited number of north-south routes in the borough, through the LIP corridors programme and better control of streetworks.
		Smoothing traffic flow (managing delay, improving journey time and reliability and resilience)	We will contribute to smoothing traffic flow through the implementation of our network management duties, the better management of streetworks, including the new permit system, and our neighbourhoods and corridors programme
		Improving public transport reliability Reducing operating costs	The above measures will contribute to improving public transport reliability and reducing operating costs
		Bringing and maintaining all assets to a state of good repair	We aim to bring all assets to a state of good repair through our LIP maintenance programme and our own revenue funds. To include, specifically, accessibility improvements e.g. dropped kerbs and complaint footway gradients. We will collect data on asset conditions for all London boroughs on behalf of TfL

Goal	Challenges	Outcome	H&F Contribution
		Enhancing the use of the Thames for people and goods	We will work with TfL, river service operators and other partners to secure the provision of more river passenger services in south west London, e.g. river taxis and scheduled services between the Fulham Riverside development area and central London and Putney Bridge. We will furthermore promote step free access on all river passenger services and terminals within the borough.
Enhancing the quality of life for all Londoners	Improving journey experience	Improving public transport customer satisfaction	The council will contribute to improving public transport customer satisfaction by improving the safety, convenience and quality of access ( to include the height of bus stops, seating and shelters, countdown and step free access to stops and stations) through our neighbourhoods and corridors LIP, and council revenue funded maintenance programme
		Improving road user satisfaction (drivers, pedestrians, cyclists	We will contribute through our corridors and neighbourhood's programmes, in facilitating the implementation of cycle superhighways, in traffic smoothing and improving the management of highway works, to include step free access during works.
		Reduce public transport crowding	We will lobby and liaise with transport operators to secure public transport capacity enhancements, and where appropriate, secure developer contributions to such enhancements. We will encourage bus and rail passengers to transfer to walking, cycling or home-working where appropriate through travel plans and other smarter travel initiatives.
	Enhancing the built and natural environment	Enhancing streetscapes, improving the perception of the urban realm, and developing 'better streets' initiatives	We will introduce 'better streets' schemes as part of our neighbourhoods and corridors programmes, major schemes for which we intend to bid for funding (e.g. Goldhawk Road) and developer funded schemes. Our better streets are designed so as to meet the needs of all road users including the mobility and visually impaired.
Protecting and enhancing the natural environment		We will seek to preserve and enhance the natural environment wherever possible as part of our transport programmes, e.g. by planting street trees and protecting and enhancing our existing street trees (ensuring their roots do not compromise pedestrian movement) and areas of natural interest.	



Goal	Challenges	Outcome	H&F Contribution
	Improving air quality	Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets	We will contribute by encouraging walking and cycling through our smarter travel, neighbourhoods and corridors programmes, encouraging the use of electric and other cleaner vehicles by offering discounts on parking permits and securing the introduction of more electric vehicle charging points (without compromising road user safety), and planting more street trees.
	Improving noise impacts	Improving perceptions and reducing impacts of noise	We will examine the areas which are subject to the highest levels of transport noise as part of our corridors and neighbourhoods and maintenance programmes. Where appropriate, we will undertake measures to mitigate the noise, such as planting trees, installing acoustic barriers and resurfacing roads with 'quieter' materials. Greater use of electric vehicles, walking and cycling will also contribute to noise reduction
	Improving health impacts	Facilitating an increase in walking and cycling	Our corridors and neighbourhoods and smarter travel programmes all aim to encourage more people to walk and cycle, including the mobility impaired and the elderly.
Improving the safety and security of all Londoners	Reducing crime, the fear of crime, and antisocial behaviour	Reducing crime rates and improving perceptions of personal safety and security	Our Community Safety Board aims to reduce crime and antisocial behaviour. Our corridors and neighbourhoods programmes will help in this by improving the quality of streets and public spaces making all road users feel safer and more confident in navigating our network. All ability cycle training will give cyclists the skills, knowledge and confidence to ride on roads rather than footways.
	Improving road safety	Reducing the number of road traffic casualties	Highway engineering measures to reduce collisions and casualties will be a key part of our corridors and neighbourhoods programmes, and improving asset conditions will contribute to this, e.g. by improving road surfaces. Our smarter travel programme includes cycle training and road safety education.
	Improving public transport safety	Reducing casualties on public transport networks	We will co-operate with them on any proposals to improve safety at bus stops and station entrances as appropriate
Improve transport opportunities for all Londoners	Improving accessibility	Improving physical accessibility of the transport system and improving access to services	Our neighbourhoods and corridors programmes will assist in improving the physical accessibility of the transport system, e.g. in making bus stops accessible, installing dropped kerbs, accessible crossings and suitable footway gradients to improve the accessibility of walking and cycling routes to bus stops and rail stations

Goal	Challenges	Outcome	H&F Contribution
	Supporting regeneration and tackling deprivation	Supporting wider regeneration	Transport studies are being developed for our major regeneration sites at White City, Earls Court, Fulham Riverside, Hammersmith Town Centre and Old Oak Common
Reduce transport's contribution to climate change and improve its resilience	Reducing CO2 emissions	Reducing CO2 emissions from ground transport	Our corridors, neighbourhoods and smarter travel programmes will contribute to the reduction of CO2 emissions by encouraging walking and cycling and the take up of electric and other green fuelled vehicles
	Adapting for climate change	Maintaining the reliability of transport networks	We will work with TfL, other boroughs and other partners to ensure an appropriate and practicable response to extreme weather conditions such as heavy snow and ice or prolonged heat-waves and droughts. In particular to meet the needs of vulnerable residents in these circumstances.
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 games	Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London.	We are a host borough and will work with TfL and the ODA to meet our Olympic obligations in ensuring that the Games run smoothly with minimal disruption to all of our residents and businesses. The implications of the Olympic Route Network, the volleyball at Earls Court and the cycle Road Race along Fulham Road will all need to be considered together.
		Physical transport legacy	
		Behavioural transport legacy	



## **2.9 Equality Impact Assessment**

Our EQIA and its relation to how the boroughs transport objectives is presented in Appendix 1. An initial screening assessment was undertaken during the drafting stage of the LIP2 preparation process, which involved assessing whether the draft proposals would have a high or low, positive or negative impact on the following equality groups; race, disability, gender, age, sexual orientation, religion/belief and socio-economic group.

None of the objectives were found to have a negative impact and most had positive impacts, notably objective 5 'to make it easier for everyone to gain access to transport opportunities'.

Therefore a full EQIA was not undertaken and it was not felt to be necessary to modify the objectives in light of the EQIA.

## **2.10 Strategic Environmental Assessment (SEA)**

The Strategic Environmental Assessment of the LIP2 is presented as appendix 3. We have cross referenced the goals, challenges and outcomes of MTS2 with the council's core values as expressed in the Hammersmith & Fulham Community Strategy (LSP SCS). From this we developed the SEA objectives which are identical to those of the LIP2 itself.

As the SEA and LIP objectives were developed together, it was not felt necessary to modify the objectives in the light of the SEA.

