**London Borough of Richmond upon Thames**

# SECOND LOCAL IMPLEMENTATION PLAN

LONDON BOROUGH OF
RICHMOND UPON THAMES

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# FOREWORD

As Cabinet Member for Highways and Street Scene, I submit the second Local Implementation Plan (LIP2) for transport to Transport for London on behalf of the people and Council of Richmond upon Thames.

I have no doubt that this second Plan will continue to build on the past, providing better accessibility for people through continued improvements to public transport, safer roads and reducing problems of congestion while minimizing the impacts on our environment.

Transport is an essential part of life in the London Borough of Richmond. People need to travel for many different reasons, by car, bus, underground, train, cycle or on foot. Our quality of life is enriched by the opportunities we have for safe and convenient transport. We need effective transport systems to meet the needs of local people and to support the economy of our Borough.

Improving the public realm and environment is a major priority for the Council. The Council is committed to effective transport policies as part of its efforts to create a better environment for the people of Richmond upon Thames and London at large. Developing and maintaining transport policies depends very much on working in partnership with the community, businesses, public and private organisations and all road users. The Council's new "All in One" survey is the start of a much more comprehensive way of engaging with those living and working in the Borough, supporting the partnerships that we rely on to make Richmond upon Thames an even better place to live, to visit and do business in. The Richmond upon Thames LIP also demonstrates how the Borough intends to deliver the Mayor's Transport Strategy. The ongoing need and commitment for highway and structural maintenance is an important aspect of the LIP, along with other essential elements of the Mayor's Transport Strategy: tackling road traffic congestion; ensuring the personal safety and security of people travelling in the Borough; improving personal accessibility; providing alternatives to the car; supporting walking, cycling and public transport; improving the local environment and the quality of life for residents and supporting local businesses.

We look forward to working in partnership with Transport for London, the community, businesses, public and private organisations and all road users to provide a better transport environment for the Borough.

Cllr Chris Harrison
Cabinet Member Highways and Street Scene

# EXECUTIVE SUMMARY

The following summary describes the contents of the London Borough of Richmond upon Thames's draft Local Implementation Plan (LIP2) for transport, which is required by the 1999 Greater London Authority Act to show how the borough will implement the Mayor's Transport Strategy (MTS2).

It has been developed as a consultation document and to serve three key purposes:

a) to set out the Councils' thinking in regards to transport priorities, policies and programmes,
b) to demonstrate how Richmond upon Thames will help achieve the objectives set out in the Mayor's Transport Strategy, and
c) to outline the borough's own transport objectives and a broad programme of investment covering the period 2011 to 2014 and beyond reflecting the timeframe of the MTS2 ( i.e. to 2031).

**Structure of LIP2**

The Local Implementation Plan is set out in six main sections:

1. Introduction
2. Links to other plans and policy influences
3. Borough overview
4. Moving transport forward in Richmond
5. Delivery Plan 2011-2014
6. Performance monitoring plan

**Section one** provides an introduction to the Local Implementation Plan and what it aims to achieve and sets out an overview of the Borough both in terms of its socio-economic background and diversity and its transport network. It also discusses those major issues that are on the horizon and will affect the Borough's future.

**Section two** provides the policy context and framework for LIP2 under the GLA 1999 Act to accord with the six goals set in the MTS2 which are:

1. Supporting economic development and population growth.
2. Enhancing the quality of life for all Londoners.
3. Improving safety and security for all Londoners.
4. Improving transport opportunities for all Londoners.
5. Reducing transport's contribution to climate change and improving its resilience.
6. Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

The section sets out the policy context of the LIP and how other layers of national, regional and local policies have influenced it. In particular, how the Mayor of London's key policy documents: the London Plan, the Mayor's Transport Strategy 2, and the Mayor's Economic Strategy have set the context in which the LIP2 has evolved and have been influential.

**Section three** sets out how the Council will move forward and develop a new decision making process, adopt a new approach in our engagement with the residents and businesses of the Borough, and in particular as a result of its new "All in One" Survey. It

outlines the Council's key transport objectives. The key priorities reflect the Mayoral objectives and comprise:

1. To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres
2. To improve the local environment and quality of life for all residents of the Borough.
3. Improving safety for all road users.
4. Enhancing transport choice and reducing congestion.
5. Developing a transport system that is resilient and reflective of local needs and aspirations.
6. Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough
7. Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion.

Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion.

**Section four** sets out the Council's Delivery Plan, that will help meet our LIP2 Objectives. It outlines under each Objective what types of schemes will be used to deliver it. It goes on to show how as part of this, encouraging non-car modes, walking, cycling, public transport and future river services will all play an important part.

The sections also sets out how the Authority will achieve it's objectives through investment of the funding received from TfL, contributions from developers (section106 monies) and other funding sources.

**Section five** sets out the Council's Performance Monitoring Plan, setting out the targets and indicators through which meeting the Council's Objectives will be measured

This LIP2 will be subject to statutory and public consultation before being approved by the Mayor in 2011. Boroughs are required to report on annual spend to TfL replacing the current bi-monthly reporting. At the end of the second LIP period in 2014 boroughs will be required to prepare and publish a three –year Impact Report setting out their expenditure, achievements of LIP programmes and targets and evidence that LIP2 has contributed to wider policy objectives for the borough.

TfL will review these reports and the results may influence the funding formula for the third round of LIPs.

# 1. INTRODUCTION AND OVERVIEW

The Local Implementation Plan (LIP) is a statutory document that is a borough wide and local area transport strategy that details how the Council's transport objectives contribute towards the implementation of key priorities set within the second Mayor's Transport Strategy (MTS2). It also reflects the transport needs and aspirations of the people of Richmond, set out in its locally set Objectives and Indicators. This is our second Local Implementation Plan (LIP2), which sets out the council's transport objectives and delivery proposals for 2011/12 to 2013/14 and provides direction of travel on longer term proposals to implement the MTS2 over the 20 year horizon, 2011-2031.

The LIP outlines the Council's framework for the delivery of transport projects, which accord with the five goals set in the MTS2.

- Supporting economic development and population growth.
- Enhancing the quality of life for all Londoners.
- Improving the safety and security of all Londoners.
- Improving transport opportunities for all Londoners.
- Reducing transport's contribution to climate change, and improving its resilience.
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy.

It also identifies how the interventions included will help to deliver the Mayor's following high profile outputs:

- Cycle Superhighway schemes
- Cycle parking
- Electric vehicle charging points
- Better Streets
- Cleaner local authority fleets
- Street trees

It provides a breakdown of the council's investment programme for the delivery plan covering the financial years 2011/12-2013/14 and also details how performance in delivering against our objectives will be measured.

As part of the process both an Equality Impact Assessment (EQIA) and a Strategic Environmental Assessment (SEA) have been undertaken. This has been done to ensure that the LIP2 has been developed in an inclusive, reasonable and measured way and that the schemes and programmes put forward take account of all relevant environmental considerations and impacts.

### 1.1 Richmond in Context

Richmond upon Thames is located in southwest London and is bordered by the London Borough of Hounslow to the north, the London Borough of Wandsworth to the east and the Royal Borough of Kingston upon Thames to the south.

The borough has a resident population of 182,000 and consists of some 76,100 households. The borough's residents are among the most affluent in London. The average household income is £47,418, which is the second highest in the Capital after the City. Official Labour Market Statistics show that there were 72,700 employee jobs provided in the borough in 2008, consisting of 50,600 full-time and the highest proportion of self-employed residents of all but one of the London boroughs at 12.4 per cent.

Richmond's Spatial Strategy reinforces the Borough as an outer London Borough with a high quality urban and historic environment and open landscape, and as a sport and tourist destination. The overarching principles are to achieve a high level of sustainability in the borough, maintain and enhance our open space and our heritage and conservation areas, and ensuring all communities have access to appropriate housing, employment opportunities, services and facilities.

The London Borough of Richmond upon Thames covers an area of 5,095 hectares (14,591 acres) in southwest London and is the only London borough spanning both sides of the Thames. The Council is committed to protect our environment for future generations.

Richmond is the largest town centre (defined as a major centre in the London Plan consolidated with alterations since 2004) and has a range of convenience and comparison shopping including a department store, is a major office location and has a well-developed entertainment sector, theatres and cinemas. The town has considerable historic interest, Richmond Green and the Thames side location making it an attractive destination for tourists. Public transport connections are good with both above ground and underground train services. Also there are four other district centres at Twickenham, Teddington, East Sheen and Whitton and many smaller centres.

Within this wider urban form individual places of character emerge due to particular landmarks or distinctive groupings of buildings and open space including historic landscapes such as Richmond and Bushy Parks and the Old Deer Park, the River Thames and the River Crane corridors and other tributaries. The special quality and character of the Borough has led to the designation of 72 Conservation Areas and over 1100 listed buildings.

As a result of the long history of development most of the open land is of historic landscape interest, including important avenues and vistas, and is also of nature conservation importance. Visitors come to major attractors within the Borough such as Kew Botanical Gardens, Hampton Court Palace, Richmond and Bushy Park, Richmond and Twickenham Greens, Richmond and Twickenham Riverside, Ham Lands, Petersham Meadows, the Old Deer Park, Barn Elms, the Wildfowl and Wetland Centre, and the Rugby Football Union at Twickenham and other sporting venues.

The Borough's historic environment and its other protected open spaces limit the opportunities for development within the Borough. However, the Council can meet its strategic housing target without using greenfield sites and therefore extending development onto strategic open land has not been considered a realistic option. Affordable housing is a key priority for the strategy and new housing will be provided through redevelopment and maximising the use of brownfield sites.

As an outer London Borough there has always been considerable in and out commuting for work, education, healthcare, shopping and leisure and this is likely to continue, even if residents are able to carry out most day to day activities locally. To reduce the environmental impact and congestion of such movement, public transport, cycling and walking networks will be improved and promoted, and major new development steered towards areas which have access to good public transport, such as Richmond and Twickenham. The aim will be to improve stations and interchange facilities, radial transport routes and links to Heathrow, as well as access to and from areas of lower accessibility within the Borough. Visitors to major attractions such as Kew Gardens, and Bushy Parks, the Wildlife and Wetland Centre, and the RFU at Twickenham and other sporting venues will be encouraged to travel by public transport.

## 1.2 Richmond's Environment

To play our role in reducing $CO_2$ emissions, measures such as retaining existing buildings where possible and practicable will be considered, but if redevelopment is necessary, sustainable construction and measures to minimise energy use will be taken. Adverse impacts of new developments will be minimised, biodiversity protected and measures taken to ensure sustainable waste management. The possible effects of climate change include potential flooding of the Thames and its tributaries, and the floodplain will be protected from development and additional water capacity created. New redevelopments will be restricted in areas of risk and adaptation measures will be introduced in order to minimise any potential impact.

At the heart of our work to improve the quality of air in the Borough, in December 2000 we declared an Air Quality Management Area, across the entire Borough. (See s. 2.6 Air Quality). We have had an Air Quality Action Plan (AQAP) in place since then, with 33 action points, which are reported an annual basis.

The Borough has an outstanding built, historic and natural environment and a key priority of the LIP as well as Richmond's spatial strategy is that this local character will be protected and enhanced throughout the Borough. Many of the Borough's Conservation areas contain a mix of uses, which will be retained. The different character areas within the Borough, including those along the River Thames and its banks will be maintained (e.g. urban, rural, tourist, industrial/business, working river and historic landscape) etc. and historic views will be protected. In established residential areas the traditional and historic character of the areas, including local biodiversity and trees, will be maintained.

The Borough is recognised as having exceptional open space, including Richmond and Bushy Parks. The existing areas of designated open land will continue to be protected for visual amenity, biodiversity, sport and recreation. A hierarchy of open spaces of different sizes and functions will be maintained, and improvements sought in areas of deficiency for open space or biodiversity. The sensitive redevelopment of sites in Twickenham will contribute to improvements through improving the immediate environment, creating new pedestrian linkages and providing funding for related environmental enhancement. Within this area the Council, working with partners, will seek to improve the environment, public safety and nature conservation value through the naturalisation of some of the banks, and the improvement of walking links along the River Crane.

The Council is committed to a high quality public realm and, in undertaking maintenance or other works, the Public Space Design Guide provides guidance to ensure a consistent high quality approach. This approach spans all works within the Council but particularly highways maintenance, transport planning and parks and open spaces. The Council works with TfL and statutory undertakers to ensure that they are also taking into account the Guide.

Most of the Borough suffers from noise associated with aircraft landing and taking off from Heathrow and night flights are a particular concern. The Council is in principle opposed to the expansion of the airport for reasons of direct impacts on residents of noise, pollution, road traffic and potential risk to public safety as well as the general exacerbation of development pressure in West London. The Council will press for the conditions relating to the 5th terminal to be imposed – in particularly the maximum number of flights (maximum 480,000 per annum) and segregated mode of operation with runaway alternation (where one runway is used for takeoffs and the other for landings and runways are swapped during the day). The Council will continue to press for improved public transport to and from Heathrow and restrictions on car use. Although outside the boundaries of the Borough, the council will oppose further development likely to lead to an increase in flights or services including additional terminals or a third runway.

### 1.3 Richmond's People

The 2001 Census indicated that there were 172,335 people living in the Borough, and latest GLA projections (2007 Round of GLA Demographic projections - PLP Low) indicate that the population in 2026 may rise to 189,272. The number of older residents is increasing and the community is becoming more diverse, with wider differences in household wealth, more disabled people and more ethnic diversity (although there is a lower than London average percentage of residents from ethnic minority groups).

The ODPM's Index of Multiple Deprivation 2004 (IMD 2004) takes account of seven factors: income, employment, health deprivation and disability, education, skills and training, barriers to housing & services, and crime and living environment. Using this scoring, 60% of Borough wards were amongst the 25% least deprived wards in the country, however there are also pockets of relative deprivation in that cluster around Castlenau, Ham, Hampton Nursery Lands, Heathfield, Mortlake and Whitton.

Borough residents have amongst the highest life expectancy at birth in the UK. Health indicators show that Borough residents generally take care of themselves with higher levels of healthy eating and exercise and lower levels of smoking than the national average. Deaths from smoking, heart disease and cancers are lower than the national average. The five wards with relatively high levels of deprivation (Castlenau, Ham, Hampton Nursery Lands, Heathfield and Mortlake) have the worst health problems. The Borough is served by the West Middlesex Hospital and Kingston Hospital, both located outside the borough. Within the borough there are clinics and 9 day centres. Teddington Memorial Hospital also provides in-patient and out patient services and has a walk in centre for minor injuries.

A key focus and outcome of the LIP2 is to provide and support opportunity for all, and a key issue in the Borough is the lack of affordable housing. The Borough has one of the highest average house prices in the UK, and also has a high need of social rented housing; therefore there is a need to provide affordable housing of different types across the Borough. Community facilities need to be accessible across the Borough, and a priority of the Council is to work with partners to deliver community services in areas identified as having pressure on provision, especially access to school places and GPs. Co-location of facilities will be encouraged where this would make good use of land and provide convenient and accessible local facilities. Provision will be made for appropriate infrastructure to meet future needs including sewage and surface water drainage and other utilities and requirements of public services such as water treatment, the police, fire, ambulance and emergency planning services.

The Borough's housing is mainly in owner-occupation (68% according to the 2001 Census), with 15% rented privately, and 12% rented from a housing association. Affordability is a key issue, with house prices considerably higher than the London average. With the exception of the City, Richmond upon Thames has the highest average household income (£47,418, Paycheck 2007 CACI) of any London borough, but the ratio between earnings and house prices is such that first time buyers are unable to afford even the least expensive properties in the Borough. Affordability can have an impact in terms of overcrowding and poor quality housing, and also for the recruitment and retention of key workers, essential for delivering local services.

It is recognised that it is important to seek to achieve improvements to public transport in these areas to improve links to employment and training opportunities, as well as where practical providing or improving shops and services, social and community facilities and improving the environment within or near to these areas.

### 1.4 Richmond's Economy

Although there has been a consistent loss of employment land there has been a growth in jobs in the Borough since 2002 to a current level of 66,800 employees. The employment is concentrated in distribution, IT and other business activities, hotel and restaurants, finance, public administration, education and health. Manufacturing has declined and now provides only 4,000 jobs, and the unemployment rate is low at 3.3%. There are approximately 9,000 VAT registered businesses and new VAT registrations remain consistently high with around 100 new businesses a year.

There are a number of tourist attractions in Richmond upon Thames, including Kew Gardens, Twickenham rugby ground and Hampton Court Palace. Approximately 4.5 million tourists visit the borough every year, generating an income of £200m.

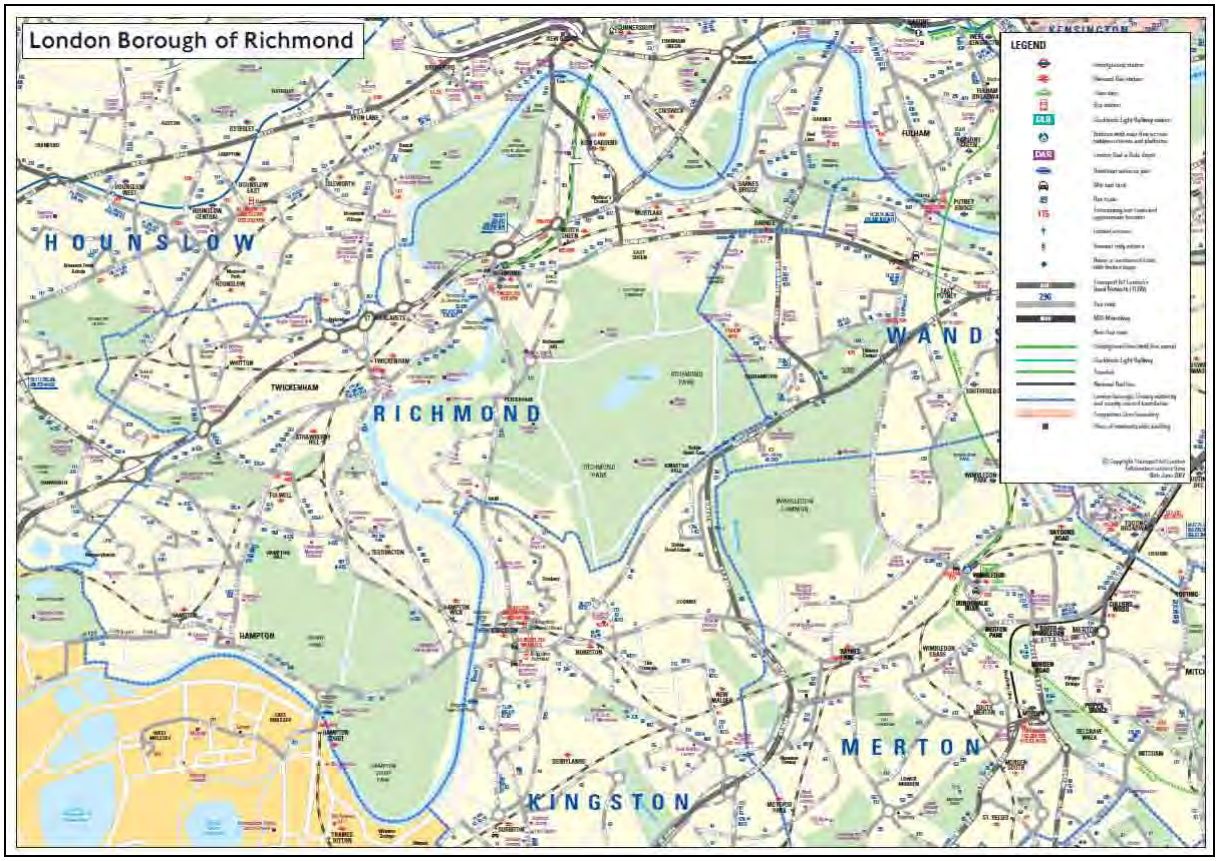
Because of its position on the edge of London and close to Heathrow airport and good communication links, the Borough has high levels of both in and out commuting. In 2001, 62% (55,500 people) of all employed residents commuted out of the Borough to work, 38% (34,000 people) of the resident workforce both lived & worked in the Borough and 50% of the Borough's workforce (34,500 people) commuted into the borough to work. This represents a considerable amount of travel.

There are differences between the characteristics of those who commute into the borough to work and those who commute out. Three quarters of out-commuters are employed in a managerial, professional or technical jobs compared to only 56% of in-commuters. Out-commuters are likely to travel further to work, are more likely to use public transport and work longer hours. In-commuters have different characteristics, they are generally less skilled, more likely to work in the hospitality, retail and construction sectors, and are much more likely to travel to work by car.

There is a considerable amount of out-commuting eastwards towards Westminster and the City, and also westwards to Hounslow. The latter is also the largest supplier of labour to the Borough. Other neighbouring London Boroughs and Surrey districts are also key sources of labour for the Borough. This has implications for both the road and rail networks, the former being subject to heavy congestion along key routes in the morning and evening rush hours.

## 1.5 Transport in Richmond

Fig 1: Multimodal map of Richmond Borough




### 1.5.1 Road

As an outer London Borough the transport facilities are reasonably developed, with the A316 (Great Chertsey Road) and A 205 (South Circular Road) trunk roads (part of the Transport for London Road network).

There is a total of 393 kilometres of public highway in the Borough including 13 kilometres of the Transport for London Road Network (TLRN). The Council is the highway authority for all but the TLRN and Crown Roads. The Borough uses the hierarchy of roads as the basis for land use planning, traffic and environmental management measures. The road hierarchy is based on the following broad categories:

a) Transport for London Road Network (TLRN)
b) Strategic Route Network (SRN
c) London Distributor
d) Local Roads
e) Local Distributor Roads
f) Local Access Roads
g) Crown Roads – Those roads running through the Royal Parks

Around 24% of households do not have a car. This accounts for approximately 41,500 people. There are high levels of traffic, including through traffic, which has led to significant road congestion particularly in the morning and evening peaks.

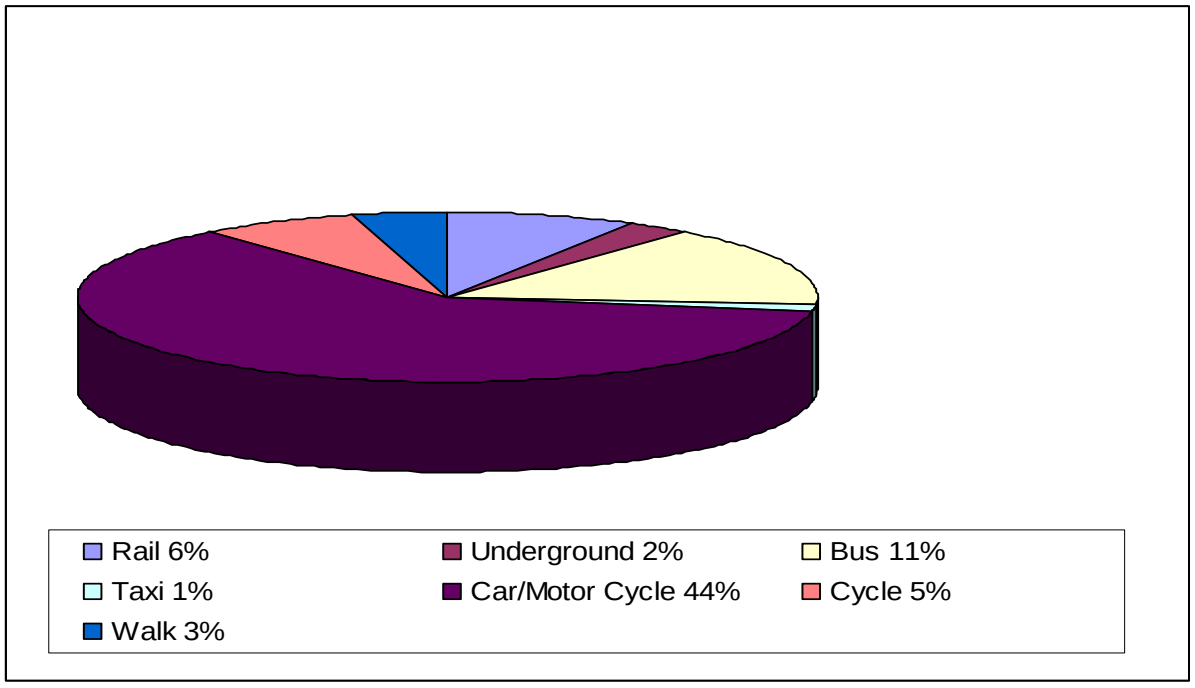
In addition there will be many more people in a household with a car who may not have access to it, or be able to drive. Whilst much of the area has good public transport accessibility levels (PTAL), there are a few areas with lower levels, such as parts of Ham and Petersham, and areas in the extreme west of the Borough.

There is considerable pressure on parking – many older properties do not have off street parking and there is not much capacity for further on street parking in most areas. This is worsened where there is a demand for commuter parking. Approximately 30% of the Boroughs residents are within Controlled Parking Zones.

### 1.5.2 Rail and Underground

The rail network is good with 14 stations across the Borough, but they are largely radial with overland (Waterloo and North London lines) and underground (District Line) rail links. See Fig 1 above.

**Fig 2: Modal Share of Richmond trips by borough of origin, trips per day and shares by main mode, average day (seven-day week) 2007/08 to 2009/10.**




The South West Trains National Rail network serves 13 of the 14 Stations within the Borough:

- Barnes
- Barnes Bridge
- Fulwell
- Hampton
- Hampton Wick
- Mortlake
- North Sheen
- Richmond
- St Margaret's

- Strawberry Hill
- Teddington
- Twickenham
- Whitton

Many of the Borough's train stations are located in residential areas and are vital for people to access employment, shopping and leisure facilities. Many of these stations also serve as local interchanges with bus services, although the interchange between bus and rail services is often long and inconvenient. Some of these stations are isolated from areas of major activity and suffer from safety and security issues, which can be either actual or perceived. These issues have been address under the Station Access Programme.

Rail freight will be encouraged where practicable and suitable, and where the impact on adjoining land and buildings is of an acceptable level. Any attempt to remove railway sidings and related land will be opposed where appropriate, particularly where they are still in regular use or have the potential to be so in the future.

Network Rail has published the London and South East Route Utilisation Strategy (RUS) for Consultation. It builds on the series of first generation RUSs, published between 2005 and 2010, covering routes into and around the capital. Given the length of time which has passed since some of these earlier publications, and the current climate for transport investment and use, updates are needed in several areas which the second generation RUS examines and will be to the benefit of the whole of Richmond. This new RUS represents the latest analysis and strategy to cover a period until 2031 for the South East and London railway network as a whole.

The RUS forecasts an increase of over 30% in the numbers of commuters using the National rail services into the capital during the weekday morning peaks up to 2031. Network Rail and its industry partners believe that this RUS provides a robust strategy for the rail industry in the coming years. Network Rail expects to publish the final RUS in summer 2011.

There are level crossings at:

- Vine Road, Barnes
- White Hart Lane, Barnes
- Sheen Lane, Mortlake
- Manor Road, North Sheen

Only one of these crossings (at Mortlake) has a pedestrian footbridge crossing facility at present, but planning permission was granted in January 2011 for the construction of a second pedestrian footbridge at Manor Road North Sheen.

The River Thames to the North and the Royal Parks to the South act as barriers to through routes in the Borough, and as a result, high volumes of traffic are being channelled onto a small number of local roads. In particular, the transport network is a particular barrier in the north of the Borough adversely affecting the areas of Sheen, Mortlake and Barnes. Also the River and rail lines cause further difficulties. The severance to local communities caused by the A205 South Circular, the River Thames and railway lines is already a significant issue.

### 1.5.3 Buses

The bus network coverage in the Borough is extensive; there are around 30 bus services that provide services to most parts of the Borough. The major bus interchanges are located

at the Richmond, Twickenham and Teddington town centres. In addition, a bus garage is located at Fulwell.

Richmond Council fully supports the new Countdown service which allows the opportunity to provide RTI across its entire bus network for the first time. New media channels and formats allow to reach more passengers than ever before, in a cost effective way. The introduction of Internet and text messaging services will secure access to bus RTI for Londoners both at and away from a bus stop. These services will be complemented by a new generation of Countdown signs which will provide RTI at around 2,500 key bus stops in London. Of the 37 Countdown signs within the Borough only 7 are likely to be replaced at present.

### 1.5.4 Cycles

The topography, layout of the road network, large amount of green spaces and high levels of bicycle ownership in the Borough (compared with other parts of Outer London) make it conducive to cycling. The Borough's cycle network includes an extensive network of routes linking district centres, railway stations and green spaces. Many of these routes follow quieter residential roads, with some facilities on busier main roads to cater for different types of users and cycling abilities. However, the road network generally should be regarded as a facility for cyclists as much as for vehicular traffic. It is recognised that cyclists can and will use the highway network as a whole for their highly individual trips and to link with the formal cycle route network.

The River Thames also offers many opportunities for recreation and cycling trips with public access to approximately 27 kilometres of the riverbank. The Council would like to formalise cycling on several sections of the Thames Towpath within the Borough by formally advertising and confirming Cycle Tracks Orders following statutory consultation with interested parties. The use of the river bank for cycling is of strategic importance into and out of the RBK.

The National Cycle Network provides more than 12,000 miles of traffic free walking and cycling paths, quiet lanes and on-road cycling routes. National Cycle Network Route 4 (Thames Cycle Route) passes through the Borough running between Hampton Court Palace and the Wildfowl and Wetland Trust at Barnes via Kingston Bridge, Teddington Lock, Richmond Park and Barnes.

The second Mayor's Transport Strategy promotes 'Cycle Superhighways' as being a safe, fast, direct route between Central London from Outer London. The first two routes opened in the summer of 2010 with a further ten planned for completion by year 2015. There are no 'Cycle Superhighways' planned for within the Borough, although one proposed route runs to the North of the Borough, while a second runs to the East.

South West London, and in particular LBRuT, have relatively high levels of cycling (3-4% modal share) compared to other parts of Outer London. The existing levels of cycling are modest and surveys indicate there is still a large amount of suppressed demand to be met.

Both Central Government and the Mayor for London are looking to local authorities to build on existing efforts to increase the numbers and safety of cycling and programmes of engineering, encouragement, education and enforcement have been identified to increase the levels of cycling. The Council is promoting and improving facilities for cycling as a utility and leisure form of transport.

It is recognised that cycling specific budgets are unlikely to deliver the step change in the number of cycling trips that the Borough wishes to achieve and that the potential lies in maximising the benefits for cyclists and vulnerable road users generally, from all traffic

management schemes. The objective is to increase cycle usage, not just as method of transport in its own right but also as a means to reduce:

- Congestion
- Air & noise pollution
- The number and severity of road traffic collisions;
- The conversion of land to highway and car parking;

And to improve

- Social inclusion
- The health and well being of residents, employees and visitors.

### 1.5.5 Walking

Walking plays an important part in urban life and is a part of almost all journeys, whether as the complete journey or as a link between other modes of transportation making up longer trips. There is great potential for increasing walking as a proportion of all journeys. While there are parts of the Borough where the condition of the footways, the signing and the street furniture could be improved, there is a generally good basic walking infrastructure within the Borough. The majority of the Borough's signal-controlled junctions now have pedestrian phases and the majority of the Borough's 305 public rights of way are adequately accessible.

There are also a number of long distance recreational walking routes that are signed and promoted.

There are three strategic walking routes within the Borough and they include sections of the London outer Orbital Path, the Capital Ring and the Thames Path. RBK support the acknowledgment of the importance of the Thames Path walking route. Acknowledging the importance of this strategic route helps to greater align the pedestrian elements in our LIP2 with those in the RBK's LIP2 and its strategic transport routes; creating the foundation for cross boundary coordination. It also contributes to several of our Strategic LIP2 Objectives.

All schemes introduced within the Borough are likely to have an element of walking involved and pedestrians will be considered at all stages to ensure that the walking environment continues to be improved.

### 1.5.6 Bridges and Structures

There are 132 traffic bridges, structures and pedestrian bridges in the Borough, the Council owns 73 of these, 24 are owned by Network Rail, 11 are jointly owned by the Council and Network Rail, 17 are owned by TfL and 5 are privately owned.

Bridges in the Borough are frequently inspected and undergo regular reviews of their load bearing capability. Strengthening is only undertaken as a last resort after methods of traffic management to reduce the loading have been considered. Schemes are prioritised London wide on the basis of degree of usage and load carrying ability.

### 1.5.7 Noise and Air pollution

The whole of the Borough is designated as an Air Quality Management Area, as set out and explained in section 2.6. The primary pollutants are nitrogen dioxide ($NO_2$) and particulates ($PM_{10}$); these are largely caused by road traffic which means the worst conditions are along

the main road corridors. Most of the Borough suffers from noise from aircraft landing and taking off from Heathrow Airport, night flights are a particular concern.

### 1.5.8 Freight, Distribution and Network Management Duty

People have an ambivalent attitude towards the movement of goods. We want to be able to buy things easily in convenient, attractive shopping areas and to have them delivered to us, preferably at low prices. Many jobs are dependent upon there being convenient ways of delivering materials and goods quickly and reliably. Yet at the same time we dislike the consequences of having goods moved to where we want them – lorries in high streets during the day, passing near homes at night, adding to congestion during peak hours, causing fear and danger to other road users (particularly pedestrians and cyclists) at any time of day.

The Council will identify suitable and unsuitable routes for freight movement, balancing the needs of businesses with protection of the local environment and maintaining the highway network.

There may be scope to reduce the need for freight transport in the longer term, although this would require wider changes in the way that society and the economy operate.

The Traffic Management Act 2004 introduced the duty for all local authorities to manage their highways in order to achieve to main objectives:

- To secure the expeditious movement of traffic across their own network, and
- To facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Richmond Council takes its Network Management Duty very seriously and undertakes the following work to keep out network running as smoothly as possible:

- Co-ordination of work on the public highway.
- Maintenance of the register of adopted roads.
- Network condition survey.
- Inspection of statutory undertakers works following works carried out on the public highway.
- Monitoring Streetworks in progress ensuring compliance with Health and Safety.
- Reporting all defective apparatus which are the responsibility of statuary undertakers
- Asset Management Adoptions of Highways.

