

A **Transport Plan** for Hammersmith & Fulham



Second local implementation plan (LIP2) 2011-2031

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GLOSSARY

LIP2	Second Local Implementation Plan
MTS2	Mayors Second Transport Strategy
TLRN	Transport for London Road Network
SRTS	Sub-Regional Transport Strategy
LDF	Local Development Framework
TFL	Transport for London
HAFAD	Hammersmith & Fulham Action on Disability
SWELTRAC	South & West London Transport Conference
EIA	Equality Impact Assessment
SEA	Strategic Environmental Assessment
IMD2007	Index Multiple Deprivation 2007
PTAL	Public Transport Accessibility Level
SRN	Strategic Road Network
ODA	Olympic Delivery Authority
TDM	Travel Demand Management
GLA	Greater London Authority
NMD	Network Management Duty
LOPS	London Permit Scheme
CPZ	Controlled Parking Zone
FORS	Freight Recognition Operators System
LEZ	Low Emission Zone
ORN	Olympic Route Network
BSI	British Standards Institute
QMS	Quality Management System
LAA	Local Area Agreement
EWT	Excess Waiting Time
KSI	Killed and Seriously Injured
WEZ	Western Extension Zone
POI	Programme of Investment
WESTTRANS	West London Transport Partnership

ACKNOWLEDGEMENTS

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Foreword

We aim to be a borough of opportunity, and to do this we need to get Hammersmith & Fulham moving. We have comprehensive bus and tube networks and as a small and compact borough, we have high levels of walking and cycling. We have secured major improvements to public transport in recent years, including a new Underground station at Wood Lane and three new Overground stations at West Brompton, Shepherds Bush and Imperial Wharf. But our roads are the most congested in London, and we need to improve the efficiency of our road network, particularly our limited number of north-south roads. Projects such as our scheme to improve the junction of Fulham Palace Road and Hammersmith Broadway are vital to meet the needs both of existing residents and businesses, and of the additional people and jobs coming into the borough as a result of our regeneration plans.



We'll also need further improvements to public transport, walking, cycling and the public realm. This transport plan shows how, with our partners the Mayor of London, transport operators, neighbouring councils and our businesses and residents, we aim to achieve our transport objectives, which are to:

- Serve the five major regeneration areas in the borough - White City, North Fulham area, South Fulham Riverside, Hammersmith Town Centre and Old Oak Common
- Improve the efficiency of our road network
- Improve the quality of our streets
- Improve air quality in the borough
- Make it easier for everyone to gain access to transport opportunities
- Support residents and businesses by controlling parking spaces fairly
- Reduce the number of people injured and killed on our streets

The following chapters detail the measures or 'interventions' we intend to make to meet these objectives. In this time of unprecedented austerity, it is more important than ever that we get maximum value for our transport investment to help us secure economic recovery and regeneration, make the borough cleaner and greener, and make H&F a borough of opportunity - in short, to get Hammersmith & Fulham moving.

A handwritten signature in black ink, appearing to read 'Nicholas Botterill'.

Councillor Nicholas Botterill

Deputy Leader of the council and Cabinet Member for Environment and Asset Management

