Introduction

In February 2011 the council launched its “Get H&F Moving” campaign, which introduced plans to improve traffic flow and reduce congestion at the junction of Fulham Palace Road and Talgarth Road. This included introducing surface level crossings for pedestrians and cyclists amongst other improvements. This was successfully completed in March 2012

Following on from this scheme we are pleased to inform you that the council has secured further funding from Transport for London (TfL) to improve traffic flow and pedestrian safety along the Fulham Palace Road corridor.

The Fulham Palace Corridor Scheme extends from the junction of Chancellors Road to Putney Bridge Approach. The council has decided to divide the scheme into three sections, each a localised consultation area, of which this is section 3.

Section 1 (Chancellors Road to Lillie Road) and Section 2 (Lillie Road to Fulham Road) were approved for implementation by the council on the 15th of October 2012.

The proposed highway improvements listed below were developed from feedback the council received from residents during a blank canvas consultation carried out in March 2012. Furthermore, we have engaged in a series of stakeholder consultations with local businesses, schools, the emergency services and London Buses. Their views and concerns have also been considered.

Proposed Highway Improvements

The proposed highway improvements are explained and individually numbered below. These numbers are cross-referenced on the plans overleaf for your easy reference.

A) Improve the signalised pedestrian crossings at the following locations

1 Fulham High Street by Rigault Road
   - Install Pedestrian Countdown and widen the existing crossing by 1m.
   - Reposition the carriageway lane markings to increase road capacity for traffic and cyclists travelling southbound towards the New King’s Road junction.

2 Fulham High Street junction with New King’s Road, Putney Bridge Approach. This junction is being upgraded as part of TfL’s modernisation programme. These works are independent of the council’s proposals relating to the corridor scheme. Their works are due to start in November 2012.

However, the council’s proposed corridor improvements will be coordinated with TfL’s works, subject to a positive consultation.
   - Increase the widths of the north and southbound carriageway lanes by changing road lane marking and traffic island locations. This will increase the capacity of traffic travelling through the junction.
   - Widen the crossing point across Fulham High Street, realign and widen the uncontrolled crossing point across New King’s Road.

B) Improve traffic flow along the corridor

3 Putney Bridge Approach by Gonville Street
   - Improve the tactile paving and remove the guardingrail at the toucan crossing.

4) Improve traffic flow along the corridor
   - Change the waiting and loading restrictions along the corridor in order to keep traffic flowing along Fulham High Street and Putney Bridge Approach during the peak traffic periods of the day (7am to 10am and 4pm to 7pm) from Monday to Saturday.
   - Enforce “no waiting or loading at any time” near the Fulham Road Roundabout, the New King’s Road junction, and on Putney Bridge Approach.

5) Adjusting the start of the southbound bus lane taper south of the Fulham Road roundabout.
   - Install SCOOT traffic optimisation hardware along the corridor to improve coordination of signals.

6) Realign the kerb line on the western side of Putney Bridge by widening the traffic lanes and removing the pinch point allowing cyclists more room.

7 Fulham High Street/Fulham High Street roundabout:
   - Fulham Palace Road (northern arm) – Make the nearside lane a dedicated left turn lane into Fulham Road with left turn arrows and the off side lane a straight ahead lane into Fulham High Street.
   - Fulham High Street (eastern arm) - Increase the widths of the lanes by changing the lane marking from three small lanes to two wider lanes.
   - Fulham Road (southern arm) – Increase the widths of the north and southbound carriageway lanes by changing the lane marking from three small lanes to two wider lanes.

C) Improve pedestrian environment along the corridor

8) Install a raised entry treatment at the junction of Rigault Road and Fulham High Street.

However, this will improve pedestrian access and slow down traffic at the junctions.
   - Upgrade the tactile paving at pedestrian crossings.

9) Repave the footways on Rigault Road between Fulham High Street and the fire barrier at Burlington Road

D) Improve enforcement along the corridor

10 Install CCTV cameras along the corridor to monitor traffic congestion and utility works, enforce banned turns and yellow box junctions. Also to assist the police in reducing anti-social behaviour and street crime.

E) Increase number of parking spaces

11 Install 1 hour maximum stay (40 pence per hour) pay and display only parking bays on the western side of Fulham High Street, between Nos. 40 and 56 Fulham High Street, and both sides of Rigualt Road (between Fulham High Street and Burlington Road). This will help to promote local businesses by encouraging patrons to the high street.

12 Install a new “Goods Only” loading bay for local businesses on the north side of Rigualt Road, so that they can service their businesses.

F) Improve the footways

13 The footways at the junction of New Kings Road and Fulham High Street will be repaved as necessary, to improve accessibility near crossings.

G) Improve the street lighting

14 Change all the yellow lanterns on the existing lamp columns along the Fulham Palace Corridor to white light.

15 Converting to white light has been the council policy since 2007 following successful trials. It provides a more natural colour rendition at night allowing for better facial recognition therefore creating a greater feeling of safety.

16 It allows for lower wattage bulbs to be used, reducing energy consumption and annual running costs.

17 Reduces CO₂ emissions in line with the Council’s policy.

Timescale

The council has approved the proposals subject to a positive consultation outcome. It is anticipated that the implementation works will begin in early January 2013 and is expected to be completed by April 2013.

Glossary

What is Pedestrian Countdown?
Currently at traffic lights, a green man invites pedestrians to cross the road whilst vehicles are stopped at a red light. When the green man light goes out, there are several seconds where no pedestrian lights are showing before the red man comes on. This is called the ‘blackout period’ and stops new people from starting to cross the road, while giving those already on the crossing time to safely reach the other side.

Pedestrian Countdown will replace the blackout period with a digital countdown display, (see photo) showing exactly how many seconds remain to safely cross the road before the red man light comes on.

Pedestrian Countdown counts down how long you have to cross the road after the ‘green man’ light has gone out and before the red man light goes on. It increases the amount of information available to pedestrians by informing them of the amount of time remaining until the impending change of priority to vehicles at the junction.

What is SCOOT?
Local authorities try to minimise the traffic congestion by using SCOOT (Split Cycle Offset Optimisation Technique). This is a tool for managing and controlling traffic signals in urban areas. SCOOT is in-built and part of the traffic signals hardware. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road.

What is tactile paving?
Textured paving to provide guidance or warning to the blind and visually impaired pedestrians.

What is a raised entry treatment?
A section of carriageway that has been raised up to the level of the footway at the junction of a side road such that pedestrians can cross the road at one level.

What is an uncontrolled crossing?
Where dropped kerbs are provided to allow pedestrians to cross the road but traffic is not required to stop for pedestrians i.e. there are no green man facilities, signs or line marking requiring vehicles to stop for pedestrians. Pedestrians must look for an appropriate gap in traffic before crossing.
We value and would like your feedback regarding the proposals mentioned in this leaflet. Also please use this opportunity to raise other issues that you may have about traffic or pedestrian safety, relating to this corridor scheme.

**PLEASE RESPOND BY 3rd DECEMBER 2012**

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