The Council provides a link via our own website to the TfL ‘London Works’ website to give interested parties an accurate and up to date view of current and impending works. Also the Council participates in TfL’s Traffic Management Forum in order to take on best practice and complies with the Network Management Duty.

In addition to this, specific schemes are designed and implemented which help reduce congestion.

# 2. LINKS TO OTHER PLANS AND POLICY INFLUENCES

The London Borough of Richmond's approach to transport planning and policy development is based on a wider strategic context but it is its local needs and characteristics that is at the heart of this work. Accordingly, in determining its priorities in formulating and implementing the local transport schemes, the Council has two primary considerations: the local needs and aspirations of Richmond, and the need to support the Mayor of London's transport and economic goals.

## 2.1 Our Transport Objectives

Following consideration of the Mayors Transport Strategy, which sets out the Mayor's transport strategy for a period up to 2031, and the other policy influences set out below, the Council has adopted the following Objectives that will guide the way we will deliver transport improvements across the Borough over the lifetime of our second LIP. In Section 4.2 below, each of the seven Objectives is broken down into different work streams that Richmond will undertake in order to deliver the corresponding Objectives. The Objectives are:

1 To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres
2 To improve the local environment and quality of life for all residents of the Borough.
3 Improving safety for all road users.
4 Enhancing transport choice and reducing congestion.
5 Developing a transport system that is resilient and reflective of local needs and aspirations.
6 Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough
7 Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion.

## 2.2 National Policy Context

A particularly notable development has been the publication, in January 2011, of the Department for Transport's White Paper, "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen". It sets out the Government's vision for a sustainable local transport system that supports the economy and reduces the carbon emissions. It explains hoe the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas.

Despite the economic downturn, the current Government remains committed to investment in the improvement to transport infrastructure.

The Traffic Management Act 2004 (Part 2) imposes a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty; part of the arrangements must be the appointment of a "Traffic Manager". Richmond has made all necessary arrangements to carry out this duty in association with the London Councils and TfL.

## 2.3 Sub - Regional and London Wide Policy Influence

A key issue related to the regional context for a Local Implementation Plan concerns sub-regional policies emanating from the operation of the Greater London Authority Act 1999.

These include the Mayor of London's strategies for transport, spatial development (London Plan), economic development and air quality.

Table 1 below demonstrates how each Goals has a number of related challenges which each goal is seeking to address, along with the outcomes which the Mayor has identified and which will be used to prioritise the need for policy interventions and specific proposals. This same process will influence LIP2 work that the Council will carry out.

**Table 1:** MTS Goals, Challenges and Outcomes

| Goals | Challenges | Outcomes |
|---|---|---|
| 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 |
| | Improving transport connectivity | • Improving people's access to jobs<br>• Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow |
| | Delivering an efficient and effective transport system for people and goods | • Smoothing traffic flow (managing delay, improving journey time reliability and resilience)<br>• Improving public transport reliability<br>• Reducing operating costs<br>• Bringing and maintaining all assets to a state of good repair<br>• Enhancing the use of the Thames for people and goods |
| Enhance the quality of life for all Londoners | Improving journey experience | • Improving public transport customer satisfaction<br>• Improving road user satisfaction (drivers, pedestrians, cyclists)<br>• Reducing public transport crowding |
| | Enhancing the built and natural environment | • Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives<br>• Protecting and enhancing the natural environment |
| | Improving air quality | • Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets |
| | Improving noise impacts | • Improving perceptions and reducing impacts of noise |
| | Improving health impacts | • Facilitating an increase in walking and cycling |
| Improve the safety and security of all Londoners | Reducing crime, fear of crime and antisocial behaviour | • Reducing crime rates (and improving perceptions of personal safety and security) |
| | Improving road safety | • Reducing the numbers of road traffic casualties |
| | Improving public transport safety | • Reducing casualties on public transport networks |
| Improve transport opportunities for all Londoners | Improving accessibility | • Improving the physical accessibility of the transport system<br>• Improving access to services |
| | Supporting regeneration and tackling deprivation | • Supporting wider regeneration |
| Reduce transport's contribution to climate change, and improve its resilience | Reducing $CO_2$ emissions | • Reducing $CO_2$ emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025 |
| | Adapting for climate change | • Maintaining the reliability of transport networks |
| 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<br>• Physical transport legacy<br>• Behavioural transport legacy |

The six goals from the Mayor's Transport Strategy provide the overarching framework for the five Sub-Regional Transport Plans. Policies and proposals from the MTS will be used to help these goals and deliver underlying objectives across London. These intend to address the specific London-wide challenges which are grouped by six high level objectives. These are designed to set a framework for delivering tangible improvements to London's transport system. Fig.3 below sets out how these fit into the overall policy framework that the LIP2 is a major component and it is these relationships that have led to the formulation of Richmond's LIP2 Objectives.

With the formulation of the sub-regions and subsequent sub-regional plans, Richmond Borough has been placed within the South sub-regional plan area. The roles of these sub-regional plans are to address the specific challenges facing each region and the options for addressing them based on analysis of current and future demand, travel patterns. These plans will provide more detail about the priorities for the regions, and how the policies and proposals set out in the MTS may apply. They will provide a framework for local and modal delivery through the development of borough LIPs and TfL implementation plans, the development of specific schemes or broader business planning processes.

Sub-regional challenges and opportunities identified for the Plan are:

- Reduce public transport crowding
- Improve access and movement to, from and within key locations
- Improve connectivity to, from and within the sub-region
- Manage highway congestion and make efficient use of the road network

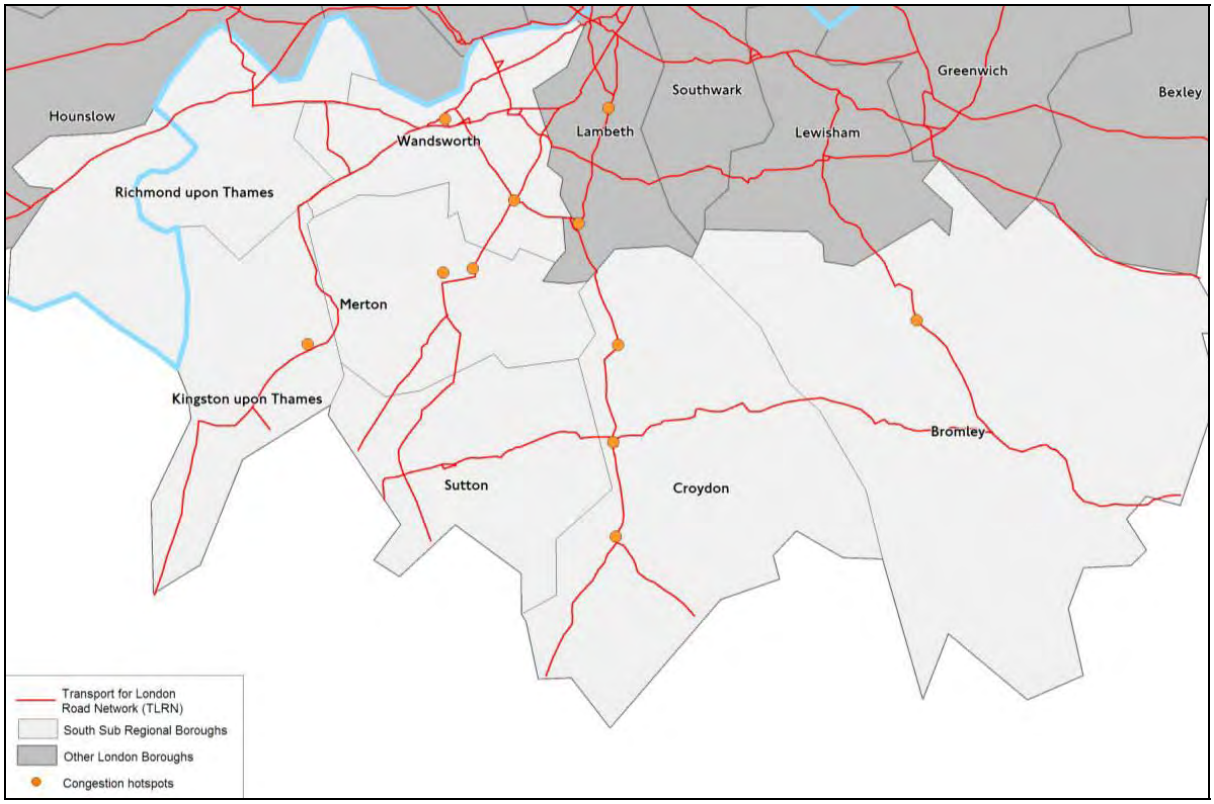
The South sub-regional plan identifies Richmond as a Major Centre. Like many other Major Centres in the sub region, commuting to Richmond or interchanging here is badly affected by over crowding, identified as such in the plan and that further improvements are needed to relieve this. Further improvements to these regionally important and strategic interchanges will be needed and better integration with surrounding areas will also be key.

Because of the financial difficulties that the UK is facing, planning beyond the short term has taken on a more important role, as resources have to be spread more thinly. The Sub-regional Transport Plans will continue to make the case for more investment in London, helping to prioritise the limited resources available and improving the evidence base upon which decisions are made. Whilst no additional money has been identified to deliver specific elements of the plan, the scene has been set for what will be required to meet the needs of all those who live, work and visit London.

To achieve the Mayor's aspirations TfL have embarked on a new collaborative way of working with boroughs based on sub-regions. London has been divided into 5 sub-regions (north, east, south, west, and central); Richmond Council is located in the South London Sub-region. To cement these working relationships and translate the MTS at a more local level, each sub-region has to develop Sub-regional Transport Plans (SRTP). The South London SRTP is being developed and is structured around meeting the MTS Goals at a sub-regional level. The SRTP looks at infrastructure and attractions of sub-regional importance; considers challenges and opportunities facing the sub-region, and develops sub-regional priorities for transport improvements (such as Tramlink extensions).

The roles of these sub-regional plans are to address the specific challenges facing each region and the options for addressing them based on analysis of current and future demand, and travel patterns. These plans will provide more detail about the priorities for the regions, and how the policies and proposals set out in the MTS may apply. They will provide a framework for local and modal delivery through the development of borough LIPs and TfL implementation plans, the development of specific schemes or broader business planning processes.

**Fig 3: The Transport for London Road Network – South London Sub-Region**




The following outlines key outcomes/aspirations of the SRTP that are of relevance to Richmond and require supporting actions on the Council's behalf:

Transport Connectivity – Strategic Sub-regional Transport Corridors: Richmond is identified as a Major Town Centre and strategic transport corridors (of sub-regional importance) are identified into/out of the Borough, these include: links to and from Heathrow and Richmond then through to Kingston, Sutton and Croydon; links northeast towards the centre of London; and links southwest into Surrey. The LIP2 proposes a package of measures to improve access to Richmond and along these corridors, including:

- Improving the borough's strategic walking, cycling, and highway network. The borough's strategic networks connect key attractions within and beyond the borough. Working with neighbouring boroughs to improve links within and beyond the borough boundary will improve transport links between key attractions for bus, cycling, walking, car, and freight.
- Working with TfL and Surrey County Council to improve bus services (including services to Heathrow Airport).
- Lobbying the train operating company to improve train services to the Borough's Stations.
- Increased secure/unsecure cycle parking provision across the borough.

**Fig 4: Richmond's Sub-Regional Context**

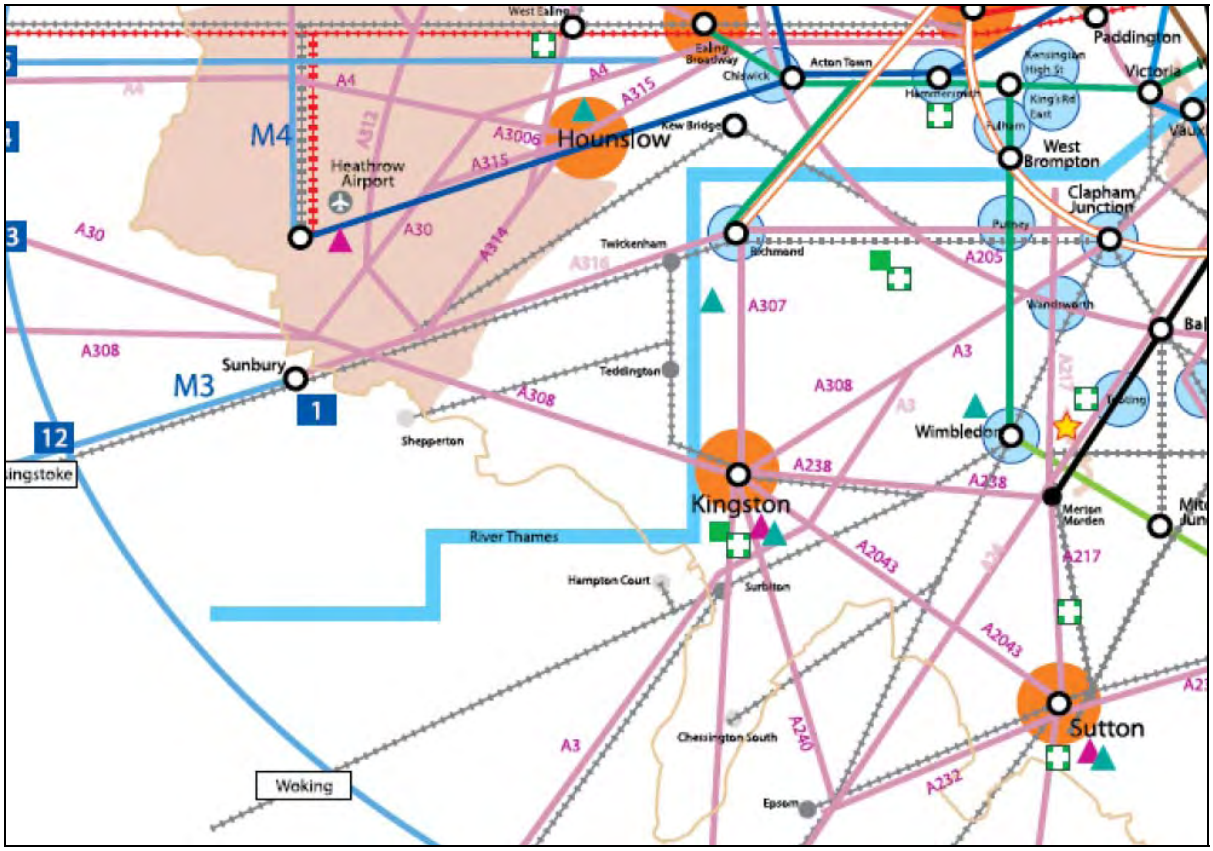
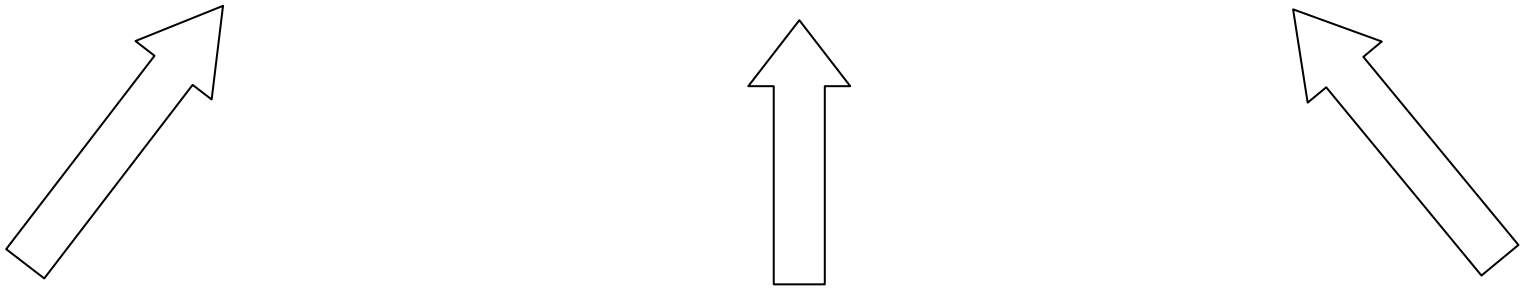


**Fig 5: Policy Map**

# Policy Map - Richmond's Second Local Implementation Plan LIP2



| Local Policy Influences |
|---|
| Community Strategy |
| Local Area Agreement |
| Comprehensive Area Assessment |
| Local Development Framework |
| Uplift Strategy |
| Community Safety partnership Plan 2008-11 |
| Air Quality Action Plan |
| Biodiversity Action Plan (Richmond Biodiversity Partnership) |
| Corporate Plan |
| Thames Landscape Strategy |
| Public Space Design Guide |
| Contaminated Land Strategy |
| Draft Cycling Strategy 2010 |
| South London Partnership |
| Humane Parking Report 2010 |
| Parking and Enforcement Plan 2005 |

| National Policy Influences |
|---|
| Transport White Paper Delivering a Sustainable Transport System [2009] |
| Traffic Management Act 2004 |
| Aviation White Paper – The Future of Air Transport |
| Sustainable Communities Plan ODPM 2003 |
| Strategy for Flood Risk Management EA 2003 |
| Transport and the Historic Environment – English Heritage 2004 |
| The Air Quality Strategy for England, Scotland, Wales & Northern Ireland: Working Together for Clean Air. DETR 2000. |

| London-wide Regional Policy Influences |
|---|
| London Plan |
| Mayor's Transport Strategy |
| The Mayor's Economic Development Strategy |
| TfL Business Plan and Investment Program |
| Other Mayoral Strategies |
| The Mayor's Noise Strategy: Sounder City |
| The Mayor's Cultural Strategy: London Cultural Capital |
| London & South East Route Utilisation Strategy |
| Southern Regional Transport Plan |
| The Mayor's Air Quality Strategy: Cleaning London's Air |
| The Mayor's Energy Strategy: Green Light to Clean Power |

## 2.4 Objectives in Context

Richmond Council's seven LIP2 Objectives have been chosen to meet both the needs of the Borough and to help deliver the MTS2 Objectives in turn. The following outline how each of Richmond's seven Local Transport Objectives relate to the Mayor's Transport Strategy, South Sub-Regional Transport Plan (SRTP) and the Sustainable Community Strategy and its importance to help set the context (i.e. the linkages between local needs / challenges and objectives and those at the strategic level).

### 2.4.1 Objective 1: To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres.

The health and vibrancy of the local economy is uppermost in the work that the Richmond Council undertakes and transport plays a key role in supporting this future growth, ensuring that people and goods can move from place to place. The work that Richmond will carry out will deliver a transport system that will ensure that people and goods can move from place to place conveniently and efficiently and allowing the economy to develop in a sustainable and stable manner. It's support of the Borough's economy underlines many of the Borough's policies. Also, in this way the benefits that are brought to the Borough also contribute to the Mayor meeting the **MTS Goal: Supporting Economic Development and Population Growth.** Support of the economy is also central to Richmond's Sustainable Community's Strategy and in particular **Community Plan Priority 6: Creating a vibrant and Prosperous Richmond.** By working to improve the health and vitality of town and local centres, this supports the **SRTP Objective: Improve access and movement to, from and within key locations** and also the **SRTP Objective: Improve connectivity to, from and within the sub region.** This will be achieved by working closely with residents and businesses in parking and traffic management policies.

Businesses are seen as an important part of the fabric of the community, providing employment and services, and contributing to the character and quality of life of the area. Shops as businesses and so like businesses in general are vitally important to Richmond. Businesses in the Borough look to the Council to provide the right conditions for them to conduct business and this came through very clearly in the All in One Survey. The All in One survey found that overall, business owners feel that Richmond is a good place to do business in. Top of their order of importance was the provision of parking spaces. It see's reducing the number of vacant shops a high priority as this provides for a better range and quality of shops and services, that in turn attract more people into the Borough and increasing their trade. 34% said that was the most important single issue for them but only 19% thought that was most in need of improving in the Borough.

The range and quality of shops is very important to residents in the Borough as well. In the All in One Resident survey showed that "shopping in your local high street" was the third most important response that residents made. It was also the third most important aspect of Richmond that needs improving. To those who live in the Borough, support for local businesses didn't score highly in regard to "Most needs improving", only 15% and as regards "Most important", it achieved only 11%. This Objective is very much driven by the needs of Richmond's business community.

### 2.4.2 Objective 2: To improve the local environment and quality of life for all residents of Richmond

Richmond is one of the greenest boroughs in London and the short term aspirations are to ensure that the local environment is maintained in its best state for future generations to use and enjoy. As a result much work and effort will go into maintaining and delivering improvements in this area. This is very much in line with the **MTS Goal: enhance the quality of life for all Londoners**. This will also support Community **Plan Priority 2: Being the greenest borough in London.** This will be achieved by careful design and thought and through several element of the SEA process that has been underway throughout the development of the LIP2. By working towards the **SRTP Objective: Manage Highway congestion and make efficient use of the Road Network** this will contribute to this LIP2 Objective and with it **MTS Goal: enhance the quality of life for all Londoners** and Community **Plan Priority 2: Being the greenest borough in London.**

Improving the environment and particularly air quality and noise id critical to enhancing the quality of life in Richmond and London as a whole, as recognised in the MTS. Recently, central government and the London Mayor have been paying close attention to improving air quality as the UK is currently exceeding the maximum limit of $NO_2$ set by the European Commission. Similarly, noise is receiving more attention as an issue, with regulations applying EC Environmental Noise Directive into English law.

In the Council's recent All in One survey, 73% of the respondents identified the Borough's parks and other open spaces as being of a high priority in terms of protecting, this was the highest "Most Important" response when asked what was important in making their area a good place to live. Top of the list of what is most important to residents are "local parks and open spaces" and it is the third that "most needs improving". Businesses felt that the quality of the environment helped them do business as environment and community safety, in particular help in developing a stronger sense of place for the local community. This very much in line with the **MTS Goal: enhance the quality of life for all Londoners** and Community **Plan Priority 2: Being the greenest borough in London.**

This objective also helps deliver against the **MTS Goal: Enhancing the quality of life for all Londoners** and its constituent challenges to improve air and noise quality and general health impacts.

The Mayor's draft Climate Change Mitigation and Energy Strategy sets out the Mayor's vision of London 2025 as 'the greenest big city in the world, with a thriving low carbon economy', and, focusing on transport specifically, 'London's transport network will be well on the road to zero emissions', also this is also reflected in the MTS and Richmond Council's own Climate Change Strategy.

### 2.4.3 Objective 3: Improving safety for all Road Users

In line with the Mayor's Transport Strategy, Road safety is and will remain a priority among Richmond's transport objectives. The Council has an excellent record of reducing road casualties but will continue to make this a high priority for future investment. This is set out in the third Goal of the **MTS: Improve Safety and Security for all Londoners**. Also as part of Richmond Council's Core Strategy, 'A Sustainable Future' is one of three main areas, including "Reducing the need to travel but to make all areas of the Borough and particularly areas of relative disadvantage (Castlenau, Ham, Hampton Nurserylands, Heathfield and Mortlake) accessible by safe, convenient and sustainable transport for all people, including those with disabilities, of whom many are also pensioners. This includes not only improving the surfacing but also removing 'barriers' that can segregate communities. Finally in the **Community Plan, Priority 3: Being the Safest London Borough for all our Communities** has been developed. With partners we can meet **SRTP Objective: Reduce public transport crowding** and so improve safety on our public transport network.

Further promotion of cycling across the capital is a mayoral priority, and safety and security issues are increasingly important given the fact that theft and collisions involving cyclists remain an issue and may rise in line with a rise in cycle use. Similarly, with another Mayoral priority being to get more residents to walk, particularly for short local trips, any increase in pedestrian numbers may in some places lead to a rise in pedestrian casualties. Greater investment is being carried out at know cycle and pedestrian accident sites. Certainly the All in One survey has highlighted shopping in local areas as being the third “Most Important” response and due to their very nature, walking and cycling to these areas, it is very important that routes to local shops are as safe as they can be made.

We will achieve a careful balance in deploying available means: Enforcement, Education, and Technology to ensure we not only meet our causality reduction targets but also help in reducing perception of danger in our roads. The details on our causality reduction targets and record are given in Annex B.

For businesses, community and road safety are major issues, directly reflected in this particular Objective. Reducing the level of crime and anti-social behaviour is very important to the business community in order that they can conduct their business activities in relative safety. They are concerned that staff are able to travel safety to their places of work and that their customers can safely access their businesses.

“Levels of crime and anti-social behaviour”, this came as second most important aspect of making Richmond a good place to live but it came in the lower half of aspects in most need to be improved. Urban realm improvement works that will be carried out will support this aspect of Richmond and encourage more visitors to the Borough and so helping to increase prosperity.

### 2.4.4 Objective 4: Enhancing travel choice and reducing congestion

In the Mayor’s Transport Strategy Vision, the Mayor states that he wants London and Londoners to have access to as many opportunities as they wish and need to achieve their full potential. Richmond’s Objective to enhance travel choice and reduce congestion will be instrumental in contributing to this part of the Mayor’s Vision and Transport Strategy. It also supports the fourth goal of the **MTS: improve transport opportunities for Londoners**, as well as the Council’s **Community Plan, Priority 1: tackling disadvantage and inequality** and **Community Plan, Priority 7: Improving access and participation**. This local objective goes some way in helping the Borough contribute to all of the **SRTP Objectives,** in one way or another.

Similarly to Objective 1, travel choice and access, together with reducing congestion and is seen as key to the local business community in order to improve the business environment for them. By increasing travel choice, people will able as far as possible; be able to access as many opportunities as they can. Keeping traffic moving is an important priority for the Council; smoothing traffic flow and improving journey time reliability through effective management of congestion and delay could have significant economic impact, making Richmond a more attractive place to invest and do business in.

Transport choices are inextricably linked to health as increasing levels of physical activity play an important role in addressing obesity and reducing the proportion of people affected by circulatory disease. Walking and cycling provides a means of incorporating physical activity into lifestyles and doing so will achieve both health and transport outcomes. The importance of health is reflected in the **MTS Goal: Enhancing the quality of life for all**

**Londoners, Challenge: Improving Health Impacts**; the **South London SRTP** and **Richmond's SCS.**

The results of the All in One survey showed that "traffic and/or levels of congestion" was the aspect that "most needs improving" in the eyes of the residents of the Borough, scoring 34% with "condition of roads" being the fifth "most needs improving", at 20%. The formulation of this Objective has also been influenced by the Council's priority to ensure that traffic flows as smoothly as practically can be and it meets Richmond's obligations under the Network management Duty to ensure that this happens. The fourth Challenge of the **South London SRTP** is to "manage highway congestion and make efficient use of the road network". This against a background of the South London SRTP area of the capital, having car ownership level's high in comparison with all other sub-regions.

### 2.4.5 Objective 5: Developing a transport system that is resilient and reflective of local needs and aspirations

The new MTS recognises that many of the outer London town centres need to be strengthened in terms of their role in the whole of London's economy. This objective supports the **MTS: Enhance the Quality of Life for all Londoners**. This will also support Community **Plan Priority 5: Creating a healthy and caring Richmond upon Thames**. By working to improve the environment and improving the business conditions of town and local centres, this supports the **SRTP Objective: Improve access and movement to, from and within key locations** and also the **SRTP Objective: Improve connectivity to, from and within the sub region.** This Objective also reflects the priority in the MTS, the SRTP and the SCS to maintain and improve the quality of the road network, including footways, and is crucial in ensuring that the transport system is safe, efficient and conducive to the smooth running of traffic flows.

As described in relation to Objective 1, the business community would fully embrace the Council's delivery against this Objective. The business survey also found that creating safe communities is important to the business community as well as improving the urban fabric of the areas and communities where they do business in. Ease of road access and levels of traffic congestion came up as the third issue of most concern with 21% stating it and 33% said that it was the most important issue to supporting a good place to do business in. However, it is parking that is the top priority for attention by the Council in improving the business environment.

See Objectives 1 and 4. Residents support the general idea that is supported by the MTS, SCS and the SLTP to maintain and improve the quality of life in the Borough.

### 2.4.6 Objective 6: Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough

Even though the Borough is relatively well off, with some of the most affluent residents in London resident in the Borough, it is still very important that we invest in schemes that support the **MTS Goal 1:Supporting economic development and population growth**. This will also support Community **Plan Priority 6: Creating a vibrant and prosperous Richmond upon Thames.** Similarly to Objective 5, by working to improve those less affluent and successful areas and improving the business conditions of town and local centres, this supports the **SRTP Objective: Improve access and movement to, from and within key locations** and also the **SRTP Objective: Improve connectivity to, from and within the sub region.** The vision of the proposed programme is to create visual improvements to

promote a positive atmosphere for retail and social development, improve open areas and civic spaces which could importantly generate an attraction for investment.

The All in One survey highlighted the business community's desire to see the Borough's economy grow and be supported by the Council's transport programme. Businesses wont to see the business environment improved in order that it enhances the Borough as a place to business in, particularly in the areas which currently underperform in comparison to the rest of the Borough. The Council's Community Plan also works to supports the growing local economy, working in combination with the MTS and SLTP and in turn the LIP2.

There were three equally important issues that came out of the Business All in One which are particularly pertinent to the Uplift Strategy: the condition of roads and pavements; a need to develop a stronger sense of place for the local community; and the level of litter/street cleanliness. Businesses are very keen to see that the local area is a good place to do business in and they are broadly satisfied that it presently is, with nearly three quarters agreeing so.

See Objectives 1, 4 and 5. Residents support the general idea that is supported by the MTS, SCS and the SLTP to maintain and improve the quality of life in the Borough. They see a greater variety of shops and the condition of their local high street as being very important to them. The Uplift Strategy hopes to deliver these through directing funding to creating more attractive urban environments. It is important that the Council invests fairly across the whole Borough and not just in the main centres such as Richmond and Twickenham. In the past, Richmond has received a lot of investment due to its nature as the most popular destination in the Borough, both of those who live in the Borough and those who are visiting the Borough.

### 2.4.7 Objective 7: Improve accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion.

Similarly to Objective 4 above, the Mayor states that he wants London and Londoners to have access to as many opportunities as they wish and need to achieve their full potential. Richmond's Objective to enhance travel choice and reduce congestion will be instrumental in contributing to this part of the Mayor's Vision and Transport Strategy. This supports the fourth goal of the **MTS: improve transport opportunities for Londoners**, as well as the Council's **Community Plan, Priority 1: tackling disadvantage and inequality** and **Community Plan, Priority 7: Improving access and participation**. By improving access this will contribute to meeting the **SRTP Objective: Improve access and movement to, from and within key locations** and the **SRTP Objective: Improve connectivity to, from and within the sub region.**

Businesses want people to be helped as much as possible to access their goods and services in order to maximise their business potential, through improvements across all the Borough's transport networks. Where pockets of social exclusion exists, businesses would like to see these addressed with improvements to communities and the transport system in particular, that can or will help alleviate this exclusion. Improvements to public transport are particularly important in this respect and good levels of provision will help people visit high streets and other attractions. Businesses also would like to see improvements to the provision of parking spaces, mentioned by 46% of businesses, their top priority. Ease of road access and levels of traffic congestion came up as the third issue of most concern with 21% stating it. 33% of businesses that responded to the Business All in One raised reducing the number of empty shops as in most in need to improving and addressing. It is seen that

reducing the number of vacant shops raises the economic vitality of a high street, making an area look and feel more prosperous than a street with more empty units.

It is important that residents and visitors to Richmond can access local town centres and all health, education, employment, retail and leisure facilities through the most sustainable forms of transport, be it public transport, or by walking and cycling. Better access can help provide greater social mobility and inclusion. This was supported in the All in One survey which showed that the fourth "most important" factor in making an area a good place to live is the level of public transport. In the right place this will greatly improve access and improve social inclusion.

## 2.5 Relationship Between Richmond's LIP2 Objectives and the Pan London Plans and Strategies

The following table sets out seven LIP2 Objectives and how they are related to the MTS Objectives, the Sub Regional Transport Plan Challenges and Richmond Council's Community Plan Priorities.

Following consideration of the Mayors Transport Strategy, in which the Mayor's transport strategy to 2031 is set out, together with other policy plans and strategies such as the London plan, the Economic Development Strategy and the Sub Regional Transport Plans, the Council has adopted the following Objectives. The transport improvements and schemes that Richmond Council has set out in its LIP2 programme of works, will over the lifetime of the MTS and the Council's second LIP, to 2031, will deliver its transport Objectives.

Summary Table: Relationship between the Local Objectives, the Mayor's Transport Strategy and the Sustainable Community Strategy

| Local Objective | MTS Goal | SRTP Challenge | SCS |
|---|---|---|---|
| 1: To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres. | Supporting economic development and population growth | Challenge One – Reducing Public Transport Crowding | Priority 6: Creating a vibrant and Prosperous Richmond |
| | | Challenge Two – Improve access and movement to/ from and within key locations (the Place) | |
| | | Challenge Three – Improve connectivity to/from and within the South sub-Region (the "Links") | |
| 2. To Improve the local environment and quality of life for all residents of Richmond | Reducing transport's contribution to climate change, and improving its resilience | Challenge Two – Improve access and movement to/from and within key locations (the "Place") | Priority 2: Being the greenest borough in London |
| | | Challenge Four – Manage Highway congestion and make efficient use of the | |

| | | | |
|---|---|---|---|
| | | Road Network | |
| 3. Improving safety for all Road Users | Improving the safety and security of all Londoners | Challenge Four – Manage Highway congestion and make efficient use of the Road Network | Priority 3: Being the Safest London Borough for all our Communities |
| 4. Enhancing travel choice and reducing congestion | Improve transport opportunities for Londoners | Challenge Two – Improve access and movement to/ from and within key locations (the "Place") | Priority 1: tackling disadvantage and inequality |
| | | Challenge Three – Improve connectivity to/from and within the South sub-Region (the "Place") | Priority 7: Improving access and participation |
| | | Challenge Four – Manage Highway congestion and make efficient use of the Road Network | |
| 5. Developing a transport system that is resilient and reflective of local needs and aspirations | Enhance the Quality of Life for all Londoners | Challenge One – Reducing Public Transport Crowding | Priority 5: Creating a healthy and caring Richmond upon Thames |
| | | Challenge Three – Improve connectivity to/from and within the South sub-Region (the "Links") | |
| 6. Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough | Supporting economic development and population growth | Challenge One – Reducing Public Transport Crowding | Plan Priority 6: Creating a vibrant and prosperous Richmond upon Thames. |
| | | Challenge Two – Improve access and movement to/from and within key locations (the "Links") | |
| | | Challenge Three – Improve connectivity to/from and within the South sub-Region (the "Links") | |
| 7. Improve accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion. | Improve transport opportunities for Londoners | Challenge Two – Improve access and movement to/from and within key locations (the "Place") | Priority 1: tackling disadvantage and inequality |
| | | Challenge Three – Improve connectivity to/from and within the | Priority 7: Improving access and participation |

| | | | |
|---|---|---|---|
| | | South sub-Region (the "Links") | |
| | | Challenge Four – Manage Highway congestion and make efficient use of the Road Network | |

## 2.6 The Mayor of London's Transport Strategy

In May 2010 the Mayor's new Transport Strategy (MTS2) was published following on from the consultation draft of which was produced at the same time as the London Plan and the Economic Development Strategy. The new Strategy defines the Mayor's transport policy framework for the next 20 years, MTS2 sets out 36 'strategic policies' and 130 transport proposals, including long term ones up to the year 2031.

The MTS is the principle policy tool through which the Mayor exercises his responsibilities for the planning, management and development of transport in London, for both the movement of people and goods. It takes into account the emerging policies in the London Plan and the Mayor's Economic Development Strategy. It provides the policy context for the more detailed plans of the various transport related implementation bodies, particularly TfL and the London boroughs.

The Mayor's overarching vision for London to 'lead the world in its approach to tackling urban transport challenges of the 21st century', is intended to be implemented through six goals:

- support economic development and population growth;
- enhance the quality of life for all Londoners;
- improve safety and security for all Londoners;
- improve transport opportunities for all Londoners;
- reduce transport's contribution to climate change and improve its resilience; and
- support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

The MTS2 also seeks to respond to all of the London Plan objectives (in particular, the one relating to accessibility and efficient transport system) as well as the national transport policy. The Strategy indicates the Mayor's welcome intention to consider network improvements 'whether funded or not'.

## Link between Mayor's goals and Richmond's SCS and West London sub-regional transport plan goals

| | | SCS theme | | | | | | | South London Regional Transport Strategy Goals | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tackling disadvantage and inequalities | Being the greenest borough in London | Being the safest London borough for all our communities | Growing up in Richmond upon Thames | Creating a healthy and caring Richmond upon Thames | Creating a vibrant and prosperous Richmond upon Thames | Improving access and participation | Reduce public transport crowding | Improve access and movement to, from and within key places | Improve connectivity to, from and within the sub-region | Manage highway congestion and make efficient use of the road network |
| | Richmond Objectives | | | | | | | | | | | |
| 1 | To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres | ✓ | | | ✓ | | ✓ | | | ✓ | | |
| 2 | To improve the local environment and quality of life for all residents of the Borough | | ✓ | | ✓ | ✓ | | | | | | |
| 3 | Improving safety for all road users | | | ✓ | | ✓ | | | | | | ✓ |
| 4 | Enhancing transport choice and reducing congestion | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 5 | Developing a transport system that is resilient and reflective of local needs and aspirations | ✓ | | ✓ | | | ✓ | ✓ | | ✓ | ✓ | |
| 6 | Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough | | | | ✓ | | ✓ | | | | | |
| 7 | Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | inclusion | | | | | | | | | | | |

**Fig 7: Bus Service through Barnes**

Following the spirit of Section 145 of the Greater London Authority Act 1999, the Council's transport goals, objectives, and programme presented in this Local Implementation Plan have been presented in the light of the goals, challenges, policies and proposals of the Transport Strategy of the Mayor of London.

The MTS facilitates the promotion of equality of opportunity for all Londoners, the promotion of good relations between them, and the elimination of unlawful discrimination.

In accordance with the statutory requirements, the Mayor has included in the MTS those transport-related policies and proposals he considers are best calculated to promote improvements in the health of and the reduction in health inequalities between, Londoners; and to contribute to the mitigation of, or adaptation to, climate change in the UK; and to improve sustainable development.

The Mayor, in accordance with the 1997 Kyoto Protocol to the United Nations Framework Convention on Climate Change, 1998 Aarhus Convention on access to information, public participation in decision-making and access to justice in environmental matters, and the Copenhagen Accord on Climate Change, has included policies and proposals on climate change and environmental matters he considers would meet the requirements of these treaties.

## 2.7 The Mayor's Economic Development Strategy for London

The Mayor's Economic Development Strategy has been developed to deliver the Mayor's vision for the development of London to 2031 so that London should excel among global cities. He will use his role as London's elected leader to encourage the conditions and business environment in which London's powerful economy can thrive.

The Mayor's approach, working through the London Development Agency (LDA), Transport for London (TfL) and with other partners, will be to allow effective markets to flourish, help remove barriers to their productivity and, where it is effective to do so, correct market failures that have been clearly identified.

Through the Strategy the Mayor will act as a coordinator, encouraging businesses and organisations to work together and to pool resources towards common goals. He will maintain and enhance the conditions that allow the people and communities of London to

use the creativity and initiative that have contributed so much to London's success. This is very much in line with Richmond's new strategic direction where the Council will work much more closely in partnership with the local community's needs when commissioning new services that will drive Richmond's economy.

The chosen strategy of enabling the strengths of the economy to flourish and of addressing weaknesses are set out in its five economic objectives:

**Objective 1:** to promote London as the world capital of business, the world's top international visitor destination, and the world's leading international centre of learning and creativity.

**Objective 2:** to ensure that London has the most competitive business environment in the world.

**Objective 3:** to make London one of the world's leading low carbon capitals by 2025 and a global leader in carbon finance.

**Objective 4:** to give all Londoners the opportunity to take part in London's economic success, access sustainable employment and progress in their careers.

**Objective 5:** to attract the investment in infrastructure and regeneration which London needs, to maximise the benefits from this investment and in particular from the opportunity created by the 2012 Olympic and Paralympic Games and their legacy.

## 2.8 The Mayor's Draft London Plan

The draft replacement London Plan is more focused than the current London Plan. It is much clearer, shorter and contains fewer policies, which are at a more strategic level.

Each policy is now subdivided to show what it is aimed at and who it is for – with sections (where appropriate) on strategic, London-wide policy; policy to inform planning decisions (by London boroughs, or in the case of planning applications of strategic importance, the boroughs and the Mayor); and policy to help with the preparation of the boroughs' Local Development Frameworks (LDFs).

The new London Plan when published will set out to:

- Meet the needs of a growing population with policy on new homes, including affordable housing, housing design and quality, and social infrastructure, which will promote diverse, happy and safe local communities.
- Support an increase in London's development and employment with policy on: outer London, inner and central London; finding the best locations for development and regeneration, and protecting town centres; encouraging a connected economy and improving job opportunities for everyone, so that London maintains its success and competitiveness.
- Improve the environment and tackle climate change by: reducing $CO_2$ emissions and heat loss from new developments; increasing renewable energy; managing flood risk, ensuring water supply and quality; improving sewerage systems; improving London's recycling performance and waste management; and protecting our open spaces making London a green and more pleasant place to live and visit.
- Ensure that London's transport is easy, safe and convenient for everyone and encourage cycling, walking and electric vehicles.

The Mayor's six objectives for the new London Plan are to ensure that London is:

1. A city that meets the challenges of economic and population growth to ensure a sustainable, good and improving quality of life for all Londoners and helps tackle the huge inequalities among Londoners, including inequality in health.
2. A globally competitive and successful city with a strong and diverse economy and an entrepreneurial spirit that benefits all Londoners and all parts of London. A city at the leading edge of innovation and research that makes the most of its rich heritage and cultural resources.
3. A diverse, strong and accessible city to which Londoners feel attached, that give all its residents, workers, visitors and students a chance to realise and express their potential and a high quality environment in which to enjoy, live together and thrive.
4. A city that delights the senses and takes care of its buildings and streets, with the best of modern architecture while making the most of its built heritage. A place that gets the best out of its wealth of open and green spaces and waterways, realising its potential for improving Londoners' health, welfare and development.
5. A world leader in improving the environment locally and globally, at the forefront of policies to tackle climate change, reduce pollution, develop a low carbon economy and consume fewer resources and use them more effectively.
6. A city where everyone can access jobs, opportunities and facilities with an efficient and effective transport system that actively encourages walking and cycling and makes better use of the Thames, and supports all the objectives of this plan.

## 2.9 The Outer London Commission

The Mayor has established the Outer London Commission (OLC), a small, highly experienced and focused Commission, to advise on how Outer London can play its full part in the city's economic success; to review the opportunities to improve the economy, quality of life and transport in Outer London. It will explore how different parts of Outer London can better realise their economic potential, especially its town centres, as well as opportunity and intensification areas and industrial locations. It also assessed the concept of 'growth hubs' (a new type of business location), whether these can be distinct from and complement other sorts of business location, and where they might best be located as a new component of London's economic geography.

It looked more broadly at other factors which affect economic performance over the next 20 years and its recommendations are expected to include:

- refinement to, and new suggestions for, relevant policies in the London Plan
- infrastructure, labour market, institutional and resource needs
- delivery mechanisms
- improvements to the quality of life and of the environment

It delivered its final report in the June 2010, in time to feed into the review of the London Plan in the summer of 2010.

The report that the Commission delivered addressed the fundamental reasons for establishing the Commission in the first place – to identify the capacity to grow the outer London economy in a sustainable way, removing barriers to growth for competitive, established sectors and to attract new ones; explore the potential contribution of a few large "growth hubs"; secure the wider rejuvenation of outer London's town centres and other business locations; improve outer London's quality of life, business and residential environments; examine the relationship between population, housing and economic growth and the infrastructure necessary to support this.

## 2.10 Local Policy Influences

### 2.10.1 Core Strategy

There are a number of issues which have been identified in the Borough, which the LDF will seek to address. These have been identified from Government and Regional Policy and Guidance, our own research and monitoring for the Borough and from consultation. The key issues have been divided into three areas:

- A Sustainable Future
- Local Character
- Meeting People's Needs

The key issues identified in Core Strategy for the Borough are:-

**A Sustainable Future**

| | |
|---|---|
| 1 | The high level of use of natural resources including energy use within buildings and in travel. |
| 2 | The need to provide for the safe, efficient and sustainable movement of people and goods in an area where the road and rail network is often close to capacity. |
| 3 | The threat to biodiversity from new buildings, lighting, hard surfacing and people. |
| 4 | Increasing potential for the River Thames and its tributaries to flood with related risk to personal safety and property, and other potential impacts of climate change in the borough leading to possible water shortages, hotter summers and increased rate of subsidence. |
| 5 | The need to reduce the level of waste generated and amount disposed of by landfill through increasing levels of re-use and recycling. |

**Protecting Local Character**

| | |
|---|---|
| 6 | The pressure on both the built and natural environment and the impact of this pressure on the appearance and character of Borough. |
| 7 | The need to maintain vibrant town and local centres with a range of local facilities to improve community life and to reduce travel by providing for access by foot, cycle or public transport. |
| 8 | The opportunities provided where there is to be change, for example in parts of the Crane Valley and in Twickenham, to ensure that such changes bring about real improvements and benefits to the wider area. |

**Meeting People's Needs**

| | |
|---|---|
| 9 | The acute shortage of housing, particularly affordable housing for families, and the need to provide housing to meet local requirements, particularly for the increasing number of one person households, for older people and those with restricted mobility. |
| 10 | The need to provide locally accessible community, training, educational, health, social, leisure and infrastructure facilities to match expected future needs, and particularly to provide for increasing school rolls, in an area where developable land is scarce. E.g. the high demand for primary places in Richmond/ East Sheen, St Margaret's/ East Twickenham and Teddington and the need for primary health care facilities (especially doctor's surgeries) in Kew, Richmond, Whitton and Ham. |
| 11 | Pressure on land used for local employment, particularly for residential development is high, but the retention of local employment, including that in the tourist trade, will help to provide job opportunities locally and thereby minimise the need for commuting and maintain economic prosperity. |

| | |
|---|---|
| 12 | Specific geographical areas of deprivation and relatively disadvantaged groups in an otherwise relatively affluent area. |
| 13 | The need for both public spaces and buildings to be accessible to people with disabilities. |

### 2.10.2 Core Strategy Objectives

The Core strategy objectives outline what will need to be achieved to deliver the Local Development Framework vision and address the key strategic issues that have been identified in the Borough. The objectives give direction for the spatial strategy which follows.

- **For a Sustainable Future** (Borough wide environmental objectives)

| | |
|---|---|
| 1 | Minimising the Borough's impact on climate change including promoting the use of renewable energy, making effective use of land and resources, minimising any adverse impacts of development, encouraging sustainable building and travel. |
| 2 | Adapting the Borough to climate change, particular risks in the area are the risk of flooding, subsidence due to drying out of underlying clay, water shortages for people and the landscape, and the need for summer cooling. |
| 3 | Reducing the need to travel but to make all areas of the Borough and particularly areas of relative disadvantage (Castlenau, Ham, Hampton Nursery Lands, Heathfield, Mortlake and Whitton) accessible by safe, convenient and sustainable transport for all people, including those with disabilities. |
| 4 | Conserving and enhancing biodiversity both within open space but also within the built environment and along movement corridors, in accordance with the Richmond Biodiversity Action Plan. |
| 5 | Promoting sustainable waste management through minimising waste and providing sufficient land for the reuse, recycling and treatment of waste, to minimise the amount going to landfill, and working with the other West London Waste boroughs to produce a Joint Waste Development Plan Document. |
| 6 | Reducing levels of air pollution particularly from road traffic along major roads and aircraft noise from Heathrow. |

- **Protecting Local Character** (Locational Objectives)

| | |
|---|---|
| 7 | Reinforcing the role of Richmond, Twickenham, Teddington, Whitton and East Sheen centres as service centres and focal points in the community particularly ensuring that future changes in and near to Twickenham bring about overall improvements to the town. |
| 8 | Protecting the special environment of the River Thames and its tributaries, including historic views and wildlife habitats whilst seeking to make it accessible to pedestrians, and providing opportunities for recreation and river transport. |
| 9 | Conserving and where appropriate, enhancing the environment including preserving and enhancing historic areas, retaining the character and appearance of established residential areas, and ensuring that new development including public spaces is of high quality design. |
| 10 | Retaining and improving open space and parks to provide a high quality environment and to balance between areas for quiet enjoyment and wildlife and areas to be used for sports and games, in accordance with the Richmond Borough Open Spaces Strategy 2005. |
| 11 | Improving the River Crane corridor as a wildlife corridor and as part of a long distance footpath, and gaining wider local benefits when sites are redeveloped. |

- **To Meet People's Needs** (Borough-wide objectives for facilities and services)

| | |
|---|---|
| 12 | Ensuring that there is a suitable stock of good quality housing to meet the needs of all residents, particularly encouraging more affordable housing to meet the acute need in the Borough and housing for those with specific needs. |
| 13 | Ensuring that services and infrastructure needed by the community are available and accessible to all, including those with disabilities, guiding the majority of new retail development to Richmond town centre, and ensuring that there are local shops and opportunities for leisure, entertainment, sport, cultural activity and the development of community life. |
| 14 | Reducing crime and the fear of crime through land use and design policies. |
| 15 | Ensuring that there are suitable schools, children's centres, youth provision and services for older people within easy reach of local communities, and in particular address the high and unmet demand for primary places in Richmond/East Sheen, St Margaret's/ East Twickenham and Teddington. |
| 16 | Ensuring there is a range of health facilities and housing to meet the needs of all residents – particularly to enable independent living, and addressing specific needs for primary health care facilities (especially doctor's surgeries) in Kew, Richmond, Whitton and Ham. |
| 17 | Sustaining the employment base of the Borough, increasing the large number of small businesses and ensuring that there continues to be a wide variety of employment and training available to residents and opportunities for business, directing new employment to the main town centres and balancing employment and housing provision. |
| 18 | Supporting sustainable tourism and particularly the provision of additional visitor bed spaces within the town centres, or other sustainable locations. |
| 19 | Encouraging cohesive and healthy communities and reducing relative disadvantage of individuals, particularly in the identified areas of relative deprivation (Castlenau, Ham, Hampton Nurserylands, Heathfield and Mortlake). |
| 20 | Ensuring that both public space and buildings are accessible to people with disabilities. |

## 2.11 Community Plan

The people of Richmond upon Thames have influenced the Community Plan through the wide ranging consultation that took place during the autumn of 2006. Local people were asked for their views on what they wanted the borough to be like in 2017. From these views Richmond's Strategic Partnership formulated a plan that set out the important issues for the borough then and into the future and set out how these would be tackled.

The Plan set out how Richmond will continue to build on the wealth and prosperity of the borough and sustain this into the future. It encapsulates and prioritises the borough's intention to enable every section of the community to share in and contribute to the boroughs prosperity and growth and to tackle the key challenges facing the borough today and tomorrow – in particular the threat of climate change.

To achieve the Vision the Richmond has identified through its extensive consultations, seven key priorities have been identified that will be the focus of Richmond's Community Plan:

Priority 1: Tackling disadvantage and inequalities
Priority 2: Being the greenest borough in London
Priority 3: Being the safest London borough for all our communities
Priority 4: Growing up in Richmond upon Thames
Priority 5: Creating a healthy and caring Richmond upon Thames
Priority 6: Creating a vibrant and prosperous Richmond upon Thames

Priority 7: Improving access and participation

## 2.12 Uplift Strategy

Whilst the Borough has a relatively affluent population and is a very attractive place to live, work and visit, there are parts of it that nevertheless require revitalising. Some of those parts would benefit significantly from intervention by the Council, partner organisations and private sector landowners and businesses, particularly in terms of the potential delivery of new physical developments, be it new buildings, new public space, improved street scene or improved connectivity (or indeed any combination of these things), in a way that uplifts an area in terms of its appearance, or the services and functions available within it. The vision of the proposed programme is to create visual improvements to promote a positive atmosphere for retail and social development, improve open areas and civic spaces which could importantly generate an attraction for investment.

The specific areas which are considered to be in most need of uplift are Hampton North, Mortlake, Whitton, Ham, and Barnes and details of the benefits that could be achieved from targeted action are as follows:

Hampton North

Proposals here would likely centre on the buildings and land around the small Sainsbury's at the edge of the Nurserylands and with a new Hampton "Square" as its heart. Any scheme should seek to draw together new community uses, new housing and new shops together with much more sensible access routes to bring vibrancy to this area. The Council believes that there is scope for generating all of this through a mixed private/public sector development that draws on the significant land and building assets held in this area by the local authority, our RSL partner and Sainsbury's.

Mortlake

The proposals here would build on the master planning work for the Stag Brewery site that is already underway and would seek to ensure that the wider benefits significantly are gained from the stimulus of that scheme will deliver. Our view is that intervention by the Council and other key locations, e.g. the street scene of Mortlake High Street and Sheen Lane, in the improvement of key community buildings etc will provide the catalyst to ensuring that the wider benefits are delivered here.

Whitton

Proposals for Whitton should build upon the Twickenham Area Action Plan, should take into account opportunities from the Rugby World cup and are likely to centre on improving the town centre and its quality of shops. Through targeted work aimed at ensuring the town centre is vibrant and the units are fully occupied by permanent rather than temporary uses. Development proposals will be moved forward as soon as possible if they will contribute to the regeneration of the centre.

Ham

Proposals for Ham will likely build upon the master planning work undertaken from 2005 – 2010 via consultants appointed by the Council and Richmond Housing partnership. This master planning work has already considered the opportunity for bringing forward development in and around the Ham Close estate in a manner that would build a new community hub, would deliver improved open space and playground area. New housing would bring in larger family units. The uplift project would concentrate on turning this master planning work into a delivery mechanism and would examine the scope for the delivery of options for development that are smaller in scale but nevertheless deliver wide scale regeneration.

Barnes/ Castlenau

There are two areas where change could be concentrated, firstly continuing the improvement and upgrading of the Castlenau North shopping area and secondly considering in a more comprehensive manner the Barnes High Street/Castelnau shopping area. There are opportunities to enhance the area and to promote the development of privately owned sites. The Council has made it clear that there must be compensatory benefits for the local area and any opportunities need to be part of a comprehensive approach.

### 2.12.1 Suggested Timescales and Priority

The specific areas which are the focus of this Strategy, to be in most need of uplift and investment are Hampton North, Mortlake, Whitton, Ham, and Barnes. Cabinet agreed in February 2011 that the local authorities work will be based in broad terms in the following order of priority:

Priority 1 – Hampton North, Whitton
Priority 2 – Mortlake, Ham
Priority 3 – Barnes

The initial feasibility work will be staggered over the following 15 months

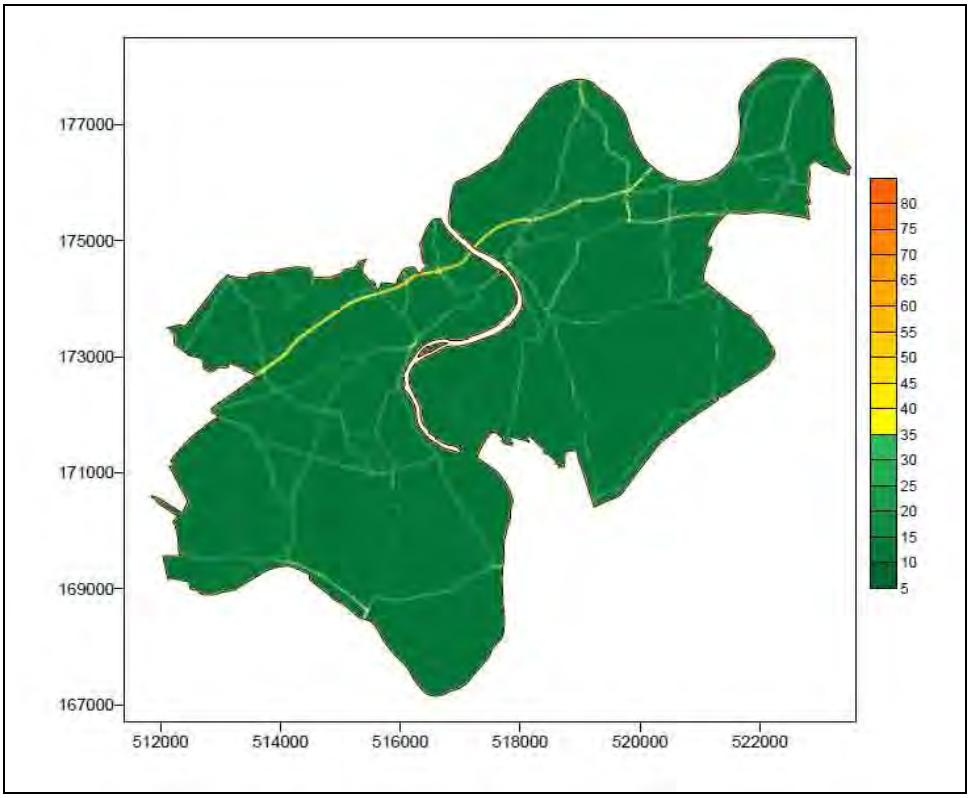
Intermediate work will commence at Hampton North after detailed analysis of All in One Consultation results of the area.

Findings for the initial steps will be provided by the council.

### 2.13 Air Quality

Richmond Council's Air Quality Action Plan (AQAP) was required under Part IV of the Environment Act 1995. The Council decided to declare the whole of the Borough as a single Air Quality Management Area (AQMA). This was declared in a formal notice dated 31 December 2000 following a review and assessment of air quality in the Borough. The Review concluded that the National Air Quality Strategy objectives for 2005 would not be met for two pollutants, $NO_2$ and $PM_{10}$.

**Fig 8: The number of days the daily $PM_{10}$ concentrations is above 50uig/m3, 2003 met data using LAEI 2004 data.**



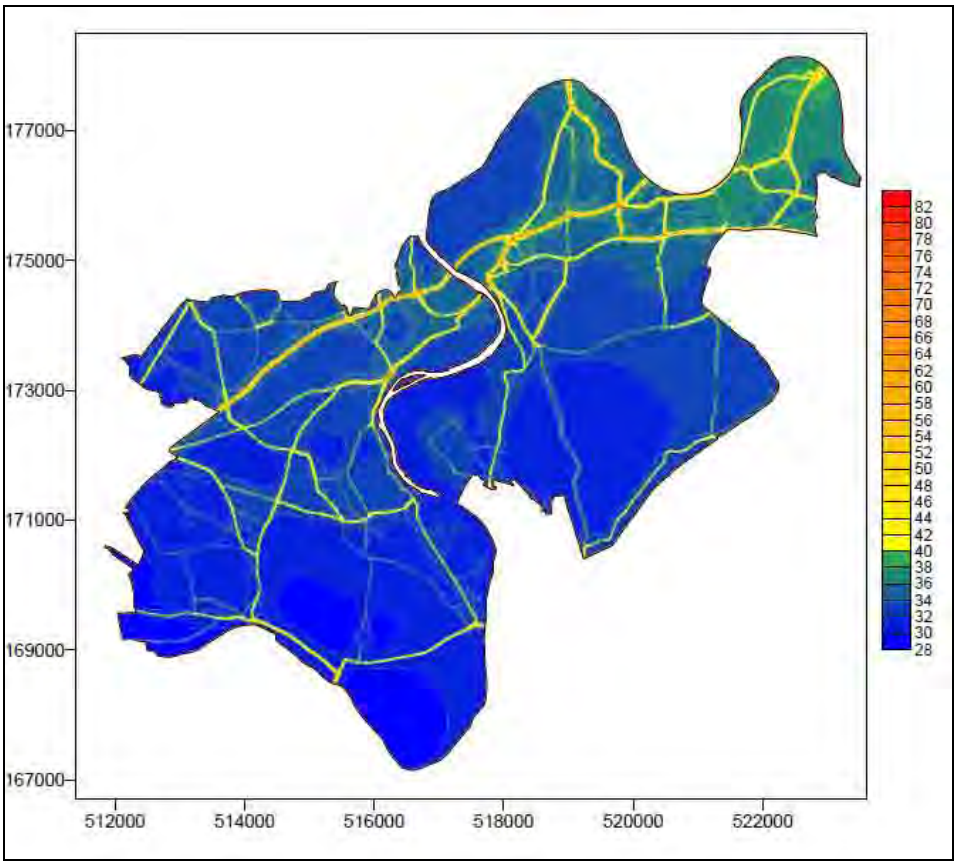

The purpose of the AQAP is to ensure that the Council can plan and manage appropriate actions to improve air quality within the Borough. It is not a legal requirement to actually achieve the National Air Quality Objectives; however the action must be in pursuit of achieving the objectives.

Under the Act, local authorities that have declared an AQMA are required to undertake a further 'Stage 4' assessment, to refine the detail of the previous assessment and to assist with targeting the action required to improve the air quality. The 'Stage 4' review was completed in May 2002, following a revision of the traffic forecasts and using a new emissions inventory for London.

In February 2007, the Air Quality Standards Regulations 2007 (OPSI, 2007) came into force with objective limits set for 2010. The limits remain the same as the $PM_{10}$ (2004) and $NO_2$ (2005) limits, so the Richmond Council is still obliged to try to meet those objectives. The 2010 Monitoring Report indicated that the results from monitoring in 2009 show that the concentrations of $PM_{10}$, CO, $SO_2$ and benzene were each below their relevant objective limits.

$NO_2$ concentrations were found to exceed the objective of 40ug/m3 at most of the locations monitored. In addition, the borough-wide modelling for 2010 also confirmed these widespread exceedences. Both of these conclusions indicate the continuing need for the LBRuT to remain designated as a borough-wide AQMA for $NO_2$. This conclusion remains true when façade level corrections are made, indicating that there are still exceedences, when assessed for vulnerable receptors.

**Fig 9: the annual average $NO_2$ in ug/m3, 2003 met data using LAEI 2004 data.**




$PM_{10}$ monitoring results show that the annual mean $PM_{10}$ and daily mean $PM_{10}$ limits were not exceeded at any site in the Borough during the three years up to 2009. However, the 2010 modelling indicates that we should expect the objectives to be exceeded at a few vulnerable receptor sites. On that basis it is thought best to retain the AQMA designation for $PM_{10}$, at the time of writing this Plan.

The Mayor's Transport Strategy recognises that some degree of climate change is evitable. Richmond's transport infrastructure will therefore need to be rendered more resilient to extreme weather conditions both in the winter and summer months. The Borough's highways maintenance and road safety programmes are guided by appropriate policies and practice in this regard.

The Borough was declared an Air Quality Management Area in December 2000. We have had an Air Quality Action Plan (AQAP) since then, with the aim of improving air quality in the Borough. There have been improvements in the levels of $PM_{10}$ particulates. We are not measuring any $PM_{10}$ exceedences of the limits with our monitors, although modelling does show some potential hotpots on the A316, A205 and Heath Road, Twickenham. As regards nitrogen dioxide ($NO_2$), both modelling and monitoring continue to show exceedences of the limits, across the whole Borough.

The AQAP has 33 action points, which are reported on annually. The main improvements involve the uptake of more advanced technology – by upgrading the Council's fleet. Borough-wide Travel plans for businesses, schools and the Council have had some success with modal shift, even though the focus on travel plans has now ceased. West London

Walkit.com was launched in the Borough. Some proof of its success (in keeping pedestrians and cyclists away from polluted roads) is that it is now being rolled out to other parts of London and to other parts of the country.

The Council has been working on joint air quality studies with the west London authorities. The latest study is now nearing completion and is almost ready for testing at Borough level. It is the 'Transport and Enhanced Emissions Model (TEEM) developed on behalf of west London by TRL. The main aim of this model is to show where air quality improvements can be made by testing out different traffic flow modelling scenarios. A web based version of the model enables each Borough to test different scenarios, when planning new road schemes.

Richmond Council is in the process of implementing the actions designated within the AQMA to achieve air quality improvements within the Borough. Progress has been made in implementing the various measures identified in the Action Plan. The 2010 AQMA Progress report has identified that the Council is making good progress in implementing 'The School Travel Plan' with 99% of schools having a school travel plan and approximately 50 schools participating in the 'Walk to School' week in May. There are 33 actions within the AQMA. The vast majority of these actions are ongoing and have no time limit. Progress on these actions is reviewed annually and good progress is being made on implementing them. Along with the plans indicated in the AQMA, the Borough is further reducing the emissions from $PM_{10}$'s by ensuring that any biomass boilers have the best available technology fitted and by encouraging developers to participate in the 'Considerate Constructor Scheme'.

Richmond Council continues to support the Mayor of London's plan to reduce emissions in his London Air Quality Strategy.

## 2.14 The SEA Process

European Directive 2001/42/EC (EC, 2001) requires that an SEA is simultaneously prepared alongside the development of LIP2. This is because LIP2 is a statutory document containing future transport plans and programmes. The objective of the "SEA Directive" is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. LIP2 consultation took place alongside the SEA environmental report consultation.

As a statutory transport plan and likely to have significant effects on the environment the LIP2 falls into the category of document that needs to have a SEA carried out on its effects. It sets out the final outcome of the appraisal process, taking into account the responses to our consultation, TfL's observations and recommendations, and amendments to the content of the LIP document.

In line with best practice, the Council has undertaken SEA from the earliest stages of LIP preparation in order to ensure that the significant environmental effects arising from the Council's transport programmes, policies and proposals are identified, assessed and monitored. By integrating environmental considerations into plan preparation, the main benefits of the SEA process are the production of an LIP that performs better environmentally. The process also serves to facilitate community engagement through the production of the Environmental report of the draft LIP, in which the key issues and likely significant environmental impacts were described.

SEA as an integral part of LIP preparation is therefore an important tool for implementing the Mayors Transport Strategy within the Borough and achieving the Council's sustainable and environmental objectives.

In summary, the Environmental Statement demonstrates that:

- all significant environmental effects of the LIP2 are identified;
- the final LIP is consistent with achieving the objectives of the Council's and Mayor's other environmental strategies;
- implementation of the final LIP will enhance the quality of Richmond's environment, and have a positive impact on the wider environment.

In line with legislation, an environmental statement will be produced following Council adoption of LIP2.

Contained within the SEA is its own set of Objectives that do reflect and tie in with many of the local strategies that are either included in the LIP or in other areas of transport delivery in the Borough.

## 2.15 The ENIA Process

Richmond Council is committed to achieving equality of opportunity both as a large employer of people and as a provider of services. The council believes in the need to eliminate unlawful discrimination and to promote equality of opportunity in all activities. Equality of opportunity underpins all that we do as a local authority from the way we provide services to the way we employ our staff.

Equality issues have been considered throughout the development of LIP2. A table showing the expected equalities impact of programmes identified in the delivery plan is provided in Appendix E: Statement on Equalities Impacts Needs Assessment.

Richmond Council aims to ensure that all groups and individuals within the community are given the full opportunity to benefit from the services provided. No service user or potential service user will be unlawfully discriminated against because of age, being a gay man, lesbian or transsexual, colour, disability, race, ethnic or national origin, gender, marital status, political or religious beliefs or trade union activities.

The Council considers all projects that promote alternatives to the car to be to the benefit of increased social inclusion.

The programmes included in this LIP have been submitted after consideration of their impact on all of the community. Had any of the programmes had a detrimental affect on any of the equality target groups then their inclusion would have been reconsidered.

Both the SEA and the ENIA did not highlight any major negative effects of the Plan. Many of the schemes delivered through the LIP2 programme will bring real environmental benefits to the Borough and will help contribute towards the mayor achieving his London wide Objectives. There are also two Objectives within the SEA that address inclusion and accessibility for all:

1) to create and maintain safer and more secure Communities

2) To facilitate the improved health and well-being of the population, including enabling people to stay independent and ensuring access to those health, education, leisure and recreation facilities and services that are required.

The ENIA is set out in Annex E at the end of this document.

## 2.16 South London Partnership

Since the adoption of the South London Partnership transport priorities in 2007 the transport issues of South London have been subject to considerable scrutiny and discussion. There have been successes, such as the connection of South London to the Overground rail

network, including most westerly terminus at Richmond, but also disappointment at the lack of progress on key projects such as Tramlink extensions.

By focusing on four transport priorities themes the Partnership has recognised the constraints of the current situation, but have not dismissed the needs for good medium and long term planning and scheme development to meet South London's sub regional transport needs. These priorities are:

- Enhanced Orbital Travel – new London Overground services/routes, Tramlink extensions.
- Integrating travel Options – town centre schemes, better station access.
- Improving Supply – traffic management, HS2 interchange and link, Waterloo International utilisation.
- Influencing demand – sub regional "Smarter Travel" project.

## 2.17 Cross Border Working

Transport by its very nature crosses borders and many journeys in the Borough have their origins, destinations or both outside of it. Therefore it is very important that we have good working relationships with our neighbours and work together where mutual benefits can be gained.

We have been working with adjacent London Boroughs and Surrey County Council to identify opportunities for joint working and joint contracts that would lead to improved services and reduced costs. This has included:

1) Contract sharing – On going discussions on future joint contracts with TfL and Kinston upon Thames, Merton and Sutton.
2) Inspection and management of structures – Discussions with London Bridge Engineers Group and Surrey County Council.
3) LBR sign writing facility – the standard and service here is very good and we are looking for other local authorities to buy into it.

Richmond values the importance of working in partnership with neighbouring boroughs to address delays on cross-boundary bus routes. The cross-boundary bus route (between the Royal Borough of Kingston (RBK) and Richmond) of greatest concern is bus route 65. Working with the RBK, Richmond sees the value of joint studies to investigate solutions to improve the reliability of this route.

Many of the Borough's train stations are located in residential areas and are vital for people to access employment, shopping and leisure facilities. Many of these stations also serve as local interchanges with bus services, although the interchange between bus and rail services is often long and inconvenient. Some of these stations are isolated from areas of major activity and suffer from safety and security issues, which can be either actual or perceived. These issues have been address under the Station Access Programme.

Rail freight will be encouraged where practicable and suitable, and where the impact on adjoining land and buildings is of an acceptable level. Any attempt to remove railway sidings and related land will be opposed where appropriate, particularly where they are still in regular use or have the potential to be so in the future.

## 2.18 National / international Transport Issues

The close proximity of major international airports at Heathrow and Gatwick provides an important national and international link to the Borough, with relatively easy access for visitors to the area.

Although changes in Central government policy on airports mean that the long standing proposal for a third runway at Heathrow Airport will not proceed, we must continue to monitor the operation of the Heathrow to ensure that all impacts on our residents are kept to a minimum level.

Changes to the way the airport operates, or any increase in capacity at Heathrow for more aircraft and passengers will have the potential for an increase in aircraft noise and an increase in road traffic congestion within the Borough. Aircraft noise affects residents of the Borough differently, depending on their proximity to either the landing paths in the north, or the takeoff routes over the south.

# 3 MOVING TRANSPORT FORWARD IN RICHMOND

## 3.1 Our Approach

The Borough's Second Local Implementation Plan (LIP2) is intended to reflect local priorities for both residents and businesses. It is aimed at improving traffic conditions, enhancing quality of the local environment, providing choices in transport and improving safety for all. The Council's vision for a new direction in the way that the Borough will approach the prioritisation and planning of pavement and roadway related works (set out in its 23 March 2011 Cabinet Report "Prioritisation of Highways Works") will undoubtedly have an impact on the types of transport projects that are undertaken, but also on the way in which they are delivered. This links to the wider efficiency programme of the Council set out in "Implementing the Council's New Strategic Direction" of February 2011, developing our approach to delivery of a radical programme of efficiency and transformation in the way the Council delivers its services..

Guidance on preparing the LIP2 requires the boroughs to identify how we will achieve the Mayoral goals, challenges and outcomes as identified in the Mayor's Transport Strategy.

Underlying all the work that we will undertake in the period of the LIP2, the four governing principles underpinning the decision making process will be:

### 3.1.1 Listening to the Communities

Richmond Council is committed to ensuring that before schemes are implemented all those that are directly affected will have the full opportunity to comment upon the proposals and have their views taken into account.

### 3.1.2 All Modes of Transport are Important

The Local Implementation Plan is to be founded on cogent argument and will be based on a balanced approach, providing our residents with the freedom to choose the mode of transport that suits their needs best.

### 3.1.3 Staying Within our Means

The funding of transport schemes in London has been overhauled to provide Borough with a greater degree of flexibility and local accountability. However, as in all areas of public funding we are facing significant reductions in funding available for transport programmes. This means there will be more rigorous scrutiny of all major or minor traffic schemes to ensure we achieve Value for Money.

### 3.1.4 Working in Partnership

The most important partnership for the Council is with residents and local businesses. However, the Council is also determined to work effectively with the other key authorities, including the Metropolitan Police, transport providers, neighbouring Boroughs and Districts and Transport for London to ensure that important strategic services and major schemes are delivered to provide real benefits to Borough residents and businesses and in accordance with our Community Plan.

## 3.2 Our Transport Objectives

The seven Objectives that follow will guide the way we will deliver transport improvements across Richmond over the lifetime of Richmond's second LIP. The Initial Consultation that took place in 2010 has fed into the development of the LIP2 Objectives. Each of the seven

Objectives is broken down into different work streams that Richmond will undertake in order to deliver the Objectives. The Objectives are:

1. To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres.
2. To improve the local environment and quality of life for all residents of the Borough.
3. Improving safety for all road users.
4. Enhancing transport choice and reducing congestion.
5. Developing a transport system that is resilient and reflective of local needs and aspirations.
6. Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough.
7. Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion.

At present it is not possible to attach timelines or timescales to any of the Objectives but these will be developed over the coming years and we will report on them as they progress.

## 3.3. Community Engagement

### 3.3.1 Residents All in One Survey

Central to the new vision of the Council is the commitment to understanding the views of the local people and empowering them to choose the best actions for their local areas. For this reason in November 2010 questionnaires for the "All in One" were sent to every household in the borough.

All in One is one of the Council's key commitments. It will help to shape the local authority's strategic and service plans and have a major impact on the development of key policies over the next two to three years. This being no different to the area of transport policy. Specific details will become clearer once results are analysed.

The Initial Topline Results are in Annex. The survey was designed to provide:

- An understanding of what residents consider to be their local area, which will inform decisions on where to focus local area plans.
- Information on what residents consider to be most important about their local areas and what most needs improving, which will be used to work with communities to work up the content of local area plans.
- An indication of residents' appetite for getting involved in making their areas better places to live.

The initial findings of the first All in One survey showed that the vast majority of residents (92%) are satisfied with their local area as a place to live and over half (52%) feel informed about the services provided in their local area. While only around a fifth (19%) agree that they can influence decision making in their local area 39% neither agree nor disagree and 37% disagree. When asked 'What three things most need improving in your area', transport issues featured four times in the top five:

- 34% - traffic and/or levels of congestion
- 30% - conditions of the pavements
- 22% - Shopping in your local high street
- 21% - provision of parking
- 20% - condition of roads

Asked ‘What are the three most important things in making your area a good place to live, the five most often mentioned were:

- 73% - local parks and open spaces
- 38% - levels of crime and anti-social behaviour
- 35% - shopping in your local high street
- 34% - public transport
- 20% - library services

Just over half (53%, 6,603 respondents) indicated that they did want to be kept informed about how they could get more involved in their area while 47% did not. Of those that did want to be kept informed the most frequently mentioned activity they were interested in being involved in was giving their views on services delivered in their local area (67% of those answering the question).

### 3.3.2 Businesses All in One Survey

Richmond council is consulting with the local community and stakeholders to understand local values and priorities. This survey was aimed at the businesses working in Richmond.

Businesses are seen as an important part of the fabric of the community, providing employment and services, and contributing to the character and quality of life of the area. They may have a different perspective from other stakeholders, so a separate survey has been undertaken.

The key research objectives were:

- To understand business needs and priorities
- To inform the provision of services to local businesses

237 completed surveys were submitted in time for analysis, from a wide range of businesses in the community. These have all been included for analysis. However, the small sub-groups, such as area, mean that any differences should be treated with some caution.

The report in Appendix G summarises the main survey findings, which in tabular form have been analysed in full for each question in the questionnaires, cross-profiled by (where given): area, type of business, where trading from, type of premises, business size, and sector. For each question the tabulations show numbers and percentages giving each answer.

The five single issues which businesses say are ***most important*** to them in making their local area a good place to do business are:

- the provision of parking spaces, mentioned by 45%
- public transport (37%)
- range and quality of shops (34%)
- ease of road access / traffic congestion (32%)
- level of crime and anti-social behaviour (32%)

The five single issues which businesses say is the ***most need improving*** are:

- the provision of parking spaces, mentioned by 46%
- reducing the number of empty shops (33%)
- ease of road access / traffic congestion (21%)
- range and quality of shops (19%)

- there are then four equally important issues, all mentioned by 16%:
- the condition of roads and of pavements, a need to develop a stronger sense of place for the local community, and litter/street cleanliness

Clearly then, parking is the top priority for attention in improving the business environment, followed by reducing the number of empty shops. Parking improvements (and price reduction) again comes 'top of the list' when respondents were asked for spontaneous suggestions for making the area a better place to do business, followed by lower rates and rents. Several also commented that it would be helpful to have more/better networking events and groups for businesses – something the council may be able to help with at relatively low cost.

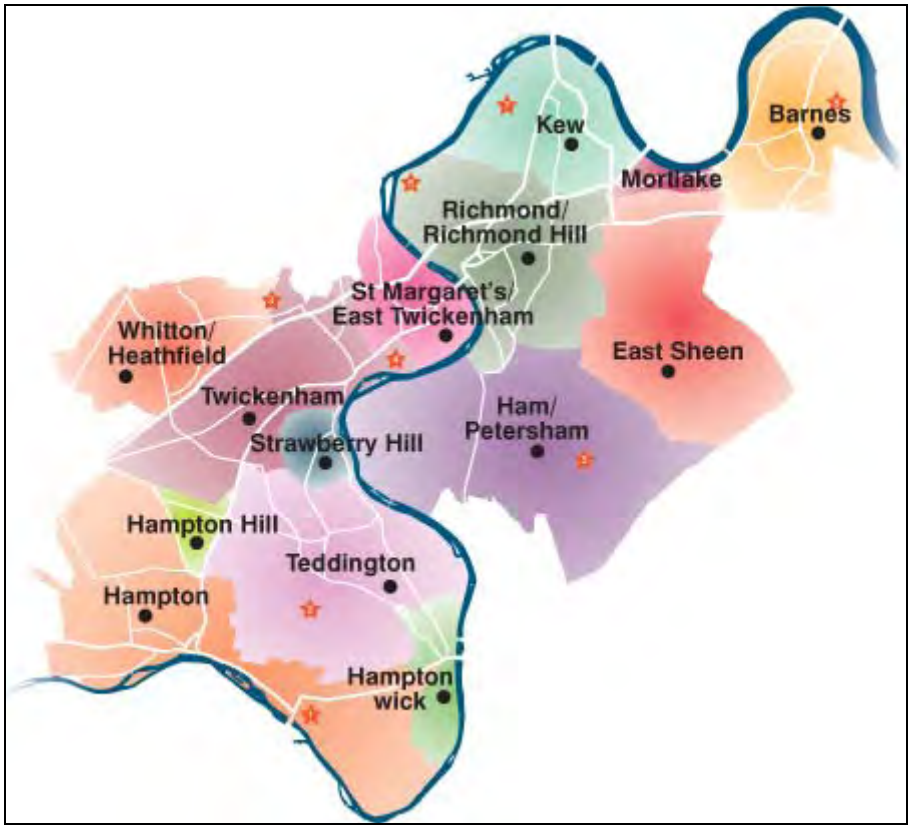
### 3.3.3 All in One – 'Your Area, Your say', "My Richmond Village"

Stage 1 of the 'All in One' survey is described above and from that Richmond Council is set to continue this process, as a leader in involving residents in the decision making process in the Borough and their local areas in particular. The All in One survey has given the Council a better understanding of what local people want for their areas, including what they particularly like about their own neighbourhoods. From this we are finding out what issues are most important and where they seem what needs improving in their neighbourhoods and communities.

The next phase of the All in One programme will involve holding nine planning events to cover 14 villages across the Borough. The villages are based on areas chosen by residents themselves in the All in One Survey; they are the areas that people most identify with in Richmond upon Thames.

The events are a starting point for drawing up action plans for each area that will be put together with local people. The events run from Saturday 14 May through to 9 July. For those unable to attend a new online community – "My Richmond Village" online, a series of polls, a series of polls, forums and blogs will continue the debate.

**Fig 10: Richmond Villages**




### 3.3.4 All in Ones Influence of the Formulation of New Transport Objectives and Objectives

Because of the high level of value and concern over transport expressed through the All in One survey, the influences of the All in One can already be seen in the development of the LIP2 and its accompanying Objectives. The number of Objectives has been increased to seven from the original four. It was felt that to better emphasis these top areas of concern, that the Objectives needed to be expanded in order to make them more clearly aligned to the results.

It was felt that it is important to make some of the Objectives more explicit and focused to one particular outcome. It was felt that introducing a new Objective "Objective 6: Deliver Uplift Strategy" sent a strong signal to show the Council's commitment to this important Strategy. Similarly accessibility came through as important to many in the Borough and so we introduced "Objective 7: Improve Accessibility".

Over time as the work programmes are implemented, those schemes that address more the concerns of residents and businesses which are fully developed and implemented.

## 3.4 Draft LIP2 Consultation

The second, main consultation on the completed draft LIP2 was undertaken between 25 February 2011 and 15 March 2011 and the consultation was carried out with those statutory consultees set out in the LIP2 Guidance together with the Council's own list of consultees, reflecting the conditions in our Borough.

The GLA Act 1999 places a duty on Richmond to consult with in the first instance a proscribed list of consultees and also Richmond is encouraged to consult with a wider group of consultees and stakeholders that better reflect the Borough's needs and characteristics. The following table are those who we consulted:

**LIST OF CONSULTEES**

***Statutory***

Greater London Authority
Metropolitan Police
London Fire Brigade
Police Consultative Group
Surrey County Council
Transport for London (TfL)
Elmbridge Borough Council
Adjacent London Boroughs
English Heritage
Environment Agency
Natural England

***Additional***

BAA - Heathrow Airport Limited
Highways Agency
Network Rail
SWELTRAC
CTC
Groundwork London
London Buses
South West Trains
Road Haulage Association
Freight Transport Association
AA
RAC

***Local***

Smarter Travel Richmond
Richmond Cycling Campaign
Richmond upon Thames LGBT Forum
South London Business

In all we received sixteen responses and TfL's own comments on the document. It is felt that these comments were fair and so these have been reflected in work done on the LIP2 since receiving them.

In the process of writing the Equality Impact needs Analysis (EINA) officers were called to be examined before the Council's Equality Stakeholder's Scrutiny Group whose purpose was to act as a critical friend in the area of Equality. All this has led to refinement of the Draft LIP2 into the final document.

## 3.5 Highways Works Prioritisation

The Council has introduced a new approach to prioritising highway maintenance and the implementation of new schemes called the "Highways Works Prioritisation". It is aimed to present a very clear way that the Council will prioritise traffic schemes proposed by sections of the Community. This being that in general local communities will need to demonstrate a majority of those residents who are affected by a scheme will only then go forward for further

investigation. The purpose for having this ‘requirement’ is to ensure that limited resources of the Council are targeted where residents most want schemes implemented. Without such a filter resources could be spent on developing a scheme that may only be promoted by a few residents.

This new approach also includes the decision to concentrate on fewer but larger schemes so as to get both best value for money from contractors and also to ensure, where possible, when a scheme is implemented it tackles all the highways issues in the vicinity rather than just one or two items. In this way it anticipated that the overall environment will be improved and also avoid the need to repeatedly visit area doing one item at a time.

Integration with other departments of the Council will be very import to this new approach. We will actively seek cross border working with our neighbouring authorities and involve private and voluntary sectors in identification of issues, possible solutions and proposal development and implementation.

### 3.6 Support delivery of the London 2012 Olympic and Paralympics Games and its Legacy

Richmond upon Thames welcomes the holding of the 2012 Games in London and the Borough will host teams from Eire, South Africa and China for training purposes through the use of St Marys University College. The Borough will host part of the route for the Men’s and Women’s cycle road race and the cycle time trials.

The Council aims to achieve the following:-

a) Engagement with the organisers and Transport for London to ensure London-wide transport and environmental improvement programmes are progressed for the delivery of London 2012.

b) A more active, healthier population who are inspired to participate in the accompanying range of 2012 events.

c) Increased opportunities to build stronger communities through participation in arts, sports, culture, heritage and volunteering.

d) To be recognised as a Borough as a destination for heritage, arts leisure, entertainment and open space by locals and visitors.

e) Recognised as a Borough that supports and celebrates the achievements of people with disabilities.

f) A more prosperous local economy.

Further details regarding Richmond upon Thames and the 2012 Olympics are available on the website **www.richmond.gov.uk**

The key legacies to Richmond upon Thames from the Olympics and Paralympics Games will be from the benefits of additional tourism and from public increased sporting participation thereby resulting in a healthier population.

# 4. DELIVERY PLAN 2011 – 2014

## 4.1 Introduction

This chapter sets out our Delivery Plan for achieving the LIP2 objectives set out in Chapter 4. It is structured as follows:

- Financial Settlement and Potential Funding Sources for 2011/12 to 2013/14
- Delivery Actions
- Maintenance
- Major Schemes

## 4.2 Sources of Funding

The following table sets out all sources of funding that Richmond will utilise to fund its programmes over the next three years.

| **Potential funding for LIP2 delivery** | | | | |
|---|---|---|---|---|
| | 2011/12 | 2012/13 | 2013/14 | Total |
| Funding Source | £000 | £000 | £000 | £000 |
| **Integrated Transport** | | | | |
| Corridors, Neighbourhoods & Supporting Measures | 2023 | 1941 | 1664 | 5628 |
| Local Transport Funding | 100 | 100 | 100 | 300 |
| Major Schemes | 0 | 2000 | 2000 | 4000 |
| **Total** | **2123** | **4041** | **3764** | **9928** |
| | | | | |
| **Maintenance** | | | | |
| LIP Allocation – Principal Roads | 644 | 1039 | 1039 | 2722 |
| LIP Allocation – Bridges and Structures | 19 | 145 | 132 | 296 |
| | | | | |
| Council Funding – Local Roads | 1528 | 1000 | 1000 | 3528 |
| **Total** | **2193** | **2184** | **2171** | **6548** |
| | | | | |
| **Capital Street Lighting** | **500** | **500** | **500** | **1500** |
| | | | | |
| **Enabling Works (London Buses)** | **20** | **0** | **0** | **20** |
| | | | | |
| **Car Clubs (TfL funded)** | **12** | **0** | **0** | **12** |
| | | | | |
| **Developer Funding (s106)** | **1480** | **1000** | **1000** | **3480** |
| | | | | |
| **Outer London Fund** | **1235** | **3000** | **0** | **4235** |
| | | | | |
| **Total** | **7563** | **10725** | **7435** | **25723** |
| | | | | |

## 4.3 Securing Contributions from Developers

Managing the impact of development on the socio-economic, natural and built environment is essential to ensure development in the Borough is sustainable. An important aspect of this aim is to protect existing, and to secure new, supporting local transport infrastructure. Almost

all development puts additional pressure on transport infrastructure and development should contribute to addressing that impact.

Planning obligations (or Section 106 requirements) are an existing mechanism for ensuring that the impacts arising from a development on the site or in the wider locality are mitigated sufficiently. It should be noted that the provisions of the Community Infrastructure levy Regulations 2010 relating to planning obligations will change the way that they are used in the future. In addition, further changes to the current national system of planning obligations are also proposed by the Government.

These mitigation measures may take the form of specific works or financial contributions to wider transport improvements that support the development. Related to this mechanism, the council is developing innovative measures to encourage early investment in the city's public realm infrastructure, namely a public realm credits system.

## 4.4 Refreshment

The Delivery Plan set out in this chapter will be refreshed every three years, the next time by April 2014, in accordance with the LIP2 Guidance.

## 4.5 Prioritisation Process

As a result of frequent public communication and consultation, Council members and officers have developed a wealth of information regarding the needs of the Borough's residents, visitors and businesses. Ideas as to how to address the issues of concern are frequently discussed within the department. All works identified fit within the objectives identified in this document. There is simply not enough money available to do all the work required so the Council needs to develop a programme of works within the limited budget available.

Prioritisation is a valuable transport planning process which ensures delivery of transport-related objectives in a cost effective and efficient manner. It is not just a matter of developing a programme of schemes, packages or interventions for delivery; it also in practice involves decisions about timescale, staff resources, political considerations and delivery capacity.

LIP schemes and proposals are developed through a variety of ways from statistical analysis of data such as speed/volume surveys, personal injury accidents, journey times etc to the wealth of knowledge held by officers and Members as a result of frequent communications with stakeholders (transport operators, residents and businesses and other road users).

Taking into consideration the requirements of the MTS goals and High Profile Outputs, the Council maintains a database to identify various types of proposals requested. Various factors are taken into consideration such as casualty reduction, first year economic rate of return, impact on accessibility, scheme deliverability, impact on air quality, public transport, congestion and journey time, public support and funding availability. Ward Members are consulted upon a draft work programme and the Cabinet Member reports this programme of investment to Cabinet for approval with any comment received from Ward members.

We have therefore identified and prioritised our local transport policies and schemes that will deliver the best possible value for money. We are also developing prioritising approaches for the three year plans that this LIP will deliver. This is becoming increasingly important in the context of increasing pressures on capital and revenue budgets. The use of a scoring system will be used to rank any list of schemes or to allocate schemes to priority areas of work.

## 4.6 Financial Settlement

For funding in 2010/11 the Mayor of London introduced changes to the LIP2 funding process, reducing the number of funding streams from 23 to 5 and introducing a needs-based formula to determine each Borough's annual allocation. This formula incorporates historic patterns of spend with weightings based on public transport, safety, congestion and the environment and accessibility.

Instead of submitting bids, Boroughs now prepare a work programme of how they plan to spend the formula allocated funding which is submitted to TfL for assessment.

In order to provide Borough's with greater flexibility and local accountability, further changes have been introduced for 2010/11. The Corridors and Neighbourhoods and the Smarter Travel Programme funding areas have been merged. Boroughs will now receive a single 'block grant' for formula funding entitled 'Corridors, Neighbourhoods and Supporting Measures'.

Additionally, as a result of the Spending Review 2010 the indicative allocations provided to Borough's earlier this year and which were used to develop our 11/12 work programmes have been reduced. The reductions announced by TfL are roughly in accord with the year on year reductions to London-wide funding announced by central government.

Cumulatively, these changes in the LIP funding processes have resulted in a significant reduction in funding available for transport programmes in the Borough, from a high of £6.9m in 07/08 to an expected £2.9m this financial year and falling further to an expected £2.3m by 2013/14.

The reductions in Borough's grant allocation are roughly in line with the reductions to the London settlement and the following table outlines this change.

| | **2011/12** | **2012/13** | **2013/14** |
|---|---|---|---|
| Previous indicative allocation | 2111 | 2115 | 2115 |
| Revised indicative allocation following CSR | 2023 | 1941 | 1664 |
| **Reduction in indicative allocation** | **£88K** | **£174K** | **£451K** |

## 4.7 Delivery Actions

This section identifies the type of interventions which we are proposing to use to deliver our seven LIP2 objectives. The Objectives have been developed as a set of locally specific objectives whilst reflecting the proposals outlined in the MTS and its six Goals:

- support economic development and population growth;
- enhance the quality of life for all Londoners;
- improve safety and security for all Londoners;
- improve transport opportunities for all Londoners;
- reduce transport's contribution to climate change and improve its resilience; and
- support delivery of the London 2012 Olympic and Paralympics Games and its legacy.

## 4.8 Achieving Richmond's Objectives

This section will address how we will work towards achieving all of our objectives. The schemes and programmes identified will be delivered by 2031.

The following table summarises the types of interventions, together with examples of schemes that Richmond will be introducing to meet all of our Objectives. The types of interventions have been influenced by the mandatory duties that the Council has to undertake and are based on an analysis of consultation responses to schemes already planned, an analysis of problems and challenges already known of. Account has also been taken of the SEA and ENIA processes that have has been run alongside developing the LIP. Value for money has also been a key factor in the design of the following interventions:

| | Richmond Objectives | Types of interventions |
|---|---|---|
| 1 | To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres | Humane parking enforcement:<br>• Discourage commuter parking – give priority to residents needs, Residents Parking Schemes<br>• Manage parking controls to help maintain the vitality and viability of our villages and town centres.<br>• Work with key visitor attractors in the borough<br>Reducing the Impact of New Developments:<br>• New traffic management funded by developer contributions<br>• layouts will be designed that decrease the permeability of a new development at the same time increasing its pedestrian and cycle permeability<br>• New construction will have a Construction Management Plan to manage the impact of construction activities<br>• Encourage the installation of electric charging points in new developments<br>Improved Transport Links<br>• Improve walking and cycling links to local and main shopping centres, including better signing<br>• ATS timing and review, working with TfL at key locations<br>• Network Assurance – minor traffic management measures to improve traffic flows and improve street scene through rationalisation of signing and road markings. |
| 2 | To improve the local environment and quality of life for all residents of the Borough | Improving the Public Realm<br>• High Street environmental improvements De-cluttering of streets<br>• Review and rationalise signing and other street furniture<br>• Opportunities exist to improve accessibility and permeability of public spaces for walking, cycling and public transport<br>• Measures to remove barriers to access such as unnecessary street clutter<br>Promoting Richmond as a visitor's borough<br>• Ongoing improvements to the town centre, enhancing the setting and access of historic buildings<br>• Support Cycle Hire schemes<br>• Partner SW Trains and London Underground/Overland on improvements to stations across the Borough<br>Air Quality Action Plan Monitoring of air pollution<br>• Ongoing programme of Borough wide pollution monitoring<br>• Ongoing noise pollution monitoring |
| 3 | Improving Safety for all Road Users | Reduction in personal injuries<br>• Introduction and extensions of 20mph zone, including at the request of the police<br>• Resources will be directed at locations which have been highlighted in analysis to redress causes of collisions<br>Use of technology in managing speeds<br>• Move towards systems which inspire compliance from the motorist, not relying on penal and/or engineering measures<br>• Speed management, implementation of Speed Indication Devises within Borough to manage speeds at key locations<br>Education<br>• Junior safety officers, promoting road safety in primary schools<br>• Pedestrian training for Year 3's<br>Personal safety |

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| | | • Drink Driving awareness campaign<br>• Use of CCTV at key transport interchanges<br>• Environmental improvements that both reduce speeds of traffic and improve the surrounding environment<br>Secure cycle parking<br>• Cycle parking at Richmond railway station<br>• Provide secure, weatherproof and CCTV monitored parking at most railway stations in the Borough.<br>Cycle training<br>• Cycle training at schools |
| 4 | Enhancing travel choice and reducing congestion | Enhancing accessibility by supporting choice in transport<br>• Travel planning engineering works, identified through travel planning process.<br>• Efforts will be made to ensure that our transport proposals fully embrace the importance of access to private means of transport in the daily life of our residents.<br>Review of Bus Lanes<br>• Ongoing review of the operation and performance of bus lanes in the Borough<br>• In light of MTS Proposal 24, bus lanes and bus priority works through the Borough will be prioritised only where they improve bus passenger journeys.<br>• The Council will continue to work with TfL, London Buses and the individual service providers to develop the Borough's infrastructure to improve bus reliability.<br>Cycling and Walking<br>• Smarter Travel Richmond programme has done valuable work in promoting walking and cycling in the Borough and we will build on these successes.<br>• New physical works such as new cycling signing and improvements to the cycle network, including completion of Borough wide cycle network.<br>• Richmond Riverside, pedestrian/cycle/access improvements at Richmond Riverside.<br>Draft Cycle Strategy<br>• Currently in final stages of consultation before adoption.<br>Bus Public Transport<br>• Bus stop accessibility, ongoing programme to deliver accessible bus stops across Borough.<br>Train Public Transport<br>• Rail Station Interchange Improvements<br>• Ongoing programme to deliver accessibility improvements at rail services.<br>River Services<br>• Continue to protect wharfs to safeguard them for future use if not presently used and the land around them in order that they continue to be viable.<br>Rationalisation of Signals and their timings<br>• ATS Timing Review and modification, at key locations around the Borough.<br>Electric Vehicle Charging Points<br>• We will continue to support the Mayor's plan to encourage electric cars.<br>• Will encourage private developers to install new points on their developments.<br>Car Clubs<br>• Car clubs have proven to be a success in Richmond and we will continue to enhance this initiative, in partnership with our residents and businesses. |
| 5 | Developing a transport system that is resilient and reflective of local needs and aspirations | Good state of repair and maintenance of roads and footpaths<br>• Renewal of carriageways and footways<br>• New and well maintained street lighting<br>• Overall aim is to deliver the goal of improved streetscape and |

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| | | other public spaces.<br>Civic Pride<br>• Developing our community's assets, improved urban streetscape and transport links.<br>• Improved walking environment encourage more walking to access urban and local centres so contributing to improvements in air quality.<br>• Promoting transport schemes and improvements that reflect the aspirations of end-users will remain our priority.<br>• In order that all applications for new developments meet minimum design standards, Richmond has produced its Public Space Design Guide.<br>Traffic Management<br>• Minor traffic management schemes for improve traffic flows and improve the Street Scene through rationalisation of signing and road markings.<br>• Focus on managing the existing network as best as we can through both technological means and environmental changes that encourage other modes of transport where there are reasonable alternatives.<br>Network Management Duty<br>• Co-ordination of work on the public highway.<br>• Maintenance of the register of adopted roads.<br>• Network condition survey.<br>• Inspection of statutory undertakers works following works carried out on the public highway<br>• Monitoring Streetworks in progress ensuring compliance with Health and Safety<br>• Reporting all defective apparatus which are the responsibility of statuary undertakers<br>• Asset Management Adoptions of Highways<br>• Council participates in TfL's Traffic Management Forum in order to take on best practice and complies with the Network Management Duty.<br>Freight<br>• Where lorry traffic exceeds the local environmental capacity of an area, then the council will consider a range of measures to reduce lorry numbers.<br>• Support initiatives to promote the use of local suppliers can also reduce road freight mileage.<br>Travel Planning<br>• Travel Plan support for schools and workplaces<br>• Implementation of highways works identified through the travel planning process<br>• Funding of school based initiatives |
| 6 | Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough | The specific areas which are considered to be in most need of uplift are Hampton North, Mortlake, Whitton, Ham, and Barnes<br>• Environmental improvements on High Streets, including new carriageway and footway surfacing.<br>• Improved lighting to increase personal safety.<br>• Improve disabled access at transport interchanges and other bus and train stations.<br>• Introduction of Legible London signs around the Borough<br>• Improve cycle links to the areas specified above from the Borough's cycling network.<br>• Review of bus lanes will lead to improved access to Uplift Areas by public transport where identified.<br>• Ongoing programme to deliver accessible bus stops within the Borough. |
| 7 | Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion | Enhancing accessibility by supporting choice in transport<br>• Bus stop accessibility, ongoing programme to deliver accessible bus stops across Borough.<br>• Being an Outer London Borough which is not extensively |

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| | | served by public transport, efforts will be made to ensure that our transport proposals fully embrace the importance of access to private means of transport in the daily life of our residents.<br>Bus Public Transport<br>• Well-established partnership and liaison arrangements will continue to be supported having delivered effective local service development of routes and bus priority provision.<br>• Review of bus routes with the view of extending them when the conditions suite.<br>• Review of existing bus lanes to establish their effectiveness, where they are not then removal or modification may be considered.<br>Thames Towpath upgrade<br>• Substantial completion of the Borough's Greenways Network including confirmation of Cycle Tracks Orders on several sections of the Thames Towpath to formally allow cycling. |

## 4.9 Mayor's High Priority Outputs

The Mayor requires borough's to work towards achieving a number of high profile specific outputs. These relate to cycle parking, cycle superhighways, electric vehicle charging points, better streets, cleaner local authority fleets and street trees.

The table below shows how each of these outputs will be supported:

| Output | Supported Actions |
|---|---|
| Cycle parking | In partnership with South West Trains and London Underground the provision of secure, weatherproof cycle parking at all stations in the Borough by 2015, predominately off-street, has been started.<br><br>With a programme of expansion and enhanced security measures according to usage levels and rates of cycle theft (subject to funding)<br><br>To date there are approximately 2200 cycle stands across the Borough.<br><br>It is planned that the council will install 200 cycle stands on street this financial year and for the two following years.<br><br>Off street a target of 100 cycle stands has been set for each of the three years.<br><br>In some areas there is limited potential to add substantially more cycle stands on existing footways. Innovative solutions will need to be identified and consideration given to reallocating carriageway space as for cycle parking stands, or making agreements with landowners to allow for the installation of cycle parking on private forecourts. |
| Cycle Superhighways | Whilst there is not a Superhighway running through the Borough, just north in Hounslow there is and as such we will provide support and good links northward so that riders can easily access it from Richmond Borough.<br><br>This will be greatly aided when the Borough's cycle network has been completed, providing an extensive network of routes linking |

| | |
|---|---|
| | district centres, railway stations and green spaces. Many of these routes follow quieter residential roads, with some facilities on busier main roads to cater for different types of users and cycling abilities. |
| Electric vehicle charging points | Whilst we have no plans to install any charging points on the public highway, the council will be very supportive of developers through our development control process.<br><br>Where developers wish to install electric vehicle charging points we will provide support and advice on the provision of charging points to local businesses and residential developments. Our development control officers will help support this process through their work and encourage developers to install off street EVCPs where appropriate. |
| Better Streets | In all neighbourhoods, corridors and major schemes the borough will consider the Better Streets principles and in particular the need to reduce clutter, improve traffic management, increase the permeability of streets, creating spaces that make it easier for cyclists, pedestrians and disabled people to get about.<br><br>To this end, in order that all applications for new developments meet minimum design standards, Richmond has produced its own Public Space Design Guide to ensure that the urban environment is preserved and enhanced |
| Cleaner Local Authority Fleet | As part of the Councils Carbon Management Plan, it has committed itself greatly reduce outputs of carbon with the gradual replacement of diesel vehicles. One such measure is to procure biodiesel for the council's fleet from locally used cooking oil. Trials in 2007 were very successful and the decision was made to investigate converting the whole fleet. |
| Trees | The Borough is working hard to increase the amount and variety of trees and plants across the Borough's open space from an already high level of flora, including within our streetscapes. Our Tree Strategy provides detailed guidance on the implementation of other relevant policies relating to planting and management of trees. Complementing this is our Open Space Strategy sets out a vision for the protection, management and enhancement of the Borough's parks and open spaces. |

## 4.10 Maintenance

TfL and the Mayor have determined that because of the importance of ensuring that roads are maintained to a high level, there will be no reduction to the budget for Principal Road renewal. Accordingly, it is expected that we should submit works at a similar level to that indicated for 2011/12 which is approximately £800K.

Funding for Structures and Bridges is allocated London-wide and reviewed annually on a needs basis, and as such can vary year to year.

### Summary of expected LIP funding for Richmond Council following CSR

| | 2011/12 | 2012/13 | 2013/14 |
|---|---|---|---|
| Revised indicative allocation following CSR | 2023 | 1941 | 1664 |
| Principal Road Maintenance | 644 | 1039 | 1039 |
| Bridge Maintenance | 19 | 145 | 132 |

| | | | |
|---|---|---|---|
| **Total** | **£2686K** | **£3125K** | **£2835K** |

The Council will continue to maintain the borough's Principal Road Network, street lighting, local roads and footways in a serviceable condition, with action prioritised on the basis of need, objectively identified by survey. We will also continue with enforcement activities to deal with unauthorised signs, highway obstructions and graffiti.

The National and local carriageway and footway indicators give an overall picture of the condition of the network by identifying the extent to which remedial works are required in order to bring the carriageways and footways to acceptable standards. Table 1 below summarises the performance indicators for the past three years and gives the 2010/11 targets as set out in the HAMP (draft).

The performance indicator for the Principal Roads (NI 168) is derived from SCANNER surveys on 100% of the network (excluding roundabouts and slip roads) annually. The Principal Road Network (PRN) is primarily funded by TfL as part of the TLRN. Whilst TfL have an obligation to consider the network across London as a whole there is scope for input from the Borough when determining the remedial works to be undertaken. If the current level of funding is maintained (£630,000 in 2010/11) the condition of the PRN is likely to deteriorate over the next few years. We estimate that a budget of around £1m (at current prices) will provide funding to meet the NI 168 target of 8%. Best practice guidelines suggest that an "excellent" network has an NI 168 of 5% or less. We estimate that this could be achieved within five years with a budget of around £1.5m.

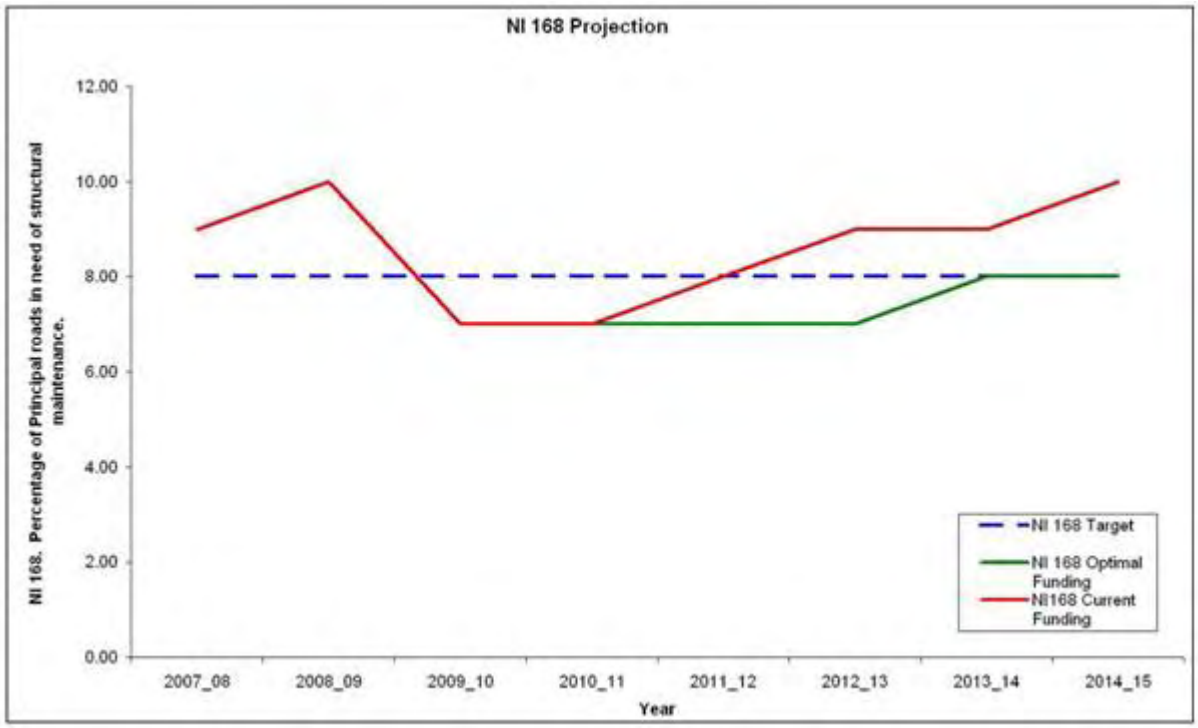
Through its maintenance work, the Council uses its highway maintenance and street lighting budgets to maintain the quality of its street-based spaces. This in turn helps to make places feel safe and so attract people to make use of these public spaces.

The performance indicator for the Principal Roads (NI 168) is derived from SCANNER surveys on 100% of the network (excluding roundabouts and slip roads) annually.

Sites for the Principal Road Network are selected from the SCANNER survey (Surface Condition Assessment of the National Network of Roads) undertaken by LB Hammersmith & Fulham through the ROAD 2000. LB Richmond bid for funding from Transport for London to pay for these through the LIP2.

The schemes selected for major carriageway reconstruction/ resurfacing and associated footway and kerb works included in the 2011/2012 programme area based on sections of roads where Condition Index >70 are.

**Fig 11: NI 168 Projection (Highway's Asset Management Plan 2010)**




### 4.10.1 Highway Asset Management Plan (HAMP)

Like all London boroughs, the Council receives funding annually for maintenance investment on the principle road network from TfL, via the LIP Annual Funding Application. The sections of carriageway and footway that are chosen are based on the findings of an independent condition survey currently led, on behalf of TfL, by the London Borough of Hammersmith and Fulham. A specialised contractor in highway condition surveys is assigned to the task of surveying a list of pre-determined roads.

In order to address non-engineering factors which can affect the importance of particular Streets we have developed a Local Weighting system which tales account of other information such as:

- Local inspectors assessments
- Routine and Safety inspections
- Bus Routes
- Commercial premises
- Schools

This allows us to apply a consistent weighting to the UKPMS data and define the priorities to take account of the factors that affect the importance of streets within the Borough. The refined priority list has been used as the basis for the further development of a five-year Treatment programme.

Continuing growth in traffic and its attendant problems has brought an increasingly widespread recognition of the importance of efficient and diligent highway maintenance, and the high value placed on both by users and the wider community. Conversely, public concern about highway maintenance, illustrated in the recent "All in One" survey, not just in London but across the UK, is increasingly focussed on the how local authorities invest in

effective highway's maintenance. This concern has been heightened particularly following the last two harsh winters which we have experienced, together with the extra demand for highway maintenance funding.

It is commonly accepted that inadequate maintenance only stores up even greater problems for the future. The general upward-trend in investment over last ten to fifteen years has been both welcome and effective, but a sustained long-term programme of investment in maintenance of the local highway network in Richmond is crucial. This has been made all the more important during this period of economic challenges as the Government's Comprehensive Spending Review has reduced funding to most departments, transport included. Investment needs to be sustained, planned and efficiently managed, as well as being supported by effective technical and supporting management systems.

Putting aside the uncertainty relating to future levels of investment in the maintenance of the highways network and combined assets, the Council is looking to develop its Highways Asset Management Plan (HAMP). At present it is in the form of a Highways Asset Report. It sets out targets to provide the "Level of Service" that delivers a safe, reliable highway, for all parts of the highways network. The HAMP will covers all elements of the highway infrastructure managed by the Council; from roads and footways through to street lighting, trees and verges, ensuring that a safe, usable and sustainable network is provided for all. Once completed, the HAMP should become an essential tool in ensuring the maintenance of a high quality public realm.

### 4.10.2 Permit Schemes

This was introduced under The Traffic Management Act 2004.Permit scheme will replace the 'Notice system' under the NRSWA 1991. This will cover both street works (utilities) and road works (HA), commonly known as 'registerable activities'.

Richmond Borough will be joining the LoPS in April 2011.

**Performance Indicators 2007 - 2010**

| Road Classification | Indicator | 2007/8 | 2008/9 | 2009/10 | 2010/11 TARGET |
|---|---|---|---|---|---|
| A roads | NI 168 | 9% | 10% | 7% | 9% |
| B and C roads | NI 169 | 12% | 14% | 13% | 10% |
| Category 1a, 1 and 2 footways | BV187 equivalent | 15% | 19% | 14% | 13% |

### 4.10.3 Bridges and Structures

Bridges in the Borough are frequently inspected and undergo regular reviews of their load bearing capability. Across London, Schemes are prioritised on the basis of degree of usage and load carrying ability. Strengthening is only undertaken as a last resort after methods of traffic management to reduce the loading have been considered and pursued.

Prioritisation of the bridge-strengthening programme is co-ordinated through the London Bridge Engineers Group (LoBEG). Surveys and assessments are carried out in partnership with the London Technical Advisory Group (LoTAG) and LoBEG. If the need for bridge strengthening is established, a three-step process is followed:

- A bridge strengthening feasibility study is carried out;

- A bridge strengthening design process is undertaken to design and estimate the costs of any works that are needed; and
- If the estimates are approved then the works are prioritised for implementation.

**Fig 12: Richmond-upon-Thames Railway Bridge**

## 4.11 Major Schemes

Major schemes funding is a separate source of funds available to the Boroughs that supports larger projects of more that £1m in value. Although funding for Major Schemes is drawn from the overall London allocation it is “top-sliced” before the formula funding is allocated to Boroughs. Funding is allocated through a competitive bidding process, and is a key source of funding for the Richmond Town Centre project.

Major Schemes is a key focus of the Mayor of London, and as a result, despite cuts in other areas the Major Schemes funding has had a small increase following the Spending review 2010.

Richmond continues to develop and grow and during the lifetime of the second LIP a number of major schemes are proposed. These developments will be carefully considered and the Council will ensure that the voice of local communities is fully taken into consideration, in line with the new approach that will apply to all new developments.

### 4.11.1 Richmond Town Centre

The work on the £4m town centre project started in 2007/8 and the final phase will continue in 2011/12, covering works in the town centre, including the area around the railway station. High quality Yorkshire paving has been laid throughout the footways in the town centre with shared use loading bay/footway extensions to increase footway widths whenever possible. New street lighting and improved CCTV has been introduced in order to assist with antisocial behaviour throughout the town.

A new service road outside Richmond Station will incorporate widened pedestrian areas and relocation of the bus stopping arrangements. With the recent complementary improvements carried out by TfL of Richmond Circus (A316) journey times for buses should improve through this section of the town centre.

It is anticipated that these works will be completed in March 2012.

### 4.11.2 Twickenham Town Centre

Twickenham town centre is Richmond upon Thames' second largest shopping centre after Richmond, and a major through route for traffic moving east to west (from Richmond to Teddington and to and from the A316). It is also a major tourist hub hosting international and national rugby matches and other events held at the RFU stadium. The principle aim of any future scheme is to improve the town centre by enhancing the street scene, reduce accidents and making it more pleasant for all users. The Council has consultation on the Twickenham Area Action Plan (TAAP) which will form part of the local Development Framework and will set out the overall strategy for the future of the town centre. The plan will cover the period up to 2027 and will be vital to the promotion of a prosperous local economy and investment.

The step one submission with TfL will be updated in 2012 following adoption of the TAAP and will incorporate:-

- Proposals for use of land and buildings including key sites, such as Twickenham Station; the post Office sorting office site, and Twickenham Riverside
- Civic spaces and parks
- Transport and traffic management
- Environmental improvement schemes
- Design guidance to ensure high quality development and public space

It will provide a comprehensive framework fro development and a realistic implementation plan. In the immediate three years Richmond Council has made provision for £3,597,000 to be invested in Twickenham town centre through the LIP2. In the year 2012/13 £1,697,000 has been planned and the following year a further £1,900,000 is planned, as shown in the Programme of investment in 4.13 below.

The Council has successfully bid from the Round 1 Outer London Fund, securing £496,700 for improvements to Twickenham's high street and surrounding areas, with the aim of the consolidation of the town centre. The package of measures is designed to take the initial steps towards delivering the vision for Twickenham expressed in the Twickenham Area Action Plan.

### 4.11.3 Whitton Town centre (High Street)

The Council has carried out preliminary consultation to establish issues and problems in the High Street, Whitton as part of the "All in One" survey.

Proposals to upgrade the street scene, de-clutter signage, renew footways and street lighting, and ease congestion along the High Street will be incorporated with the review of on street parking. Where agreement can be reached, private forecourts will be included in the improvements.

Gateways to the north and south of the High Street will be designed to better define the town centre, with "Welcome to Whitton" banners on lamp columns. The profile of funding for this scheme over the three years is £50,000 in 2011/12, £100,000 in 2012/13 and a further £100,000 in 2013/14. This is again set out in the Programme of Investment below.

Combining funding with DfT's "Access for All" programme will improve Whitton Station and the access to the station. Other funding will be sought from BAA's grant award scheme and a STEP ONE submission to TfL will be made in due course.

Similarly as Twickenham Town Centre, Richmond Council successfully bid for Outer London Fund Round 1 funding and secured a further £361,200 for improvements in Whitton town

centre. Through the measures that will be introduced, our pursuance of conservation area status and a renewed focus through our emerging Uplift Strategy, the extra funding on top of what has already been planned and secured will revitalise the traditional character and feel of Whitton town centre. This funding will have been spent by the close of the 2011/12 financial year.

### 4.12 Risk Management and Assessment

Every programme and individual scheme, regardless of size, will have risks and issues associated with actually doing the work. For a robust LIP, it is therefore vital that all risks are recognised and managed to minimise problems and maximise the chances of success.

It will be seen that the major risks to the achievement of the LIP programme stem from the availability of funding to the Council, to TfL and to other major investors in transport infrastructure as Network Rail. At a time of significant funding uncertainty, the appearance of programmes and projects in the LIP cannot be a guarantee that these will be implemented in the manner currently envisaged, or to the suggested timescale, or indeed brought to fruition at all. These risks apply across the whole of London and not unique to Richmond.

There is thus also an inherent risk that, across London, Mayoral objectives and targets may not be achieved, with consequent adverse effects on economic vitality, road congestion, public transport overcrowding and the overall condition of transport assets.

The following table sets out the primary risks that have been identified. Level and mitigating measures for the delivery of the LIP2 programme:

| Risk | Level | Mitigating measures |
|---|---|---|
| Reduction in TfL funding allocation<br><br>None of the funding shown in this plan is guaranteed. Funds for work outlined in this plan is mainly from Transport for London through the LIPs needs based funding although some is through the Council capital/revenue grant. Both of these are potentially subject to large cuts. In addition, the poor state of the economy and a possible further recession will result in less funding available through any associated development Section 106 funding. | Low | Will reschedule works, sometimes delivering more slowly or starting at a later date. |
| Negative local consultation results | Low | Will attempt to redesign works to fit local needs |
| Utility Works<br><br>Unexpected and unplanned | Low | This may change timetable of delivery but not more |
| Environment<br><br>Weather and environmental changes can impact on work delivery | Low | Will reprofile works to work around the issue |
| Lack of skilled staff<br><br>At times, in specific areas, there may well be shortages of staff with very specialised | Low | Richmond currently has a skilled team of in-house traffic engineers and transport planners to design schemes. Any future contract for |

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| skills. Can result in having to pay higher fees to hire such staff | | works and professional services will address any skills gaps in negotiation with any new provider. |

## 4.13 Delivery Plan

## Richmond's Proposed LIP 2011/12 – 2013/14 Programme of Investment.

### Table1: Road Safety Schemes and Programmes

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Road Safety** | **Borough-wide collision investigation** | **Annual review of road traffic accidents to generate accident remedial measures at various locations** | **LIP allocation** | ✓ | 50 | 60 | 50 | 160 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Speed Management** | **Delivering a co-ordinated program for the use of speed indictor devices at a range of locations borough-wide to influence vehicle speeds** | **LIP allocation** | ✓ | 50 | 60 | 60 | 170 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Junior Safety Officers** | **Promoting road safety in Primary Schools** | **LIP allocation** | ✓ | 5 | 0 | 0 | 5 | | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Community Safety Initiatives** | **Borough Road Safety initiatives targeting specific sections of the community including Older Road Users, Youth and users of Powered Two Wheelers** | **LIP allocation** | ✓ | 15 | 15 | 15 | 45 | | √ | √ | √ | √ | | √ | √ | | √ | | √ |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Road Safety** | **Drink Drive** | **Safety awareness campaigns specifically directed at reducing the level of impaired driving in the Borough** | **LIP allocation** | ✓ | 5 | 5 | 5 | 15 | | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Sixth Cross Road / Staines Road / Hospital Bridge Road** | **ATS modifications an junction improvements to reduce right-turn accidents and improve pedestrian facilities** | **LIP allocation** | | 150 | 0 | 0 | 150 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Park Road, Teddington** | **Completion of 2010/11 scheme** | **LIP allocation** | | 30 | 0 | 0 | 30 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Hanworth Road / Powdermill Lane** | **Installation of ATS at junction** | **LIP allocation** | | 25 | 0 | 0 | 25 | √ | √ | √ | √ | | | √ | √ | | √ | | √ |
| **Road Safety** | **Hampton Court Road** | **Realignment works at the round-about for road safety and capacity** | **LIP allocation** | | 40 | 0 | 0 | 40 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **A305 Richmond to Sheen Corridor** | **Implementation of potential low-cost minor road safety improvements following accident analysis** | **LIP allocation** | | 15 | 0 | 0 | 15 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Secondary School Road Safety Projects** | **Promoting Road Safety Within Schools** | **LIP allocation** | | 10 | 5 | 5 | 20 | | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety** | **Future Years road safety measures** | **Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis program** | **LIP allocation** | | 0 | 150 | 150 | 300 | √ | √ | √ | √ | √ | | √ | √ | | √ | | √ |
| **Road Safety Total** | | | | | **395** | **290** | **290** | **975** | | | | | | | | | | | | | | |

## Table 2: Congestion Reduction Schemes and Programmes

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Congestion** | **Congestion Hot Spots** | **reducing congestion on Borough Roads through localised capacity increases at junctions** | **LIP allocation** | ✓ | 110 | 100 | 100 | 310 | √ | √ | | √ | √ | | √ | | √ | √ | | |
| **Congestion** | **Network assurance** | **Minor traffic management measures to improve vehicle flows including auditing of signage and street markings to improve local street scenes and to ensure smooth vehicle flows.** | **LIP allocation** | ✓ | 80 | 60 | 60 | 200 | √ | √ | | √ | √ | | √ | | √ | √ | | |
| **Congestion** | **Waiting and Loading Restrictions Review** | **Programme to monitor and review the provision of yellow lines on Borough roads with a view to minimising the impacts on local businesses and maximising parking opportunities in all areas of the Borough.** | **LIP allocation** | ✓ | 30 | 30 | 30 | 90 | √ | √ | √ | √ | √ | | √ | | √ | √ | | |
| **Congestion** | **ATS Timings Review and Modification** | **In conjunction with TfL Signals review the operation and timing of ATS in the Borough with a view to maximising the smooth flow of vehicles.** | **LIP allocation** | ✓ | 20 | 50 | 50 | 120 | √ | √ | √ | √ | √ | | √ | | √ | √ | | |
| **Congestion** | **Hampton Hill High Street / Park Road** | **Left-turn kerb realignment to facilitate the movement of HGVs and Buses.** | **LIP allocation** | ✓ | 7 | 0 | 0 | 7 | √ | √ | | √ | √ | | √ | | √ | √ | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Congestion** | **Sixth Cross Road / South Road / Wellington Road** | **Reconfigure ATS junction layout to improve pedestrian facilities** | **LIP allocation** | | 40 | 0 | 0 | 40 | √ | √ | √ | √ | √ | | √ | | √ | √ | | |
| **Congestion** | **Future Years congestion measures** | **Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis program** | **LIP allocation** | | 0 | 110 | 50 | 160 | √ | √ | √ | √ | √ | | √ | | √ | √ | | |
| **Congestion Total** | | | | | **287** | **350** | **290** | **927** | | | | | | | | | | | | | | |

## Table 3: Pedestrian Schemes and Programmes

| **LBRuT - Program Area** | **Programme areas** | **Programme Descriptions** | **Funding source** | **Ongoing scheme?** | **Funding (£,000s)** | | | | **MTS Goals** | | | | | **LIP2 Objectives** | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **2011/12** | **2012/13** | **2013/14** | **Total** | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | **Objective 1** | **Objective 2** | **Objective 3** | **Objective 4** | **Objective 5** | **Objective 6** | **Objective 7** |
| **Pedestrians** | **Pedestrian Training** | **Pedestrian Training plays a key role in the Borough's road safety plan and this funding allows us to engage with year 3 pupils to teach them on-road practical pedestrian skills with our fully qualified team of trainers.** | **LIP allocation** | ✓ | 20 | 20 | 20 | 60 | | √ | √ | √ | | √ | √ | √ | | √ | | √ |

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| **Pedestrians** | **Pedestrian Crossing Facilities** | **Provision of pedestrian crossing facilities arising from feasibility studies and surveys** | **LIP allocation** | ✓ | 50 | 100 | 100 | 250 | | √ | √ | √ | | √ | √ | √ | | √ | | √ |
| **Pedestrians** | **Rights of Way Improvement Plan (ROWIP)** | **Implementation and maintenance of commitments arising from the statutory ROWIP.** | **LIP allocation** | ✓ | 10 | 5 | 5 | 20 | | √ | √ | √ | | √ | √ | √ | | √ | | √ |
| **Pedestrians** | **Pedestrian Footbridge improvements** | **Implementation of pedestrian access improvements at footbridge and lock bridges Borough-wide.** | **LIP allocation** | ✓ | 10 | 10 | 9 | 29 | | √ | √ | | | √ | √ | √ | | √ | | √ |
| **Pedestrians** | **A306 Barnes Common to Hammersmith Bridge** | **Design, consultation and implementation of improvements to pedestrian facilities at locations along this key walking route.** | **LIP allocation** | ✓ | 48 | 50 | 0 | 98 | | √ | √ | | | √ | √ | √ | | √ | | √ |
| **Pedestrians** | **Stanley Road/Fulwell Road/Shackle gate Lane** | **Implementing improvements to pedestrian facilities - zebra crossing and junction works.** | **LIP allocation** | ✓ | 20 | 40 | 0 | 60 | | √ | √ | √ | | √ | √ | √ | | √ | | √ |
| **Pedestrians** | **Teddington Lock Strategic Links** | **Delivering improvements to a key walking and cycling route.** | **LIP allocation** | | 40 | 0 | 0 | 40 | | √ | √ | √ | | √ | √ | √ | | √ | | √ |
| **Pedestrians** | **Future Years pedestrian measures** | **Specific schemes to be identified through local transport plans informed by annual borough-wide** | **LIP allocation** | ✓ | 0 | 70 | 70 | 140 | √ | √ | √ | √ | √ | √ | √ | √ | | √ | | √ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | investigation and analysis program | | | | | | | | | | | | | | | | | | |
| **Pedestrians Total** | | | | | **198** | **295** | **204** | **697** | | | | | | | | | | | | |

**Table 4: Cycling Schemes and Programmes**

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Cycling** | **Cycle Training** | **Cycle Training for all Primary School pupils** | **LIP allocation** | ✓ | 50 | 50 | 50 | 150 | √ | √ | √ | √ | √ | √ | √ | √ | | √ | | √ |
| **Cycling** | **Cycle Direction Signing** | **Signing of Borough cycle routes as identified in CRISP studies and through the Cycling Liaison Group** | **LIP allocation** | ✓ | 10 | 5 | 5 | 20 | | | √ | √ | | √ | √ | √ | | √ | | √ |
| **Cycling** | **Cycle Parking** | **To provide additional cycle parking Borough-wide, including key trip generator sites such as rail stations and retail/commercial centres** | **LIP allocation** | ✓ | 25 | 25 | 25 | 75 | √ | √ | | √ | √ | √ | √ | √ | | √ | | √ |
| **Cycling** | **Borough Cycle Network** | **Implementation of improvements to the Borough Cycle Network as** | **LIP allocation** | ✓ | 80 | 60 | 60 | 200 | √ | √ | √ | √ | √ | √ | √ | √ | | √ | | √ |

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| | | **identified through CRISP studies and through the CLG.** | | | | | | | | | | | | | | | | | | | | |
| **Cycling** | **SUSTRANS Greenways** | **Funding for implementation of projects identified through the SUSTRANS Greenways including: Mortlake Green - Ship Lane, Barnes Common, Teddington Lock, Crane Park** | **LIP allocation** | ✓ | 50 | 30 | 30 | 110 | √ | √ | √ | √ | √ | √ | √ | √ | | √ | | √ |
| **Cycling** | **Cycle Tracks Act** | **Program to convert the Thames footpaths for shared use and improve surfacing and signage.** | **LIP allocation** | ✓ | 50 | 50 | 45 | 145 | √ | √ | √ | √ | √ | √ | √ | √ | | √ | | √ |
| **Cycling** | **Future Years cycling measures** | **Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis program** | **LIP allocation** | ✓ | 0 | 110 | 75 | 185 | √ | √ | √ | √ | √ | √ | √ | √ | | √ | | √ |
| **Cycling Total** | | | | | **265** | **380** | **300** | **945** | | | | | | | | | | | | | | |

## Table 5: Travel Choice Schemes/Programmes

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Travel Choice** | **Council Travel Plan** | **There are several actions within the Plan that will be implemented to raise the profile of various staff travel benefits including car clubs, Oyster cards, car sharing, pool bikes, cyclist training, etc.** | **LIP allocation** | | 10 | 0 | 0 | 10 | | √ | √ | √ | √ | | √ | √ | √ | | | √ |
| **Travel Choice** | **School Travel Plan - School Support** | **To provide support to schools in preparation of their School Travel Plans.** | **LIP allocation** | | 14 | 0 | 0 | 14 | | √ | √ | √ | √ | | √ | √ | √ | √ | | √ |
| **Travel Choice** | **School Travel Plan - Small Grants** | **Funding to support Gold and Silver committed schools with valid STPs to achieve their STP targets** | **LIP allocation** | | 14 | 0 | 0 | 14 | | √ | √ | √ | √ | | √ | √ | √ | √ | | √ |
| **Travel Choice** | **Engineering Works** | **Implementation of Highways and Traffic Management projects identified in STPs.** | **LIP allocation** | ✓ | 90 | 85 | 55 | 230 | | √ | √ | √ | √ | √ | √ | √ | √ | | √ | √ |

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| **Travel Choice** | **Walk on Wednesday Upgrade** | **Funding for the Walk on Wednesday (WoW) and Big WoW programs for primary and secondary school projects. Program aimed at raising road safety and sustainable travel awareness for year 6 pupils and parents.** | **LIP allocation** | ✓ | 30 | 0 | 0 | 30 | | √ | √ | √ | √ | √ | √ | √ | √ | | √ | √ |
| **Travel Choice** | **Future Years Travel Choice Measures** | **Specific schemes to be identified through the LIP period** | | ✓ | **0** | **20** | **20** | **40** | | | | | | | | | | | | |
| **Travel Choice Total** | | | | | **158** | **105** | **75** | **338** | | | | | | | | | | | | |

**Table 6: Public Transport Schemes/ Programmes**

| **LBRuT - Program Area** | **Programme areas** | **Programme Descriptions** | **Funding source** | **Ongoing scheme?** | **Funding (£,000s)** | | | | **MTS Goals** | | | | | **LIP2 Objectives** | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | **Objective 1** | **Objective 2** | **Objective 3** | **Objective 4** | **Objective 5** | **Objective 6** | **Objective 7** |
| **Public Transport** | **Bus Stop Accessibility** | **On-going program of delivering accessibility improvements at bus stops Borough-wide.** | **LIP allocation** | ✓ | 30 | 80 | 70 | 180 | | √ | √ | √ | | √ | √ | | √ | √ | √ | √ |
| **Public Transport** | **Rail Station interchange improvements** | **On-going program of delivering accessibility improvements at rail stations Borough-wide.** | **LIP allocation** | ✓ | 30 | 70 | 60 | 160 | | √ | √ | √ | | √ | √ | | √ | √ | √ | √ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Public Transport** | **Motorcycles in bus lanes** | **A review of the current operation of the experimental orders allowing the operation of powered two wheelers in bus lanes, both Borough-wide and London-wide, and if results are positive implement more broadly across the Borough's bus lanes.** | **LIP allocation** | ✓ | 0 | 5 | 5 | 10 | | | | √ | √ | √ | √ | | √ | √ | √ | √ |
| **Public Transport** | **Bus Lane Review**<br><br>**(Richmond Road bus lanes)** | **review of the operation of the bus lanes on Richmond Road with a view to optimising performance through reductions in operating hours to 7am to 7 pm.** | **LIP allocation** | ✓ | 25 | 55 | 50 | 130 | √ | √ | √ | √ | √ | √ | √ | | √ | √ | √ | √ |
| **Public Transport Total** | | | | | **91** | **200** | **195** | **486** | | | | | | | | | | | | | |

**Table 7: Environment and Public Realm Programmes and Schemes**

| **LBRuT - Program Area** | **Programme areas** | **Programme Descriptions** | **Funding source** | **Ongoing scheme?** | **Funding (£,000s)** | | | | **MTS Goals** | | | | | **LIP2 Objectives** | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | **Objective 1** | **Objective 2** | **Objective 3** | **Objective 4** | **Objective 5** | **Objective 6** | **Objective 7** |
| **Environment and Public Realm** | **Air and Noise Pollution monitoring** | **Ongoing Monitoring of air and noise pollution levels Borough-wide** | **LIP allocation** | ✓ | 10 | 10 | 10 | 30 | √ | √ | √ | √ | √ | √ | √ | | | √ | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Environment and Public Realm** | **Richmond Riverside** | **Delivering improvements to the Richmond Riverside area through implementation of access management measures and parking controls.** | **LIP allocation** | ✓ | 75 | 20 | 0 | 95 | | √ | √ | | | | √ | | √ | √ | | √ |
| **Environment and Public Realm** | **Twickenham Town Centre** | **Progression of Major Scheme** | **LIP allocation** | | 94 | 0 | 0 | 94 | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ |
| **Environment and Public Realm** | **Richmond Town Centre** | **Delivery of ongoing town centre improvement scheme** | | ✓ | 400 | 50 | 0 | 450 | | | | | | √ | √ | √ | √ | √ | √ | √ |
| **Environment and Public Realm** | **Whitton High Street** | **LIP funding contribution to Major Schemes program for Whitton High Street** | **LIP allocation** | ✓ | 50 | 100 | 100 | 250 | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ |
| **Environment and Public Realm** | **Sheen Cross Service Road** | **Investigation, design and consultation on planned improvements at the Sheen Cross Service Road with a view to implementing a pedestrianisation program.** | **LIP allocation** | ✓ | 0 | 10 | 50 | 60 | √ | √ | √ | √ | √ | √ | √ | √ | | | | √ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Environment and Public Realm** | **Richmond Park Gate** | **investigation, design and consultation on planned access improvements to Richmond Park Gate including the potential for closure of one exit gate, the provision of footway and an improved public realm,** | **LIP allocation** | ✓ | 0 | 5 | 10 | 15 | | √ | √ | √ | | | √ | √ | √ | | | √ |
| **Environment and Public realm** | **The Causeway, Teddington** | **pedestrian enhancement of junction of park road, middle lane, park lane and the causeway, with restricted vehicle access to the causeway** | **LIP allocation** | ✓ | 0 | 50 | 50 | 100 | | | | | | | √ | √ | √ | | | √ |
| **Environment and Public Realm** | **Future Years environment and public realm measures** | **Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis program** | **LIP allocation** | ✓ | 0 | 76 | 90 | 166 | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ |
| **Environment and Public Realm Total** | | | | | **629** | **321** | **310** | **1260** | | | | | | | | | | | | |

## Table 8: Principal Road Maintenance Schemes and Programmes

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Maintenance - Principal Road Renewal** | **Church Rd Barnes Carriageway and Footway renewals** | | **LIP allocation** | | 412 | 0 | 0 | 412 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **St Margaret's Rd Carriageway and Footway renewals** | | | | 233 | 0 | 0 | 233 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | • **Strawberry Vale, footway and carriageway upgrade, from Cross Deep to Twickenham Road**<br>• **Hanworth Road, Heathfields, footway and carriageway upgrade, from Nelson Road to borough boundary.**<br>• **Sheen Road, footway and carriageway upgrade, from Manor Road to Sheen Common Drive** | | **LIP allocation** | | 0 | 1039 | 0 | 1039 | | | | | | √ | √ | | | √ | | √ |
| | • **High Street Hampton Hill, Fulwell & Hampton Hill, footway and carriageway upgrade, from Park Road to Uxbridge Road**<br>• **Twickenham Road, Teddington, footway and carriageway upgrade, Strawberry Vale to Manor Road**<br>• **High Street Teddington, Teddington, footway and carriageway upgrade, from Manor Road to Elmfield Avenue** | | | | 0 | 0 | 1000 | 1000 | | | | | | √ | √ | | | √ | | √ |
| **Total** | | | | | **645** | **1039** | **1000** | **2684** | | | | | | | | | | | | |

**Table 9: Bridge Maintenance Schemes and Programmes**

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Maintenance - Bridges and Structures** | **Kew Road Bridge Assessment** | | **LIP allocation** | | 0 | 0 | 10 | 10 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Park Road Bridge Assessment** | | **LIP allocation** | | 0 | 0 | 9 | 9 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Shacklegate Lane Bridge Assessment** | | **LIP allocation** | | 0 | 0 | 6 | 6 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Stanley Road Bridge Assessment** | | **LIP allocation** | | 6 | 0 | 0 | 6 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Tudor Road Bridge Assessment** | | **LIP allocation** | | 13 | 0 | 0 | 13 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Wellington Road Bridge Assessment** | | **LIP allocation** | | 0 | 0 | 7 | 7 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Queens Road Bridge Interim Measures** | | **LIP allocation** | | 0 | 25 | 0 | 25 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| | **Uxbridge Road Interim Measures** | | **LIP allocation** | | 0 | 20 | 0 | 20 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Bridge structure assessment and remedial measures as identified through annual program of inspection and assessment** | | **LIP allocation** | | 0 | 100 | 100 | 200 | √ | √ | √ | √ | √ | √ | √ | | | √ | | √ |
| **Bridges and Structures Total** | | | | | **19** | **145** | **132** | **296** | | | | | | | | | | | | | |
| **Maintenance total** | | | | | **664** | **1184** | **1132** | **2980** | | | | | | | | | | | | | |

**Table 10: Major Schemes**

| **LBRuT - Program Area** | **Programme areas** | **Programme Descriptions** | **Funding source** | **Ongoing scheme?** | **Funding (£,000s)** | | | | **MTS Goals** | | | | | **LIP2 Objectives** | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | **Objective 1** | **Objective 2** | **Objective 3** | **Objective 4** | **Objective 5** | **Objective 6** | **Objective 7** |
| **Major Schemes** | **Richmond Station Redevelopment** | | | ✓ | 0 | 1000 | 100 | 1100 | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ |
| **Major Schemes** | **Twickenham Town Centre** | | | ✓ | 0 | 1000 | 1900 | 2900 | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ | √ |
| **Major Schemes Total** | | | | | **0** | **2000** | **2000** | **4000** | | | | | | | | | | | | |

## Table 11: Local Transport Funding

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Local Transport Funding** | **Miscellaneous schemes to be informed by annual borough-wide investigation and analysis program** | | **Richmond Council** | ✓ | 100 | 100 | 100 | 300 | √ | √ | √ | √ | √ | | √ | | √ | √ | | √ |

## Table 12: Enabling Works

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Enabling Works** | **Avondale Road bus boarders** | **Consultation and implementation of bus boarders in Avondale Road at the request of London Buses** | **London Buses** | | 20 | 0 | 0 | 20 | √ | √ | √ | √ | √ | | √ | | √ | √ | | √ |

**Table 13: Car Clubs**

| LBRuT - Program Area | Programme areas | Programme Descriptions | Funding source | Ongoing scheme? | Funding (£,000s) | | | | MTS Goals | | | | | LIP2 Objectives | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 2011/12 | 2012/13 | 2013/14 | Total | Econ. Devt & pop growth | Quality of Life | Safety & Security | Opportunities for all | Climate Change | Objective 1 | Objective 2 | Objective 3 | Objective 4 | Objective 5 | Objective 6 | Objective 7 |
| **Car Clubs** | **On street car club bay implementation borough wide** | **Identification of bays, traffic orders, signage, lining and officer time** | **LIP allocation** | | 12 | 0 | 0 | 12 | √ | √ | √ | √ | √ | √ | | | √ | √ | | √ |

**Table 14: TLRN Schemes to be Delivered over the 3 Year Spending Plan**

| ROAD NUMBER | PROJECT NAME | DESCRIPTION | 2011/12 | 2012/13 | 2013/14 | 2014/15 |
|---|---|---|---|---|---|---|
| A316 | A316 The Avenue junctions with Ailsa Rd / St George's Rd | Widen islands and relocate drop kerbs onto pedestrian desire lines | - | Design | Build | |
| A205 | A205 Clifford Avenue Cycling Improvements | Relocation of Toucan crossing to Cyclist's and Pedestrian's desire line | Design & Build | Build | | |
| A205 | A205 Rocks Lane to Kew signage review (E2E) | Provision of route signing along whole route and across route. Signing to expand on to Borough Roads to link troupes and provide consistent signing. | Design & Build | | | |
| A316 | A316 - Chiswick Bridge - Richmond Circus (E2E) | Bus stop accessibility improvements | Build | Build | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| A205 | A205 Upper Richmond Rd West Junction With Clifford Av | General junction improvements for cyclists and pedestrians (see also schemes TS.046.3001165/6 which are being delivered in tandem) | Build | Build | | |
| A205 | A205 Upper Richmond Road West BSA Impr'ts (Sheen Lane - Queens Road) | Bus stop accessibility improvements | Build | | | |
| A205 | A205 Upper Richmond Road between Roehampton Lane and Hertford Avenue (LCN+ Barrier ref R.24.04.T) | On carriageway cycle lanes and a shared/segregated footway arising from CRISP. | Build | Build | | |
| A205 | A205 Upper Richmond Road West Waitrose Highway Improvements | Upgrading of Puffin Crossing outside Waitrose, bus stops to be upgraded to meet DDA requirements and footway and carriageway works to meet streetscape requirements and revised road layout to formalise the 2 east bound traffic lanes. | Build | | | |
| A316 | A316 Chertsey Rd junc with Redway, Godfrey Avenue and Jubilee Avenue | Scheme to now deliver three footways across junction months. | Design | Design & Build | | |
| A316 | A316 London Road Roundabout Cycle Facilities | Design of refuges across London Road. | Design | Build | | |
| A316 | A316 St Margaret's Roundabout design of crossing | Provision of at grade crossing on the eastern arm of the roundabout to meet DDA requirements and facilitate the long aspiration of removing the footbridge. | Design | Design & Build | Build | |
| A316 | A316 Chertsey Road junction with Cole Park Road | Provision of entry treatments and consider feasibility of closing Cole Park Road north to prevent rat running. Investigate relocation of toucan crossing on the A316. | Design | Design & Build | Build | |
| A316 | A316 RFU Twickenham Stadium - Directional Signage | Installation of brown tourist direction signs at strategic points on the A316/A312 and A4 in Richmond and Hounslow. | Design & Build | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| A205 | A205 Kew Road j/w Kew Green | Investigate banning right turn into Kew Green South from A205 Kew Road and investigate moving the pedestrian refuge slightly into northbound carriageway to increase southbound capacity on approach to ATS. Dependent on remedial measures following 6-12 month review of new road markings at junction of Kew Green South and A205 Kew Road. | | Design | Design & Build | Build |
| | A205 Rocks Lane to Kew cycle parking review (E2E) | Improvements to cycle parking provision along whole route | | Design & Build | | |
| A316 | A316 Richmond - Twickenham accident remedial works | Scheme to reduce P2W accidents on A316 between Twickenham and Richmond following in-house safety study. | Study | Design & Build | Build | |
| A205 | A205 Upper Richmond Road junction with Sheen Lane | Investigation of relocation of stopline to assist vehicles turning left from Sheen Lane. | Design & Build | | | |
| A316 | A316 Whitton Halt Subway Improvements | Scheme to improve pedestrian subway under A316 Chertsey Road adjacent to Meadway following a CSEP report. | Design | Build | | |
| A205 | A205 East Sheen Parking review | Review of Parking and Loading arrangements in East Sheen. | Design & Build | | | |
| A316 | A316 Richmond Circus | Outcomes from Stage 4 Road Safety audit at Richmond Circus. | Study | Design & Build | | |
| A205 | A205/A306 Rocks Lane junction - measures arising from collision study | Design and Build of Measures arising from LRaP Collision Study. | Design | Build | | |
| A316 | A316 Pools in the Park Stage 3 Road Safety Audit Outcomes | Scheme to address rat running issues following Pools in the Park signalisation. | Design | Design & Build | | |
| A205 | A205 Big Yellow Box On Lower Richmond Rd s278 | S278 Agreement to improve TfL network outside 195-205 Lower Richmond Road. | Study | Design & Build | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| A316 | A316 Manor Circus crossings design | Design and build of staggered pedestrian crossing based on recommendations from earlier feasibility study. | Design | Design | Design & Build | Build |
| A316 | A316 Cherstsey Road Cycling review | Review and upgrade of cycle facilities between Whitton Road Roundabout and St Margarets Roundabout. | | Study | | |
| A205 | A205 j/w West Hall Road | Redesign of refuge adjacent to A205 West Hall Road. | Study | Design | Build | |
| A316 | A316 Chalkers Corner | Investigation into altering lane markings, providing a yellow box road marking and minor kerb realignment. | Design | Design | Design & Build | Build |
| A205 | A205 URRW East Sheen Urban Realm Improvements | Improving Streetscape around East Sheen Village (ref site meeting with Cllr Lord True 20 May 2011). | | Design | Design & Build | |
| A205 | A205 Upper Richmond Road West Road Safety Study | Improving road safety between Roehampton lane and Clifford Avenue on URRW. | | Study | Design | Build |
| A316 | A316 Chudliegh Road | Improved pedestrian access to Twickenham Stadium from Twickenham Station (being developed by LBRuT). | Design | Design | Build | |

# 5 PERFORMANCE MONITORING PLAN

## 5.1 Introduction

The Monitoring Plan sets out how the Borough intends to monitor the progress and effectiveness of the LIP Delivery Plan. The Monitoring Plan therefore outlines the Borough's core LIP Targets, sets trajectories, and monitors progress against these targets on an annual basis. Setting and monitoring key targets and indicators helps the Council and TfL to determine whether the LIP Policies, Delivery plan Actions, and Programme of Investment are effective in delivering the LIP Objectives and the Mayor's Transport Strategy aspirations. If the Monitoring Plan reveals underperformance against targets, a number of steps can be taken; these include amendments to policies, a refocus of the Delivery Plan, or closer working with local partners.

Targets and indicators have been grouped into three categories as follows:

- Core targets - locally specific targets set inline with the five Strategic Indicators as outlined in the Second LIP Guidance. The targets have been set with consideration of a range of factors that may help or hinder the Borough's performance. To achieve the Core Targets the Council will work with local partners and other organisations, such as TfL, Healthcare providers, businesses and employers, bus operators, schools, and neighbouring authorities.

- Local targets – additional targets as part of Richmond's local priorities and initiatives. Local Targets are designed to supplement the Core Targets. Whereas the Core Targets primarily assess progress towards achieving the high level outcomes of the LIP, such as the reductions in $CO_2$ emissions or road casualties; Local Targets are focused on demonstrating the Borough's progress towards delivering policies/actions, which ultimately help achieve the Core Targets.

- Monitoring Indicators – National Indicators and local performance indicators that measure and monitor progress on the listed core and local targets. Each of these is already being monitored by the Council.

## 5.2 Target Setting

As part of the process of monitoring LIPs, our progress will be tracked against five strategic performance indicators which in turn we will set locally specific targets relating to:

| Indicator | Description |
|---|---|
| Walking and cycling mode share | The percentage of walking or cycling trips originating in LB Richmond. |
| Bus service reliability | Excess wait time for all high-frequency services running within a particular borough |
| Road traffic casualties | The total number of KSIs and total number of casualties |
| $CO_2$ emissions | Tonnes of $CO_2$ emanating from ground-based transport per year |
| Asset (highway) condition | The proportion of principal road carriageway where maintenance |

| | |
|---|---|
| | should be considered |

The setting of targets enables us to focus our efforts and provide a clear sense of what we are trying to achieve. In a business sense, targets form a crucial link between strategy and day-to-day operations.

In order to set robust local targets based on sound justification, a number of different factors should be considered. The factors taken into account are likely to vary depending on the indicator to which the targets relate.

Each of the Indicators is described in greater detail below:

### 5.2.1 Mode Share

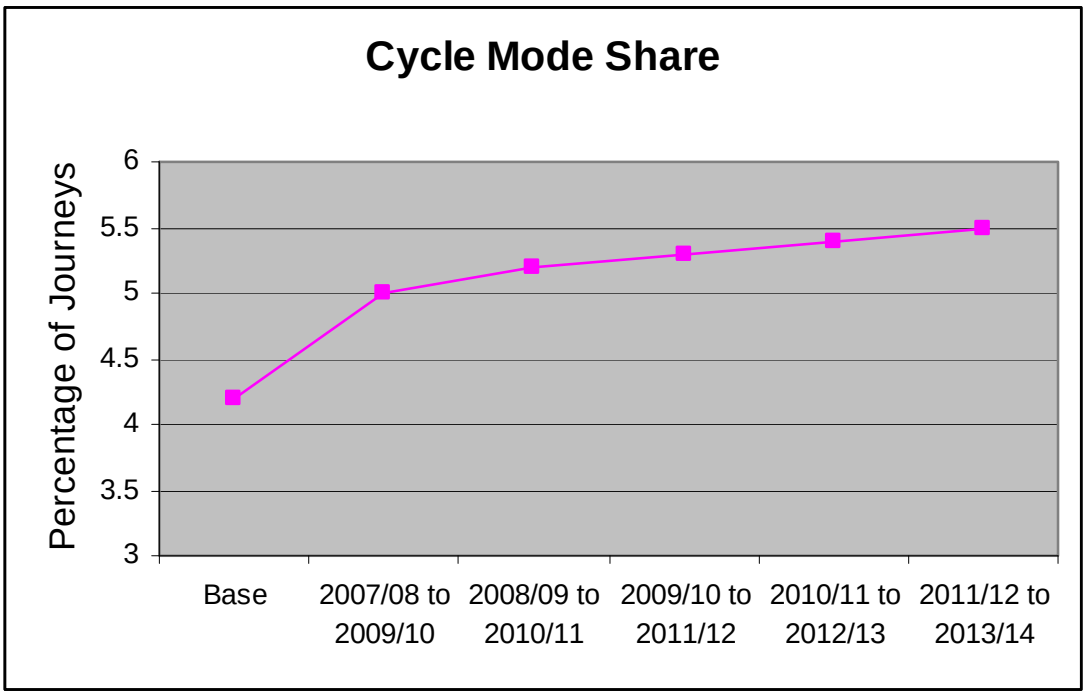
This indicator measures the proportion of personal travel made by each mode. Boroughs are required to set targets on (1) walking mode share and either (2a) cycling mode share based on LTDS or (2b) cycling levels based on their own data.

| **LIP Mandatory Target: Cycling Mode Share** | |
|---|---|
| Long Term Target | 7% cycling mode share by 2025/2026 |
| Short Term Target | 5.5% cycling mode share by 2013/14 |
| Data Source | London Travel Demand Survey data provide by TfL |
| Target Trajectory | See below |
| Link to LIP Objectives | 1, 2, 4, 5 & 7 |
| Evidence that the target is ambitious and realistic | • The Mayor proposes a cycling revolution to increase cycling by 400% by 2026 (compared to 2000 levels). Outer London boroughs have been identified as having nearly two-thirds of London's potential cycle journeys.<br>• The Mayor's 'Biking Boroughs' initiative seeks to support Outer London boroughs in identifying appropriate projects and target segments to promote cycling. |
| Key actions for the Council | • Increase cycling parking in public places and key destinations<br>• Increase cycle facilities at work places<br>• Improve cycle routes and facilities<br>• Improve signage of strategic cycle network<br>• Provide cycle training |
| Key actions for partner organisations | • Local health services, schools, workplaces and Richmond Cycle Clubs play key roles in influencing attitudes and promoting the benefits of cycling.<br>• Local partners in education and Primary Care Trusts help deliver travel planning initiatives.<br>• Businesses increase provision of cycle parking and changing facilities as part of workplace travel plans. |
| Principle risks and how they will be managed | • Increased cycling trips could risk increased road casualties involving cyclists.<br>• Cycle safety will remain a priority of both cycle training programmes and of the overall work of the Road Safety Team.<br>• Delays/objections to the implementation of schemes, and increases in car use.<br>• Funding reductions from TfL borough LIP2 allocation, and/or a reduction in funding from other potential sources.<br>• The council also has the target to increase the mode share of walking trips in the borough; it is possible that an increase in walking will be at the expense of some existing cycling trips<br>• A year of particularly adverse weather. This risk cannot be |

| | |
|---|---|
| | fully managed, but can be mitigated by promoting the benefits of year round cycling and promoting all-weather equipment. |

**Interim milestones**

| **Base** 2006/07-2008/09 | 2007/08 to 2009/10 | 2008/09 to 2010/11 | 2009/10 to 2011/12 | 2010/11 to 2012/13 | 2011/12 to 2013/14 |
|---|---|---|---|---|---|
| 4.2 | 5.0 | 5.2 | 5.3 | 5.4 | 5.5 |

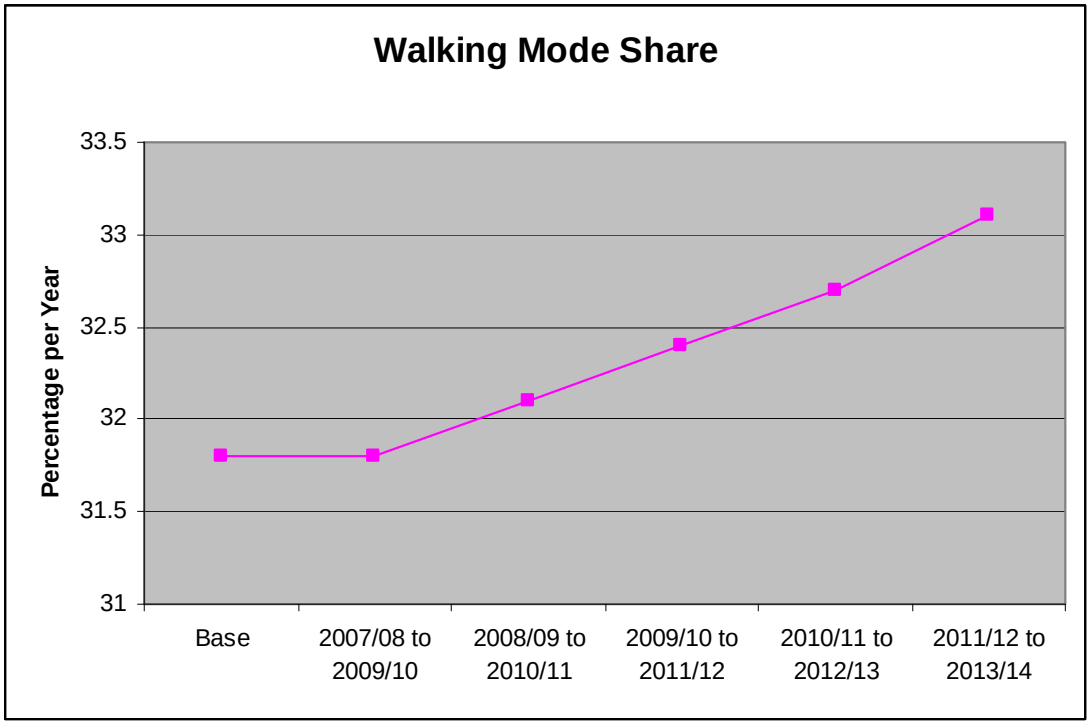



| **LIP Mandatory Target: Walking Mode Share** | |
|---|---|
| Long Term Target | 34.5% walking mode share by 2025/2026 |
| Short Term Target | 33.1% walking mode share by 2013/14 |
| Data Source | London Travel Demand Survey data provide by TfL |
| Target Trajectory | See below |
| Link to LIP Objectives | 1, 2, 4, 5 & 7 |
| Evidence that the target is ambitious and realistic | • The Mayor proposes a step change in the walking experience across London and so through a number of local and regional improvements and initiatives, an increase in walking of 0.5% over the next three years and 1.5% increase over the next 15 years is considered realistic. |
| Key actions for the Council | • Improving walking routes and accessibility<br>• Public realm improvements<br>• Reducing crime and fear of crime<br>• Travel Planning |
| Key actions for partner organisations | • Local health services, schools, workplaces and Richmond Walking Groups play key roles in influencing attitudes and promoting the benefits of walking.<br>• Local partners in education and Primary Care Trusts help deliver travel planning initiatives. |

| | |
|---|---|
| Principle risks and how they will be managed | • Increases in car use.<br>• The council also have a LIP2 target to increase the number of people cycling in the borough; it is possible that any increase in cycling will be at the expense of some existing walking trips.<br>• Delays to the implementation of schemes. The Council will manage this risk by ensuring the risks of delivering schemes are considered. The Council has a good history of delivering schemes on time.<br>• Funding reductions from TfL borough LIP2 allocation, and/or a reduction in funding from other potential sources (e.g. Major schemes funding, Council funding). Impact of risk cannot be fully managed, however the Council can ensure funding is prioritised towards schemes that will have the greatest contribution to increasing walking numbers.<br>• It is possible that any increase in cycling will be at the expense of some existing walking trips. This risk is difficult to manage; however, funding will be directed at schemes that are likely to achieve the largest shift to cycling. |

**Interim milestones**

| **Base**<br><br>2006/07-2008/09 | 2007/08 to 2009/10 | 2008/09 to 2010/11 | 2009/10 to 2011/14 | 2010/11 to 2012/15 | 2011/12 to 2013/14 |
|---|---|---|---|---|---|
| 31.8% | 31.8 % | 32.1 % | 32.4 % | 32.7 | 33.1 |



### 5.2.2 Bus Service Reliability

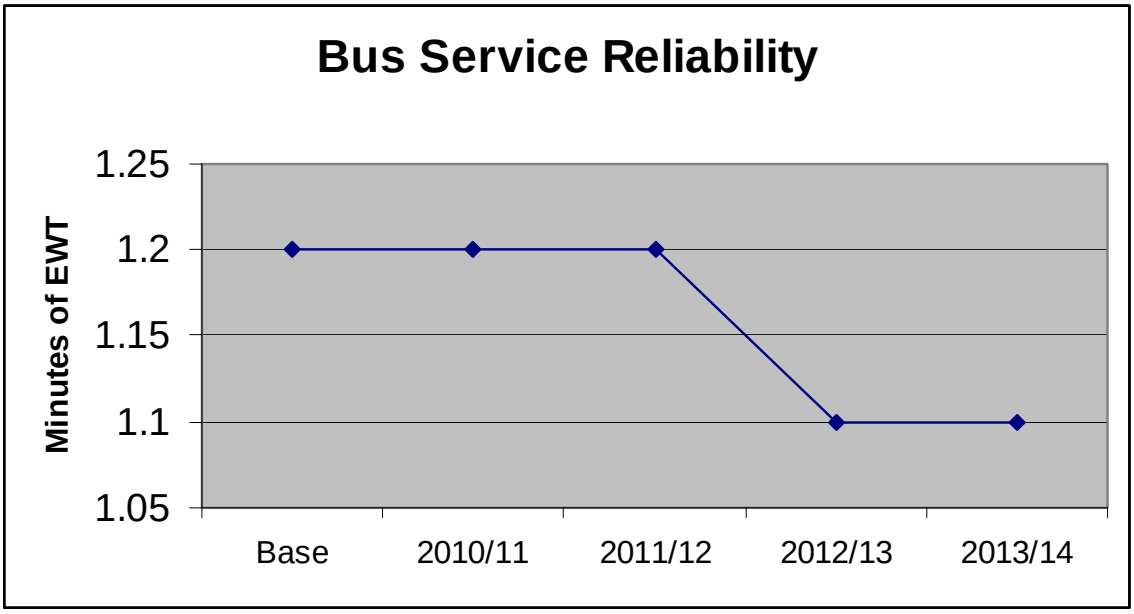
This indicator measures excess wait time (EWT) (i.e. waiting time experienced by passengers over and above what might be expected of a service that is always on time) for all high-frequency services running within a particular borough. High-frequency services are defined as those with a scheduled operation of five or more buses per hour.

| **LIP Mandatory Target:** Bus Service Reliability measured by Excess Wait Time (EWT) | |
|---|---|
| Long Term Target | 1.0 minute by 2017/18 |
| Short Term Target | 1.1 minute by 2013/14 |
| Data Source | Quality of service indicators – TfL Buses |
| Target Trajectory | See below |
| Link to LIP Objectives | 1, 2, 4, 5 & 7 |
| Evidence that the target is ambitious and realistic | The MTS states that it aspires to maintain bus reliability at 2006 levels; the Business Plan suggests a EWT of 1.2 minutes across London by 2013. As a result Richmond will endeavour to maintain their current EWT at 1.1 minutes over the next two years with the aim of reducing it to 1.0 minute in 2013. |
| Key actions for the Council | • In order to achieve this target Richmond will need to work closely with its partners.<br>• Liaise with surrounding Boroughs and TfL due to the corridor like nature of bus routes, work to ensure smooth traffic flow on routes into Westminster.<br>• Work with TfL in the rolling out of new Countdown information systems.<br>• Liaise with bus service operators in order to ensure drivers do not create unnecessary delays.<br>• Investigate and implement opportunities to improve bus priority along bus routes experiencing delays.<br>• Investigate and implement opportunities to smooth traffic flow along bus routes experiencing delays. |
| Key actions for partner organisations | • Bus operators and TfL can contribute towards improved reliability through 'quality incentive contracts', driver training to consolidate reliability improvements and also through the iBus system allowing better control over services. |
| Principle risks and how they will be managed | • As with any targets which are dependent on other stakeholders, a significant risk is that neighbouring Boroughs may implement schemes which impede bus movements and therefore slow bus journey times which will be out of Richmond's control.<br>• Where under performance occurs the Council will investigate the causes (e.g. temporary causes such as road works).<br>• Where causes of underperformance can be addressed the Council will progress initiatives to improve bus reliability along the section of road (e.g. bus priority etc).<br>• Delays to the implementation of schemes. The Council will manage this risk by ensuring the risks of delivering schemes are considered. Increases in car use/congestion. To overcome this risk the Council is focussing on promoting sustainable modes of transport, and will look at options to smooth traffic flow and/or improve bus priority measures on congested routes.<br>• Funding reductions from TfL borough LIP2 allocation, and/or a reduction in funding from other potential sources (e.g. Major schemes funding, Council funding). Impact of risk cannot be fully managed, however the Council can ensure funding is prioritised towards schemes that will have the greatest contribution to improving bus reliability. |

| | |
|---|---|
| | • Excess waiting times on high frequency bus routes is often caused by delays in other boroughs (which are out of the control of the Council). Delays in other boroughs are included in the EWT data reported for Richmond's performance and could result in failure by Richmond to meet bus EWT performance targets.<br>• Progress against targets will be monitored by analysing EWT data supplied by TfL. |

**Interim milestones**

| **Base**<br><br>2009/10 | **2010/11**<br><br>2009/10 to 2010/11 figure | **2011/12**<br><br>2010/11 to 2011/12 figure | **2012/13**<br><br>2011/12 to 2012/13 figure | **2013/14**<br><br>2012/13 to 2013/14 figure |
|---|---|---|---|---|
| 1.2 minutes | 1.2 minutes | 1.2 minutes | 1.1 minutes | 1.1 minutes |




### 5.2.3 Road traffic casualties

This indicator measures (1) the total number of people killed and seriously injured (KSI) from road traffic accidents and (2) total casualties.

| **LIP Mandatory Target: Road traffic casualties** | |
|---|---|
| Long Term Target | KSI: an 20% total reduction between 2013 and 2020, to 27<br>All categories: a 20% total reduction between 2013 and 2020, to 246 |
| Short Term Target | KSI: Reduce by 10% each year until 2013, reduced to 42<br>All categories: Reduce by 10% each year until 2013, reduced to 263. |
| Data Source | Modal Policy Unit, Surface Transport |
| Target Trajectory | See below |
| Link to LIP Objectives | 1, 2, 3 & 7 |
| Evidence that the target is ambitious and realistic | • Richmond has a good record on pedestrian, cyclist KSI's and this can be attributed to the successful road safety |

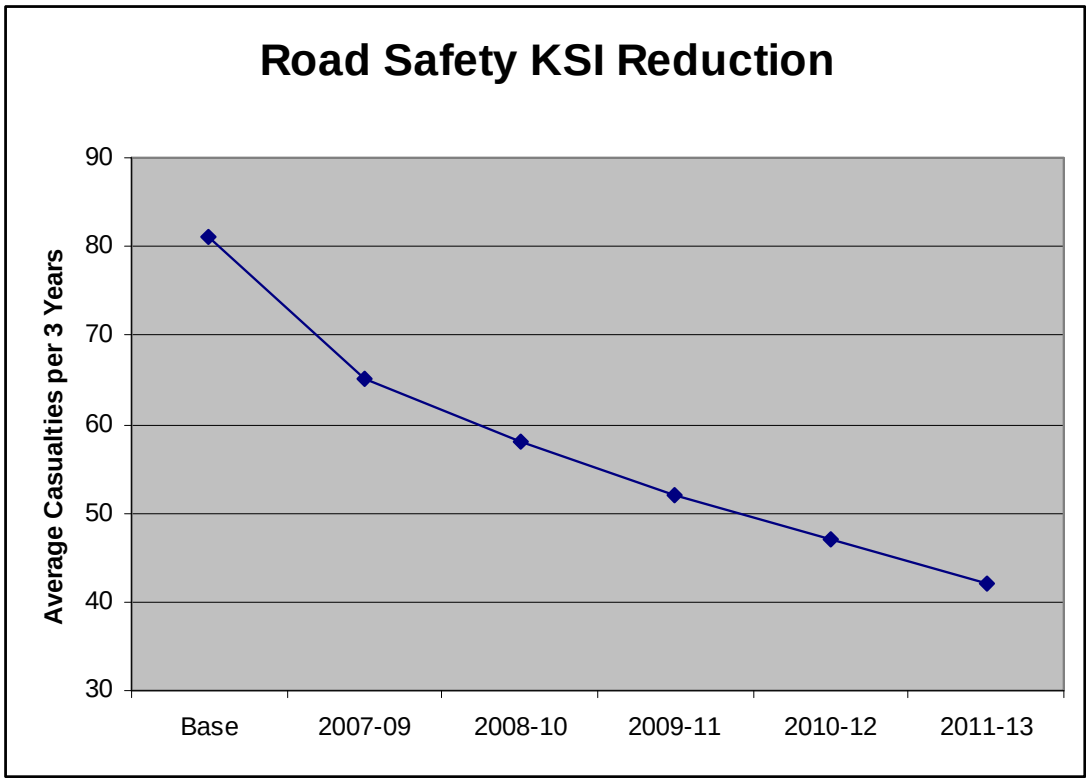
| | |
|---|---|
| | campaigns the Borough has delivered over the years.<br>• The Borough has over the years invested high levels of funding into road safety schemes to reduce the number and severity of road accidents.<br>• The number of pedal cycle casualties and motorcycle casualties, particularly amongst men, is a continuing source of concern and work is being directed into these areas to reduce these numbers. |
| Key actions for the Council | • Improve safety on strategic walking routes; including ongoing audit program.<br>• Improve safety on strategic cycling routes.<br>• Improve pedestrian and cyclist safety at busy road crossings.<br>• Improve safety for vulnerable road users.<br>• Road safety education and awareness.<br>• Cycle training. |
| Key actions for partner organisations | • Liaison with the police on development of road safety campaigns and cycle training. Particularly Lorry awareness campaigns.<br>• Work with TfL's behaviour change team for the development and publication of advertising campaigns and education.<br>• Liaise with local schools to encourage road safety education and cycle training. |
| Principle risks and how they will be managed | • Review casualty trends/numbers and causes annually.<br>• The Borough also has targets to encourage cycling and to encourage children to use more active modes. The Council's extensive on-road cycle training programme should help to mitigate the impact of promoting cycling practices.<br>• Economic trends, recession, fuel prices are 'driving' people to sustainable modes. A lot of these are returning to cycling after many years but not taking or either being offered training. We are beginning to see this in casualty trends.<br>• Investigate casualty plots for any "hotspots" if such clusters exist then implement safety improvements in that location.<br>• Review the type of safety improvements and locations of safety improvements we are investing in e.g. cycle lanes on main roads, pedestrian crossings.<br>• Re-evaluate the level of funding allocated to safety improvements.<br>• Risks to programmes due to funding constraints will be dealt with through prioritisation. Modal change programmes will encourage further walking and cycling. This could create a risk of further pedestrian and cyclist causalities. |

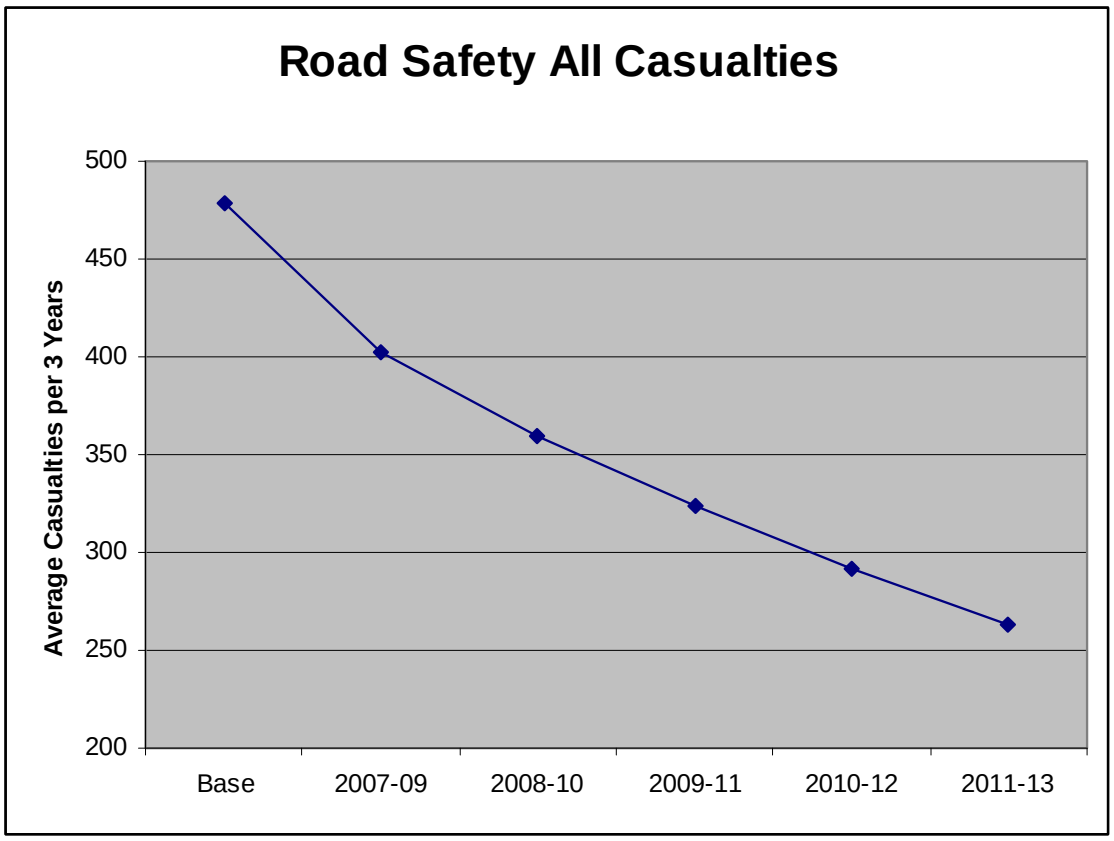
**Interim milestones**

| | **Base**<br><br>2006 - 2008 | 2007 - 2009 | 2008 - 2010 | 2009 - 2011 | 2010 - 2012 | 2011 - 2013 |
|---|---|---|---|---|---|---|
| KSI | 81 | 65 | 58 | 52 | 47 | 42 |
| All | 478 | 402 | 360 | 324 | 292 | 263 |

It is recognised that the short term target of a 10% reduction, each year until 2013 represents a low target. This is because Richmond already has achieved good levels of road safety so we are working from a low base, making each addition saving relatively more difficult to achieve. In 2009, Richmond Borough had the 6th lowest number of KSIs, across the whole of London, at 56, 8 lower than the previous year but 2 lower than the 2008-10 average of 58. It

will take the full implementation of our programme of road safety schemes in order to raise the target to a 20% reduction every year beyond 2013 to 2020.



### 5.2.4 $CO_2$ Emissions

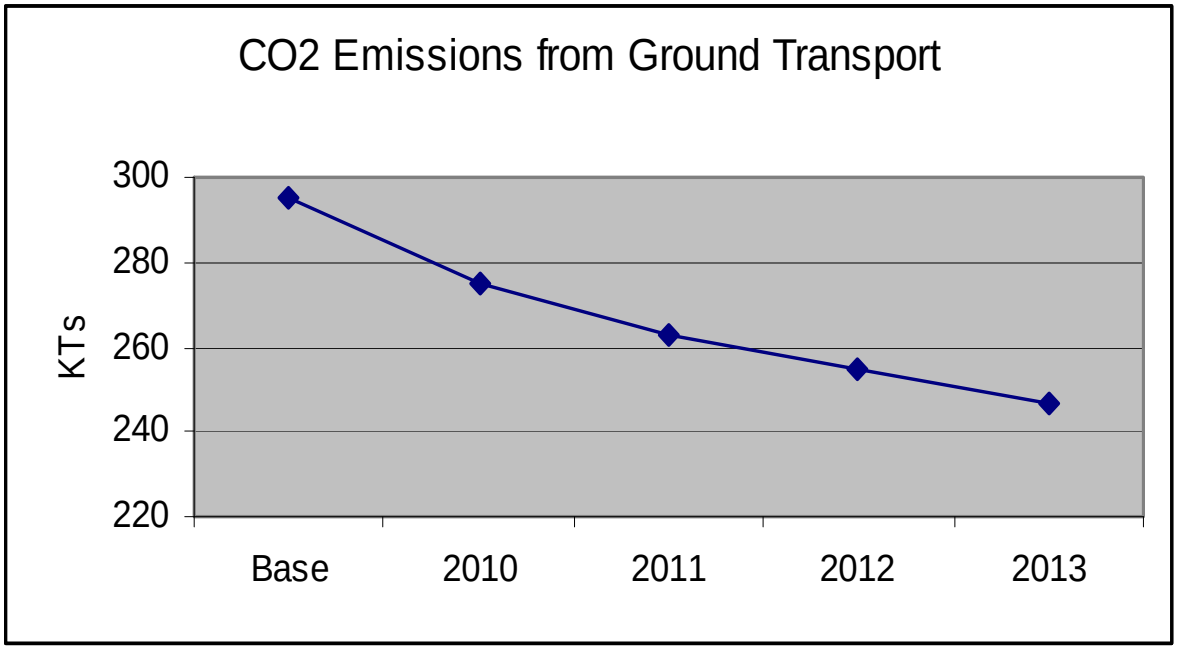
This indicator measures $CO_2$ emissions from all sources of ground-based transport (GBT). Where applicable this includes emissions emanating from road traffic (including trunk roads and motorways) and railways.

| **LIP Mandatory Target: $CO_2$ Emissions (Total ground based transport)** | |
|---|---|
| Long Term Target | 161ks by 2025 |
| Short Term Target | 247kts by 2013 |
| Data Source | GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI) |
| Target Trajectory | See below |
| Link to LIP Objectives | 1, 2 & 4 |
| Evidence that the target is ambitious and realistic | According to the latest advice provided by TfL, based on total Ground Based Transport emissions in 2008, a 45.3% reduction is required between 2008 and 2025. This equates to a 3.49% reduction per year, in respect of the previous year.<br><br>The policies set out in the Government's Low Carbon Transition Plan, and in more detail in the Low Carbon Transport: A Greener Future aims to cut emissions from transport by 14% on 2008 levels by 2020.<br><br>The Long Term Target above is indicative at this moment and may be subject to revision at a later date. |
| Key actions for the Council | The Council will continue to deliver the following programmes:<br>• Carbon Management – seeking to reduce carbon emissions of the Council operations by 16% by 2012/13.<br>• Bus priority and bus stop accessibility<br>• Promote sustainable transport modes – walking, cycling, and public transport; public realm improvements, car clubs, completion of the cycle network and train station access<br>• School Travel Planning<br>• Smarter driving<br>• Encourage developers to install Electric vehicle charging points<br>• Continue to improve its own fleet of low and zero emission vehicles |
| Key actions for partner organisations | • Work with bus service operators in order to ensure fleets are environmentally friendly as possible (ensure Euro standards are met)<br>• Schools, colleges and businesses to develop and implement travel plans<br>• Local partners in healthcare: promote active modes to improve public health and encourage the use of sustainable modes.<br>• London-wide low emission zone will support cleaner vehicles<br>• Improvement in technology for cleaner and more efficient vehicles. |
| Principle risks and how they will be managed | • Funding restrictions and further reductions from TfL borough LIP allocation, and/or a reduction in funding from other potential sources (e.g. Major schemes funding, Council funding), resulting in delays/ limitations in implementation of schemes to achieve modal shift, reduce traffic levels, and increase the uptake of low emission vehicles. This risk of reduced funding is beyond the control of the Council. However risk can be managed by prioritising funding towards schemes that will have most impact on achieving targets |

| | |
|---|---|
| | (although schemes that only address climate change and not other transport objectives will receive lower priority e.g. electric charging points).<br>• The uptake of low emission vehicles is slower than expected (i.e. factors outside the control of the Council such as lack of private sector, government, and other authorities‟ efforts to promote low emission vehicles). This risk is beyond the direct control of the Council it can be managed to some extent by prioritising schemes that achieve modal shift and reduce vehicle kilometres.<br>• An increase in the borough's total vehicle kilometres. This risk is largely beyond the control of the Council but can be controlled to some extent through managing the demand for car travel by promoting sustainable transport modes and ensuring new development is located in areas with good public transport accessibility. |

**Interim milestones**

| **Base**<br>2008 | **2010** | **2011** | **2012** | **2013** |
|---|---|---|---|---|
| 295 kt | 275 kt | 263 kt | 255 kt | 247 kt |




### 5.2.5 Asset Condition

This indicator measures the proportion of the borough's principal road network (excluding TLRN) where maintenance should be considered.

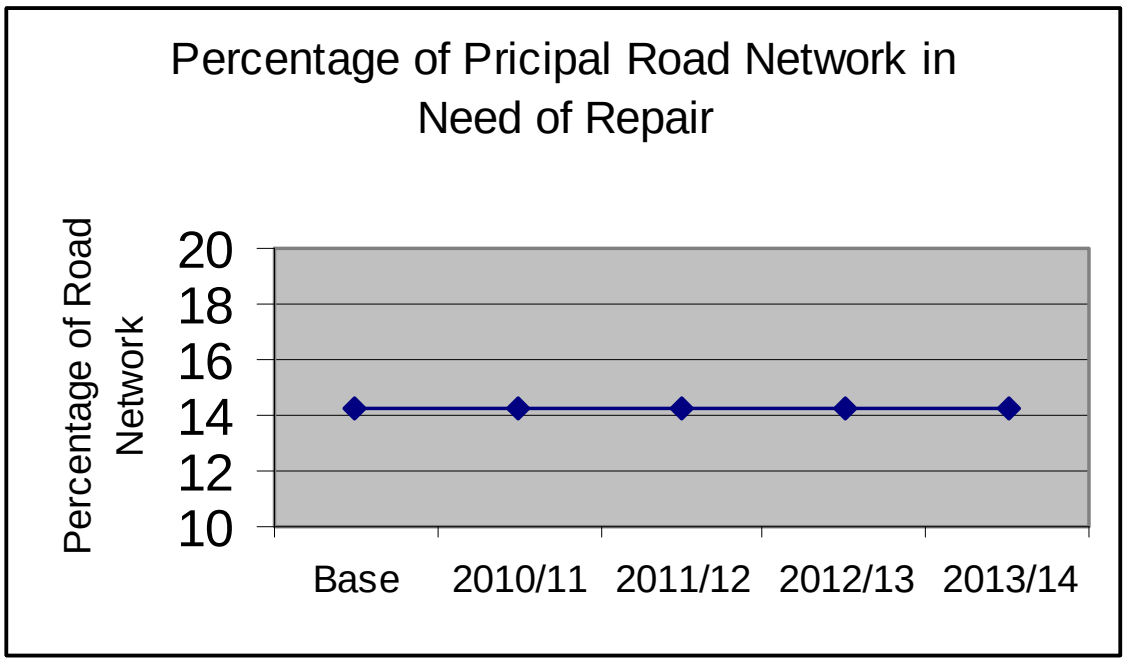
| **LIP Mandatory Target: Asset Condition** |
|---|

| | |
|---|---|
| Long Term Target | Long term target for 2017/18 roads in need of repair is 8%. |
| Short Term Target | 14.2 %of principal road lengths in need of repair in 2014/15 |
| Data Source | Detailed Visual Inspection data collected by LB Hammersmith & Fulham |
| Target Trajectory | See below |
| Link to LIP Objectives | 1, 2 & 6 |
| Evidence that the target is ambitious and realistic | In light of the 2009/10 winter's severe weather conditions, further deterioration to the Borough's asset condition will have been experienced. For this reason, and taking into consideration funding pressures on LIP maintenance allocations, the realistic target of maintaining the current standard has been agreed upon for the duration of the delivery plan. However with additional funding from the Councils own reserves and revenues it is intended that Richmond will reduce the amount of road that will require repair from the short term target level of 14.2% to the 2017/18 level of 8%.<br>In the Council's recent All in One Survey (see Annex G) conditions of the pavements and roads both came high in people's responses, 30% and 20% respectively. |
| Key actions for the Council | In order to achieve this target Richmond will need to:<br>• Closely deliver its Transport Asset Management Plan in order to ensure that the carriageway, footway, bridges and structures and public lighting networks are all maintained to the exacting standards.<br>• Ensure that funding is secure and is subsequently used on the proposed roads and bridges laid out in the Delivery Plan.<br><br>The Council will continue the following programmes:<br>• Principal Road maintenance<br>• Bridges & structures<br>• Local road and footway maintenance<br>• Bus route resurfacing<br>• Street lighting maintenance<br>• The Council will continue its reactive maintenance activities with respect to the principal road network. |
| Key actions for partner organisations | • Utility companies and the Council's highway contractors working on the Borough's roads have a responsibility to ensure high standards of workmanship when carrying out maintenance. |
| Principle risks and how they will be managed | • Any adverse weather conditions, such as those experienced over the winter of 2010/11, are likely to increase the level of Principle Road network in need of repair. Ensuring roads are in a good condition before the winter season will help reduce the level of degradation which would occur.<br>• A reduction in funding for principal road maintenance from TfL. This risk is difficult for the Council to manage as funding levels are set by TfL. In the case of a funding reduction the Council will discuss funding levels with TfL and/or investigate alternative funding sources;<br>• Frequent/high occurrences of major works by utility companies. Works such as laying new pipes under the road, even if completed to a high standard, usually create adverse effects on the stability of the roadway. There is little the Council can do to manage this risk. |

**Interim milestones**

| Base | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
|---|---|---|---|---|
| | | | | |

| 2009/10 figure | 2009/10 to 2010/11 figure | 2010/11 to 2011/12 figure | 2011/12 to 2012/13 figure | 2012/13 to 2013/14 figure |
|---|---|---|---|---|
| 14.2 % | 14.2 % | 14.2 % | 14.2 % | 14.2 % |




### 5.3 Indicators

Tables a, b and c will be those that will be used to measure and report our progress over the LIP2 period. There are two sets, the first, Mandatory have been set by us, but the second local set will be set when the consultation on the draft LIP2 has been completed. They will be a product of the consultation.

### 5.4 Risk Assessment of KPIs

Through delivering schemes to meet the five strategic performance indicators on which boroughs are required to set locally specific targets, there are risks that may make it more difficult for the Borough to meet them. These risks are set out under each target.

### 5.5 Monitoring LIP2 Progress

To ensure the LIP2 delivery programme is achieving the desired results, Richmond Council will monitor progress annually through both the outcomes and outputs that we have devised, set out in the tables a-c. On an annual basis, the borough will submit a report to TfL on the Mayor's high profile outputs on cycle parking, better streets, cleaner local authority fleets and street trees; areas that the Council is actively involved in. At present we have no plans to introduce any cycle superhighways schemes or new electric vehicle charging points, but we will report on any support we have given that supports other authorities cycle superhighway or where through our development work, new electric vehicle charging points have been provided privately. Where required, through formal meetings with TfL, progress on delivery of the LIP2 programme as well as mandatory and non-mandatory targets and indicators will be reviewed.

At the end of the second LIP2 period, in 2013/2014, the borough will prepare and publish a three-year impact report, setting out the expenditure and implementation of LIP2 programmes, target achievement and evidence of how LIP2 has contributed to the wider policy objectives

for the Borough. At this time, the Council will develop a revised Delivery Plan for the period 2014/15 – 2017/18, in light of the new London wide and national public spending regime.

The following table sets out how Richmond will keep progress against targets under review:

| Indicator | How Reviewed |
|---|---|
| Walking Mode Share | • Review walking mode share annually<br>• Record/review the type of walking initiatives we are investing in e.g. public realm improvements, travel planning etc<br>• If target not being met then re-evaluate the level of funding allocated to walking initiatives, and/or re-evaluate the type of walking initiative the Council is investing in.<br>• Heavily trafficked roads through the Borough have acted as a deterrent to more people walking in Richmond, especially in the Borough's shopping areas.<br>• The Council will continue to engage with stakeholders and other partners to make existing walking facilities more attractive and develop new schemes that will encourage higher levels of walking<br>What do officers feel are the barriers to walking in the borough that are not being overcome? |
| Cycling Mode Share | • Review walking mode share annually<br>• Record/review the type of cycling initiatives we are investing in e.g. cycle lanes, cycle parking, travel planning etc<br>• If target not being met then re-evaluate the level of funding allocated to cycling initiatives, and/or re-evaluate the type of cycling initiative the Council is investing in.<br>• Heavily trafficked roads through the Borough have acted as a deterrent to more people cycling in Richmond, especially in the Borough's shopping areas. However the Borough already enjoys high level's of cycling compared with other boroughs which in itself makes increasing cycling more difficult.<br>• The Council will continue to engage with stakeholders and other partners to make existing walking facilities more attractive and develop new schemes that will encourage higher levels of walking<br>What do officers feel are the barriers to cycling in the borough that are not being overcome? |
| Bus Service Reliability | • Progress against targets will be monitored by analysing EWT data supplied by TfL, and monitoring the local target for bus performance<br>• Where causes of underperformance occurs the Council will investigate the causes (e.g. temporary causes such as road works)<br>• Where causes of underperformance can be addressed the Council will progress initiatives to improve bus reliability along the section of road (e.g. bus priority etc) |
| Asset Condition | • Review annual DVI and SCANNER surveys to determine where funds for maintenance should be allocated.<br>• Options to address areas of underperformance are difficult to address as the ability to implement maintenance work depends on TfL funding levels and the availability of the Council's own funding, including from reserves. This is very dependent on the economy as in times of economic distress levels of revenue from the Council Tax and parking charging may decrease. As such in the case of underperformance the Council will discuss funding levels with TfL and/or investigate alternative funding sources to increase the amount of maintenance works completed annually. |
| Road traffic Casualties | • Review casualty trends/numbers and causes annually<br>• Investigate casualty plots for any 'hotspots', if such clusters exist then implement safety improvements in that location<br>• Review the type of safety improvements and locations we are investing in |

| | |
|---|---|
| | e.g. pedestrian crossings<br>• Re-evaluate the level of funding allocated to safety improvements |
| $CO_2$ Emissions | • Review $CO_2$ emissions data annually<br>• Review the levels of walking, cycling, and bus use annually; are levels achieving performance targets? How can we increase uptake of these modes?<br>• Review the uptake and preferences towards alternatively fuelled vehicles.<br>• Re-evaluate the level of funding allocated to initiatives to reduce $CO_2$ emissions.<br>• Consider the type of initiatives being used to reduce $CO_2$ emissions. |

## Table a: Mandatory Indicators

| **Locally specific targets for mandatory indicators** | | | | | | | | | | | | | v1.0 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Borough:** | | | | | | | | | | | | | |
| **Core indicator** | **Definition** | **Year type** | **Units** | **Base year** | **Base year value** | **Target year** | **Target year value** | | **Trajectory data** | | | | **Data source** |
| Mode share of residents | % of trips by walking | Calendar | % | 2008/09 | 31.8 | 2013/14 | 33.1 | | 2010 | 2011 | 2012 | 2013 | LTDS |
| | | | | | | | | | 32.1 | 32.4 | 32.7 | 33.1 | |
| Mode share of residents | % of trips by cycling / no of trips | Calendar | % | 2008/09 | 4.2 | 2013/14 | 5.5 | | 2010 | 2011 | 2012 | 2013 | Specify LTDS or borough's own screen line counts |
| | | | | | | | | | 5.2 | 5.3 | 5.4 | 5.5 | |
| Bus service reliability | Excess wait time in minutes | Calendar | Minutes | 2009/10 | 1.2 | 2013/14 | 1.1 | | 2010 | 2011 | 2012 | 2013 | iBus |
| | | | | | | | | | 1.2 | 1.1 | 1.1 | 1.1 | |
| Asset condition - principal roads | % length in need of repair | Calendar | % | 2009/10 | 14.2 | 2013/14 | 14.2 | | 2010 | 2011 | 2012 | 2013 | Detailed Visual Inspection (DVI) data supplied for each borough to TfL by LB Hammersmith and Fulham |
| | | | | | | | | | 14.2 | 14.2 | 14.2 | 14.2 | |
| Road traffic casualties | Total number of people killed or seriously injured | Calendar | Number | 2006-08 | 81 | 2013 | 42 | | 2010 | 2011 | 2012 | 2013 | London Road Safety Unit |
| | | | | | | | | | 58 | 52 | 47 | 42 | |
| Road traffic casualties | Total casualties | Calendar | Number | 2006-08 | 478 | 2013 | 263 | | 2010 | 2011 | 2012 | 2013 | London Road Safety Unit |
| | | | | | | | | | 360 | 324 | 292 | 263 | |
| CO2 emissions | CO2 emissions | Calendar | Tonnes/year | 2008 | 295 | 2013 | 247 | | 2010 | 2011 | 2012 | 2013 | GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI) |
| | | | | | | | | | 275 | 263 | 255 | 247 | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |

## Table b: Local Indicators

| Additional (non-mandatory) local targets | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |
| **Local indicator** | **Definition** | **Year type** | **Units** | **Base year** | **Base year value** | **Target year** | **Target year value** | | **Trajectory data** | | | | | **Data source** |
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | 2010 | 2011 | 2012 | 2013 | | |
| | | | | | | | | | | | | | | |

## Table c: Annual Output Monitoring Report

| **Cycling** | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Cycle parking facilities | Number of on-street spaces | |
| | Number of off-street spaces | |
| Cycle training | Number of adults | |
| | Number of children | |
| Commentary on other interventions to assist cyclists (e.g. measures to improve permeability) | Example - Throughout the past year the Council has reviewed the scope for improving permeability for cyclists by permitting contra-flow cycling on key one-way streets. Following this review and the undertaking of safety audits, 4 one-way streets have been opened up for two-way cycling. | |

| **Walking** | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Protected crossing facilities (e.g. refuges, zebra crossings, pelican crossings etc) | Number | |
| Guardrail removal | Metres | |
| Commentary on other interventions to assist pedestrians (e.g. way-finding measures such as Legible London) | Example – Following the completion of a walking audit of Ridgeway Hatch neighbourhood centre using PERS software, a total of 12 dropped kerbs were implemented in the local vicinity to improve pedestrian access to the area. | |

| **Road safety and personal security** | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Education and training interventions (e.g. theatre in education or pedestrian training) | Number | |
| 20 mph zones / limits | Number | |
| Commentary on other interventions to improve road safety or personal security (e.g. lighting and signing on key routs to stations) | Example - Improved lighting has been installed and graffiti removed at the pedestrian subway leading to Morris Green Station to improve the personal security of those travelling to the station by foot. | |

| Buses | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Bus lanes | Kilometres | |
| Accessible bus stops | Number | |
| Commentary on other interventions to assist buses (e.g. bus gates) | Example – A 25 metre stretch of bus-only road was opened in June 2009 at the new Hale Brook retail park to facilitate bus access to / from Lee Way. | |

| Smarter travel | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Development of workplace travel plans and review of existing plans | Number of workplaces | |
| Annual monitoring of school travel plans | Number of schools | |
| Walking promotions (e.g. Number of schools participating in 'Walk on Wednesdays' | Number of schools | |
| | Number of workplaces | |
| | Number of events | |
| Cycling promotions (e.g. Number of events during Bike Week) | Number of schools | |
| | Number of workplaces | |
| | Number of events | |
| Smarter driving (i.e. Eco-driving), greener vehicles, lift share and car club promotions | Number of events | |
| Public transport promotions (e.g. Freedom Pass promotions) | Number of events | |
| Commentary on other smarter travel interventions | Example - A Supplementary Planning Document has been adopted on the development of residential and workplace travel plans. | |

| Environment | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Electric vehicle charging points | Number on-street | |
| | Number off-street | |
| | Number of workplace | |
| Car club bays implemented or secured by the borough | Number on-street | |
| | Number off-street | |
| Street trees | Number of new trees planted | |
| | Number of replacement trees planted | |
| | Number felled for natural / safety reasons | |
| | Number felled for other reasons | |
| Commentary on other environmental interventions | Example – The Council installed a new air quality monitoring station adjacent to X Gyratory to supplement the four existing monitoring stations in the borough. | |

| Local area accessibility | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| Shopmobility or Scootability | Number of schemes implemented | |
| Commentary on other interventions to improve accessibility | Example - Five new personal electric vehicles were purchased to support the continued growth of the Scootability scheme operating from Cabin Walk Shopping Centre. | |

| Controlled parking and freight | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| New zones implemented | Number | |
| Waiting and loading reviews | Number | |
| Commentary on other interventions to review parking or freight issues and smoothing traffic flow | Example – The hours of operation of Wingate Park and Hammond Green CPZs have been extended on match days to deal with parking overspill generated by Wad ham Rovers Football Club. | |

| Cleaner local authority fleets | | |
|---|---|---|
| **Description** | **Unit of data** | **Number** |
| European emission standard of fleet for heavy duty diesel-engine vehicles (all vehicles with a gross vehicle weight of 8,800kg or over, including lorries and buses) | Number of Euro II vehicles | |
| | Number of Euro III vehicles | |
| | Number of Euro IV vehicles | |
| | Number of Euro V vehicles | |
| Electric vehicles in fleet | Number fully electric | |
| | Number hybrid electric | |
| Commentary on other interventions to improve the efficiency of vehicle fleets | Example - In appropriate circumstances contractor vehicle type and fleet composition is now included as part of the assessment criterion when major new contracts are procured. | |

## ANNEX A - LIP 2 POLICY MAP

| | | MTS 1 | MTS 2 | MTS 3 | MTS 4 | MTS 5 |
|---|---|---|---|---|---|---|
| | | Supporting economic development and population growth | Enhancing the quality of life for all Londoners | Improving the safety and security of all Londoners | Improving transport opportunities for all Londoners | Reducing transport's contribution to climate change and improving its resilience |
| **1 Road Safety** | | | | | | |
| LBRuT 1a | People killed or seriously injured in road traffic accidents (NI 47) | | ✓ | ✓ | | |
| LBRuT 1b | Children killed or seriously injured in road traffic accidents (NI 48) | | ✓ | ✓ | | |
| **2 Network Management** | | | | | | |
| LBRUT 2a | Temporary Road Closure (Operational) | ✓ | | | | |
| LBRUT 2b | % of Sample Inspections carried out on work carried out by Utilities (Operational) | ✓ | | | | |
| LBRUT 2c | DLO - Performance on Priority P10 (2 hour orders) and P90 (24 hour orders) (Operational) | ✓ | | | | |
| **3 Cycling and Walking** | | | | | | |
| LBRUT 3a | Footpaths and Rights of Way, ease of use by public (Operational) | | ✓ | | ✓ | ✓ |
| LBRUT 3b | Pedestrian Crossing - tactile paving (Operational) | | ✓ | | ✓ | ✓ |
| LBRUT 3c | Access to services and facilities by public transport, walking and cycling (NI 175) | | ✓ | | ✓ | ✓ |
| **4 Transport Choice** | | | | | | |
| LBRUT 4a | Approved School Travel Plans (Envy 12) | | ✓ | ✓ | ✓ | ✓ |
| LBRUT 4b | Cycle Training for years 5&6 (Operational) | | ✓ | ✓ | ✓ | ✓ |
| **5 Public Transport** | | | | | | |

| | | MTS 1 | MTS 2 | MTS 3 | MTS 4 | MTS 5 |
|---|---|---|---|---|---|---|
| | | Supporting economic development and population growth | Enhancing the quality of life for all Londoners | Improving the safety and security of all Londoners | Improving transport opportunities for all Londoners | Reducing transport's contribution to climate change and improving its resilience |
| LBRUT 5a | Bus Stops accessible and complying to the standard for disabled people (Env 1) | | | | ✓ | ✓ |
| LBRUT 5b | Bus services running on time (NI 178) | | | | ✓ | ✓ |
| LBRUT 5c | Access to services and facilities by public transport, walking and cycling (NI 175) | | | | ✓ | ✓ |
| LBRUT 5d | Working age people with access to employment by public transport (and other specified modes) (NI 176) | | | | ✓ | ✓ |
| | Local bus passenger journeys originating in the authority area (NI 177) | | | | | |
| LBRUT 5e | Bus services running on time (NI 178) | | | | ✓ | ✓ |
| **6 Environment and Public Realm** | | | | | | |
| LBRUT 6a | $CO_2$ reduction from Local Authority operations (NI 185) | | ✓ | | | ✓ |
| LBRUT 6b | Per capita reduction in $CO_2$ emissions in the LA area | | ✓ | | | ✓ |
| LBRUT 6c | Adapting to climate change (NI 188) | | ✓ | | | ✓ |
| LBRUT 6d | Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations (NI 194) | | ✓ | | | ✓ |
| LBRUT 6e | Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations. (NI 194) | | ✓ | | | ✓ |
| **7 Maintenance** | | | | | | |

| | | MTS 1 | MTS 2 | MTS 3 | MTS 4 | MTS 5 |
|---|---|---|---|---|---|---|
| | | Supporting economic development and population growth | Enhancing the quality of life for all Londoners | Improving the safety and security of all Londoners | Improving transport opportunities for all Londoners | Reducing transport's contribution to climate change and improving its resilience |
| LBRuT 7a | Principal Roads where maintenance should be considered (NI 168) | | ✓ | | | ✓ |
| LBRuT 7b | Non Principal Roads where maintenance should be considered (NI 169) | | ✓ | | | ✓ |
| LBRuT 7c | Unclassified Roads where maintenance should be considered (Operational) | | ✓ | | | ✓ |
| LBRuT 7d | Surface Footway where maintenance should be considered (Operational) | | ✓ | | | ✓ |
| LBRuT 7e | Rectification of Street Lighting Faults (non DNO) (Operational) | | ✓ | | | ✓ |
| **Major Schemes** | | | | | | |
| LBRuT 8a | Richmond Town Centre | ✓ | ✓ | ✓ | ✓ | ✓ |
| LBRuT 8b | Twickenham Town Centre | ✓ | ✓ | ✓ | ✓ | ✓ |
| LBRuT 8c | Twickenham Railway Station | ✓ | ✓ | ✓ | ✓ | ✓ |
| LBRuT 8d | Stag Brewery | ✓ | ✓ | | | |
| LBRuT 8e | Whitton High Street Improvements | | | | | ✓ |

| | | LIP Mandatory Indicator 1 | LIP Mandatory Indicator 2 | LIP Mandatory Indicator 3 | LIP Mandatory Indicator 4 | LIP Mandatory Indicator 5 |
|---|---|---|---|---|---|---|
| | | Mode Share | Bus service reliability | Asset Condition | Road Traffic Casualties | $CO_2$ Emissions |
| **1 Road Safety** | | | | | | |
| LBRuT 1a | People killed or seriously injured in road traffic accidents (NI 47) | | | | ✓ | |
| LBRuT 1b | Children killed or seriously injured in road traffic accidents (NI 48) | | | | ✓ | |
| **2 Network Management** | | | | | | |

| | | **LIP Mandatory Indicator 1** | **LIP Mandatory Indicator 2** | **LIP Mandatory Indicator 3** | **LIP Mandatory Indicator 4** | **LIP Mandatory Indicator 5** |
|---|---|---|---|---|---|---|
| | | Mode Share | Bus service reliability | Asset Condition | Road Traffic Casualties | $CO_2$ Emissions |
| LBRUT 2a | Temporary Road Closure (Operational) | | ✓ | | | |
| LBRUT 2b | % of Sample Inspections carried out on work carried out by Utilities (Operational) | | ✓ | | | |
| LBRUT 2c | DLO - Performance on Priority P10 (2 hour orders) and P90 (24 hour orders) (Operational) | | ✓ | | | |
| **3 Cycling and Walking** | | | | | | |
| LBRUT 3a | Footpaths and Rights of Way, ease of use by public (Operational) | ✓ | | | | ✓ |
| LBRUT 3b | Pedestrian Crossing - tactile paving (Operational) | ✓ | | | | ✓ |
| LBRUT 3c | Access to services and facilities by public transport, walking and cycling (NI 175) | ✓ | ✓ | | | ✓ |
| **4 Transport Choice** | | | | | | |
| LBRUT 4a | Approved School Travel Plans (Env 12) | ✓ | | | ✓ | ✓ |
| LBRUT 4b | Cycle Training for years 5&6 (Operational) | ✓ | | | ✓ | ✓ |
| **5 Public Transport** | | | | | | |
| LBRUT 5a | Bus Stops accessible and complying to the standard for disabled people (Env 1) | ✓ | ✓ | | | ✓ |
| LBRUT 5b | Access to services and facilities by public transport, walking and cycling (NI 175) | ✓ | ✓ | | | ✓ |
| **6 Environment and Public Realm** | | | | | | |
| LBRUT 6a | $CO_2$ reduction from Local Authority operations (NI 185) | | | | | ✓ |
| LBRUT 6b | Per capita reduction in $CO_2$ emissions in the LA area | | | | | ✓ |

| | | **LIP Mandatory Indicator 1** | **LIP Mandatory Indicator 2** | **LIP Mandatory Indicator 3** | **LIP Mandatory Indicator 4** | **LIP Mandatory Indicator 5** |
|---|---|---|---|---|---|---|
| | | Mode Share | Bus service reliability | Asset Condition | Road Traffic Casualties | $CO_2$ Emissions |
| LBRUT 6c | Adapting to climate change (NI 188) | | | | | ✓ |
| LBRUT 6d | Level of air quality – reduction in $NO_2$ and primary $PM_{10}$ emissions through local authority's estate and operations (NI 194) | | | | | ✓ |
| LBRUT 6e | Level of air quality – reduction in $NO_2$ and primary $PM_{10}$ emissions through local authority's estate and operations. (NI 194) | | | | | ✓ |
| **7 Maintenance** | | | | | | |
| LBRuT 7a | Principal Roads where maintenance should be considered (NI 168) | | | ✓ | | |
| LBRuT 7b | Non Principal Roads where maintenance should be considered (NI 169) | | | ✓ | | |
| LBRuT 7c | Unclassified Roads where maintenance should be considered (Operational) | | | ✓ | | |
| LBRuT 7d | Surface Footway where maintenance should be considered (Operational) | | | ✓ | | |
| LBRuT 7e | Rectification of Street Lighting Faults (non DNO) (Operational) | | | ✓ | | |
| **Major Schemes** | | | | | | |
| LBRuT 8a | Richmond Town Centre | | ✓ | ✓ | ✓ | ✓ |
| LBRuT 8b | Twickenham Town Centre | | ✓ | ✓ | ✓ | ✓ |
| LBRuT 8c | Twickenham Railway Station | ✓ | | ✓ | | ✓ |
| LBRuT 8d | Stag Brewery | | | | | |
| LBRuT 8e | Whitten High Street Improvements | ✓ | ✓ | ✓ | | ✓ |

# ANNEX B – ROAD CASUALITIES

The following graphs show the numbers of accidents over the period 1998 and 2010 that the Council has records of. The main findings are set out below:

- **All Road Users** – As you will note from chart A, our final Killed & Seriously Injured (KSI) total for 2009 of 56 is 11 casualties below the target of 67. This represents an overall 59% reduction and there is every expectation that the 50% target reduction will be achieved or exceeded by the end of 2010. For slight casualties (chart B) our performance has been excellent with a 46% reduction being achieved compared to the 25% target, relating to 147 casualties less than the target total of 536.
- **Children (Under 16)** – Our performance on the reduction of KSI casualties for children (chart C) can be somewhat unpredictable as we are dealing with low numbers and although our total of 1, representing an overall 93% reduction compared to the target of 60%, at approximately 4 casualties below our target total of 5.6 is good. An approach of quiet optimism that our target will be achieved is recommended.
- **Pedestrians** – The KSI total for pedestrians (chart D) at 14 is just two casualties below our target of 16.1, with an overall 57% reduction compared to our target percentage of 50%. Again the totals here are fairly low and hence a similar approach to that for pedestrians above is recommended.
- **Pedal Cycles** – Our performance on reduction of cycle collisions (chart E) highlights how unpredictable it can be having a low number to work with and having achieved our target of 10.7 over three separate periods, our total for 2009 stands at approximately 6 casualties above our target, with an overall reduction of 21% compared to our target reduction of 50%. Given our variable performance over the years it is difficult to be confident that our target will be achieved.
- **Motorcycles** – At 13, the total for motorcycle KSI casualties (chart F) is just one above our target of 14.5 giving an overall percentage reduction of 46% compared to the 40% target reduction. This figure has remained constant over the last two years, although our performance has fluctuated over the years, which can again be attributed to the relatively low numbers we are working with. Although it should be noted that the overall trend is downwards it is also difficult to be confident that the target will be achieved.
- **Performance Against Other London Authorities** – There are a total of 33 boroughs in London, 13 inner and 20 outer. For 2009 Richmond recorded the lowest overall casualty total for an outer London borough at 445. Across the capital we were only bettered by City of London (343). For KSI casualties the borough had the fourth and fifth lowest total respectively with 56 recorded, and the lowest recorded number of slight casualties for an outer London Borough at 389. Again a figure only bettered by City of London (297). Recorded pedestrian casualties were the lowest in London at 63. However our performance on reducing pedal cycle and powered two wheeler casualties was less successful achieving 16th and 10th lowest compared to other outer London boroughs.

**Chart A**

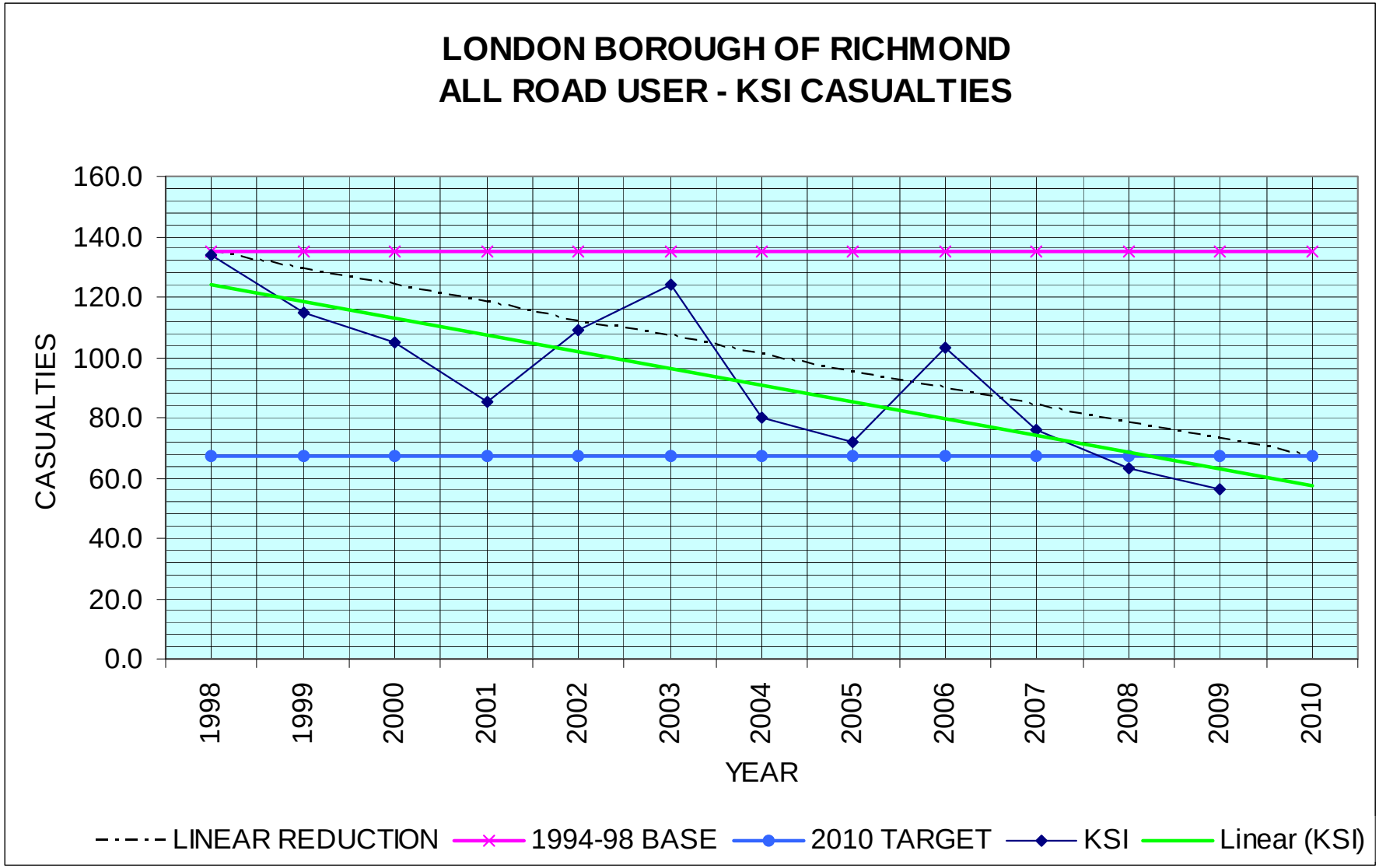

LONDON BOROUGH OF RICHMOND
ALL ROAD USER - KSI CASUALTIES
CASUALTIES
160.0
140.0
120.0
100.0
80.0
60.0
40.0
20.0
0.0
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
YEAR
LINEAR REDUCTION
1994-98 BASE
2010 TARGET
KSI
Linear (KSI)

**Chart B**

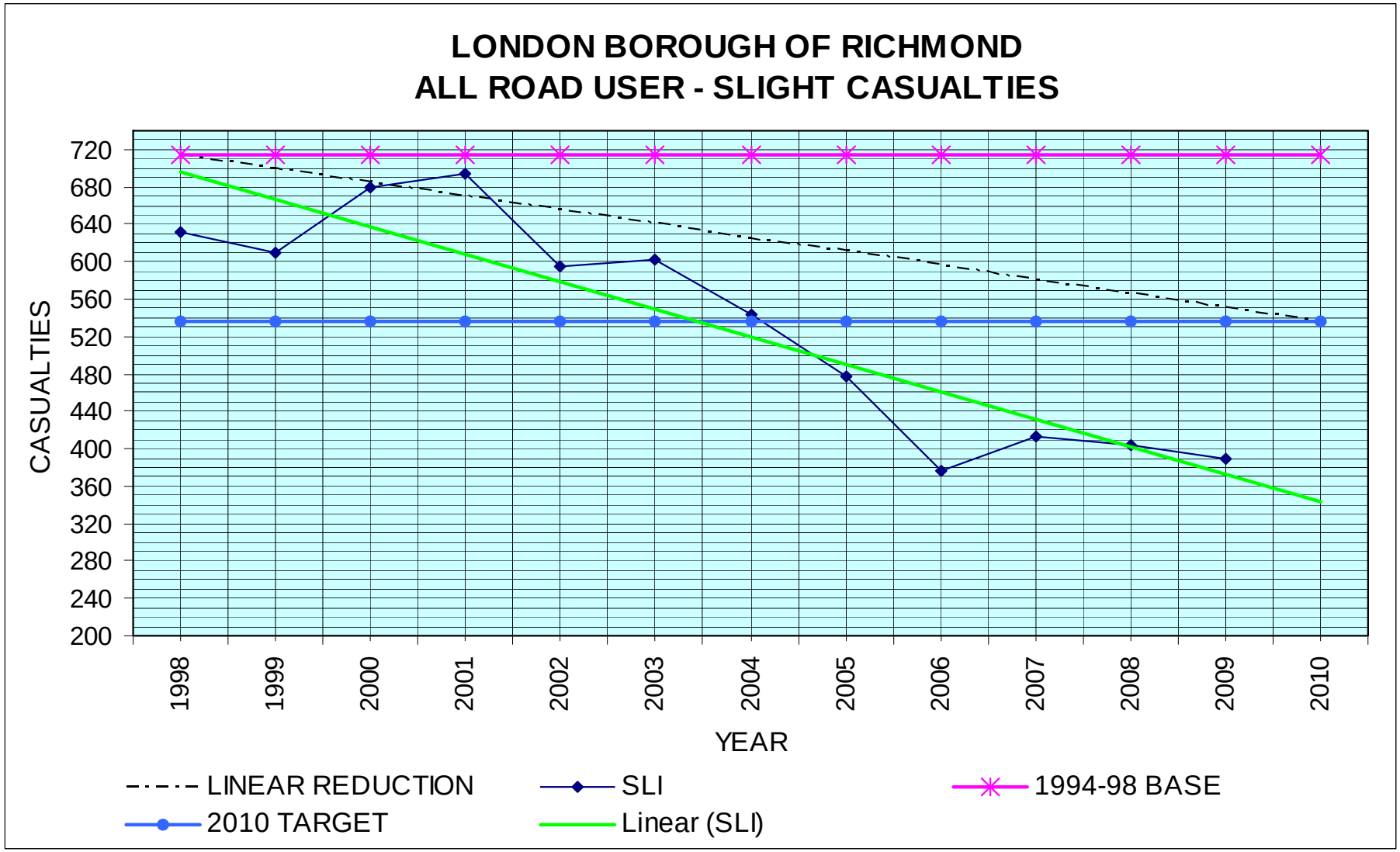

LONDON BOROUGH OF RICHMOND
ALL ROAD USER - SLIGHT CASUALTIES
CASUALTIES
720
680
640
600
560
520
480
440
400
360
320
280
240
200
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
YEAR
LINEAR REDUCTION
SLI
1994-98 BASE
2010 TARGET
Linear (SLI)

**Chart C**

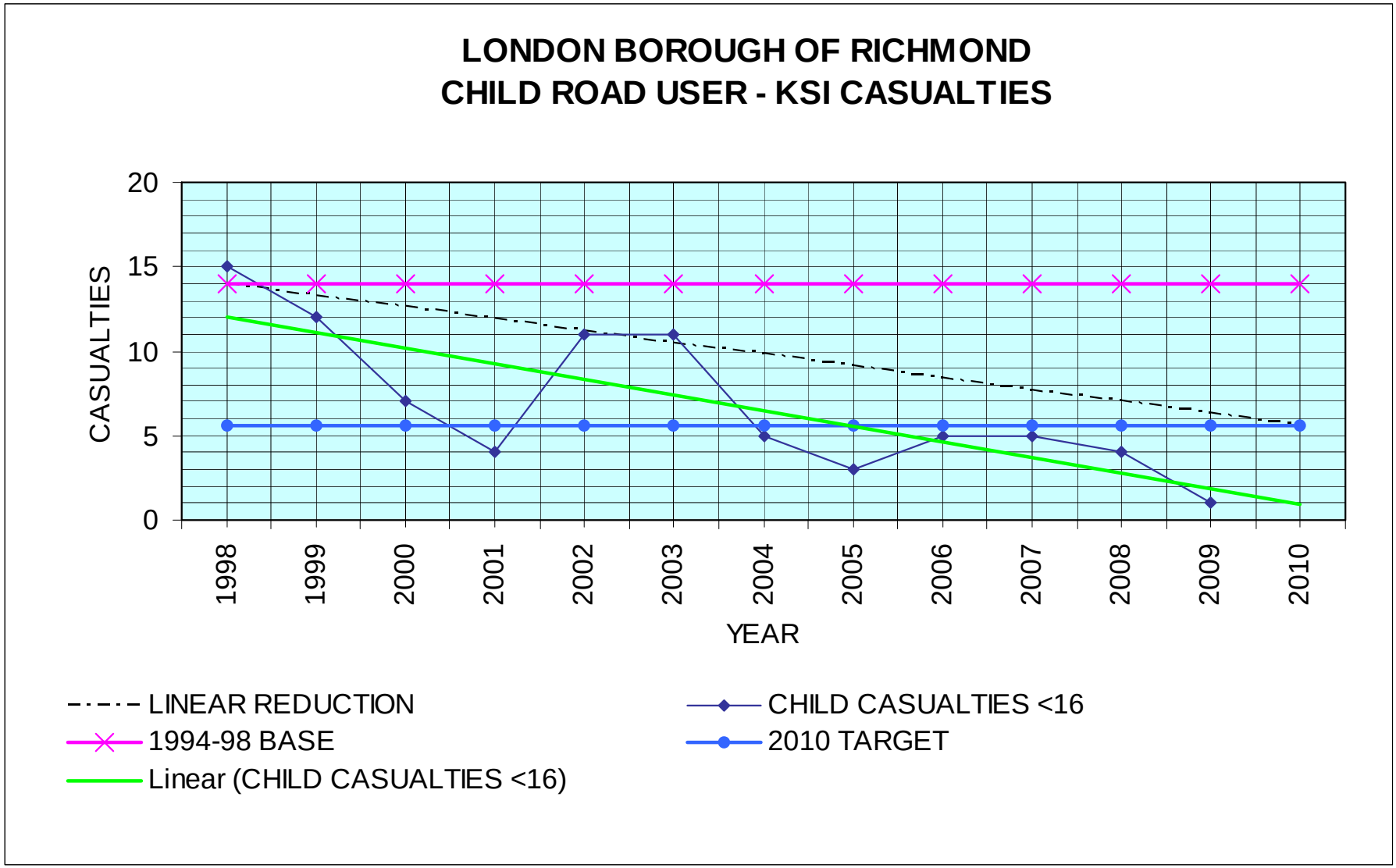

LONDON BOROUGH OF RICHMOND
CHILD ROAD USER - KSI CASUALTIES
CASUALTIES
20
15
10
5
0
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
YEAR
LINEAR REDUCTION
CHILD CASUALTIES <16
1994-98 BASE
2010 TARGET
Linear (CHILD CASUALTIES <16)

**Chart D**

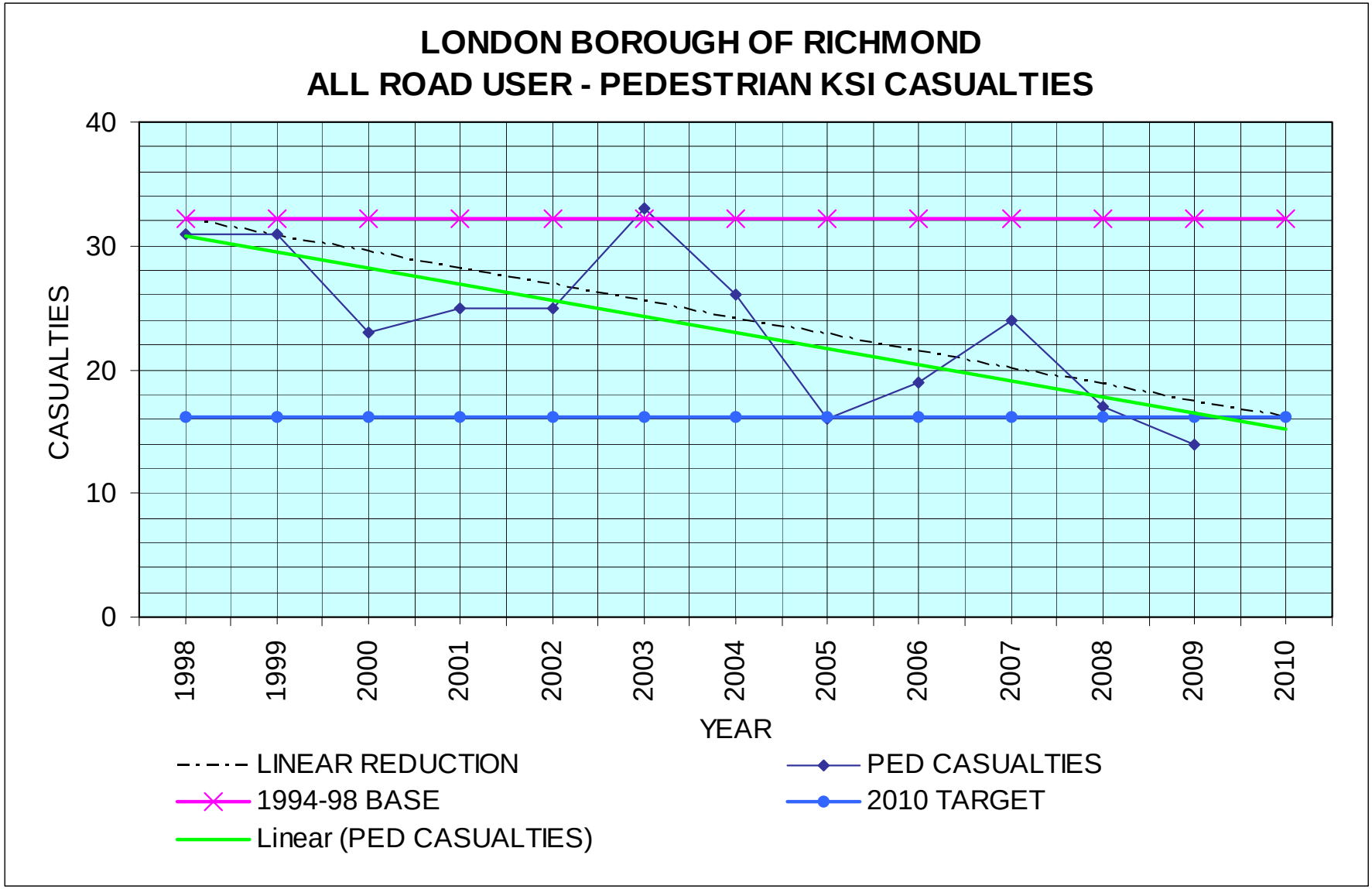
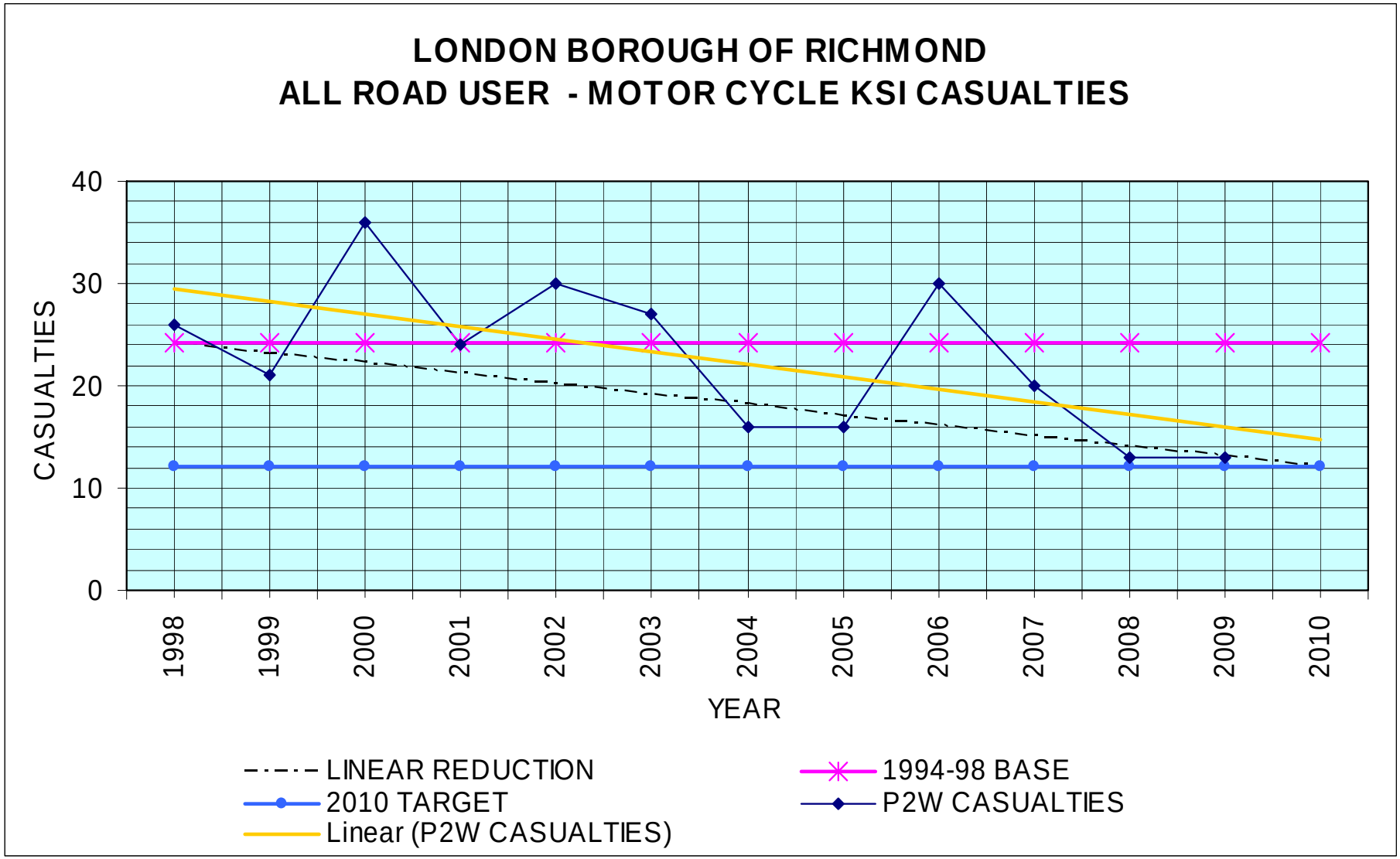

LONDON BOROUGH OF RICHMOND
ALL ROAD USER - PEDESTRIAN KSI CASUALTIES
CASUALTIES
40
30
20
10
0
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
YEAR
LINEAR REDUCTION
PED CASUALTIES
1994-98 BASE
2010 TARGET
Linear (PED CASUALTIES)

**Chart E**


LONDON BOROUGH OF RICHMOND
ALL ROAD USER - MOTOR CYCLE KSI CASUALTIES
CASUALTIES
40
30
20
10
0
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
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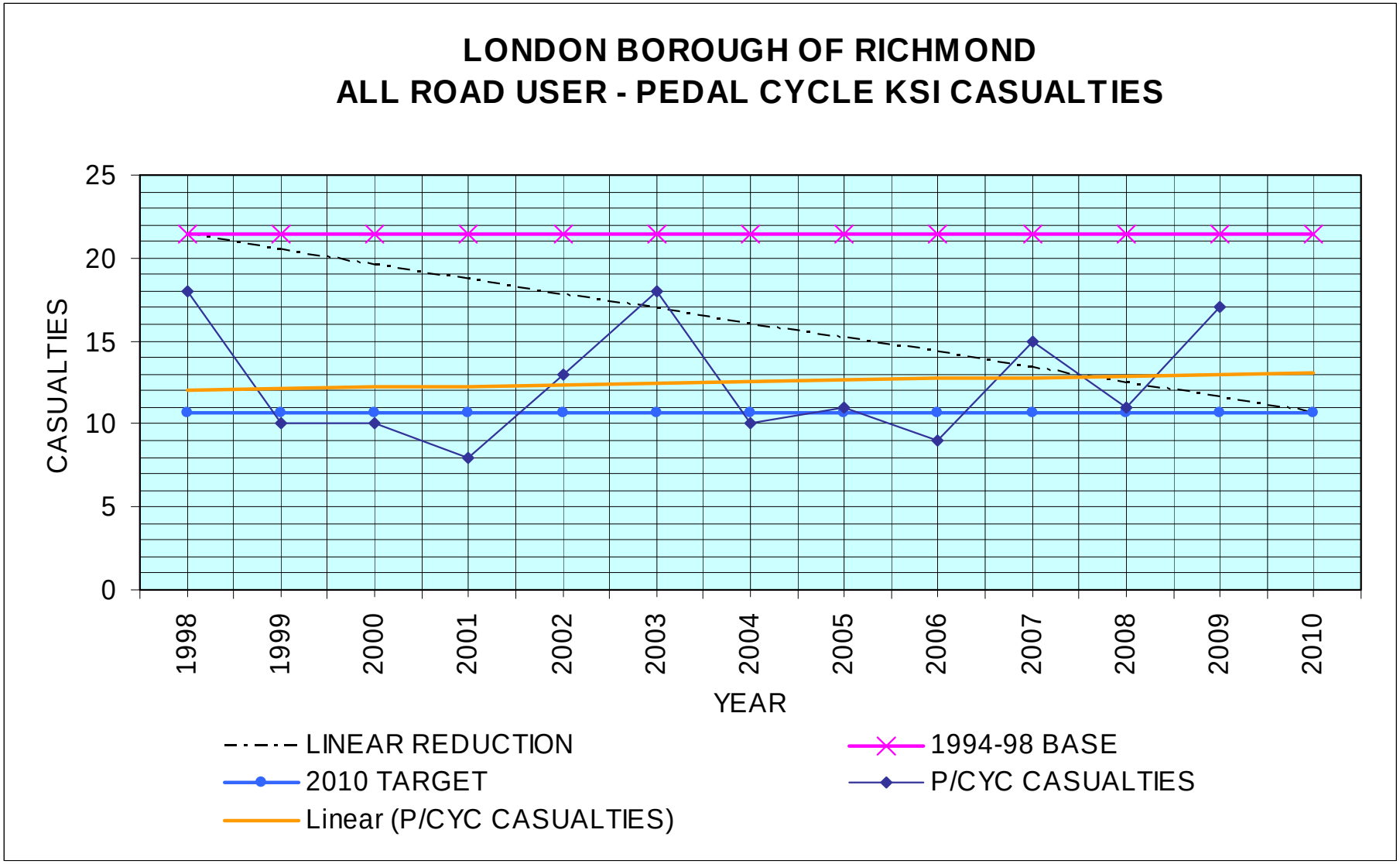
YEAR
LINEAR REDUCTION
1994-98 BASE
2010 TARGET
P2W CASUALTIES
Linear (P2W CASUALTIES)

**Chart F**


LONDON BOROUGH OF RICHMOND
ALL ROAD USER - PEDAL CYCLE KSI CASUALTIES
CASUALTIES
25
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1998
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LINEAR REDUCTION
1994-98 BASE
2010 TARGET
P/CYC CASUALTIES
Linear (P/CYC CASUALTIES)

**ANNEX C – DRAFT CYCLING STRATEGY**

# LONDON BOROUGH OF RICHMOND UPON THAMES (LBRuT)

## DRAFT CYCLING STRATEGY
### (Subject to Review & Amendment)
### (YEAR 2011-2025)

*July 2011*

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London Borough of Richmond upon Thames

# DRAFT London Borough of Richmond upon Thames Cycling Strategy

## 1. Why do we need a Cycling Strategy?

1.1. Levels of cycling in London, particularly in Central London, are increasing and there is growing interest in cycling for everyday trips to work, shopping, school, as well as for leisure and tourism purposes.

1.2. The topography, layout of the road network, large areas of green space and high levels of bicycle ownership in the Borough (compared with other parts of Outer London) make it conducive to encouraging more trips by bicycle. There are already a significant number of cyclists on the move e.g. Kingston Bridge 2000-3000+ daily cycle trips and the Teddington Lock footbridge with 1000-2000 daily cycle trips depending on the day of the week.

1.3. Transport facilities in Richmond upon Thames are well developed , with the A316 (Great Chertsey Road) and A205 (South Circular) trunk roads forming part of the Transport for London Road Network (TLRN), frequent bus services and an extensive network of walking and cycling routes. The rail network is largely radial with overland (Waterloo and North London lines) and London Underground (District Line) rail links.

1.4. The River Thames has a limited transport function and is a major corridor of transport severance but offers opportunities for recreational cycling.

1.5. There are high levels of vehicular traffic, including through traffic, which can lead to congestion particularly in peak periods. As approximately half of all car trips in Outer London are less than 2 miles in length, and on average this distance takes only 10 minutes by bicycle, there is considerable potential to encourage people to substitute short car journeys for bicycle trips.

1.6. There is considerable pressure on parking as many older properties do not have off-street provision and there is limited capacity for further on-street parking in most areas. This situation is further compounded where there is a demand for commuter parking although this is ameliorated where Community (Controlled) Parking Zones (CPZ's) have been introduced.

1.7. A greater number of cyclists can help to relieve pressure for additional car parking and release land for public use because households that use bicycle are likely to have fewer cars. A reduction in congestion and car dominated streets can help to make the Borough more attractive for visitors and residents.

1.8. In recent years the majority of Transport for London (TfL) grant funding for cycling was allocated towards the completion of the London Cycle Network Plus (LCN+), a 900 kilometres pan-London cycle route network.

1.9. With the conclusion of this project in 2009/10, the Borough will concentrate on completing the Borough's cycle route network (which includes many former LCN+ routes) and introducing cycling improvements on main roads as opportunities arise.

1.10. When the Borough's cycle network has been completed it will provide an extensive network of routes linking district centres, railway stations and green spaces. Many of

1.11. However, the road network generally should be regarded as a facility for cyclists as much as for vehicular traffic. It is recognised that cyclists can and will use the highway network for their highly individual trips and to link with the promoted cycle route network.

1.12. The National Cycle Network provides more than 12,000 miles of traffic free walking and cycling paths, quiet lanes and on-road cycling routes. National Cycle Network Route 4 (Thames Cycle Route) passes through the Borough, running between Hampton Court Palace and the Wildfowl & Wetland Trust at Barnes via Kingston Bridge, Teddington Lock, Richmond Park and Barnes.

1.13. The Government and Mayor for London are looking to local authorities to build on existing efforts to increase the numbers and safety of cycling. To realise the potential of cycling "…a combination of locally-led measures are required to encourage and facilitate cycling. These measures are likely to include both infrastructure improvements and marketing and promotional activities. They will also require political commitment and partnership working to achieve success. Boroughs who adopt this approach can aspire to achieve step-change in levels of cycling with the potential for other benefits. These include a reduction in health inequalities, thriving local town centres, and reduction in local congestion."[1]

1.14. This strategy is a response to the requirement to produce a local cycling strategy to support the Local Implementation Plan 2 which will be adopted in 2011.

1.15. The Strategy concentrates on:

- **The provision of cycle friendly infrastructure on the highway network (on and off road routes);**
- **The provision of secure cycle parking across the Borough including partnership working to provide secure cycle parking at places of employment, schools, visitor destinations and railway stations;**
- **Securing adequate funding for improved cycle facilities and maximising the benefits for cyclists from all traffic management schemes;**
- **Monitoring the outcomes and effectiveness of policies;**
- **Promoting training and support for members of the community to cycle safely and considerately;**
- **Seeking enforcement of Road Traffic laws for the benefit of all highway users;**

[1] Delivering the benefits of cycling in Outer London: Mayor for London/TfL (February 2010)

## 2. Policy Context

### National Policy

2.1. Promoting walking and cycling is an important part of the Government's drive to raise the quality of life through the creation of sustainable communities. In order to realise these, the Government has placed good design at the heart of its planning policies. Policy Planning Statement notes PPS1[2] and PPS3[3] make it clear that design is a material consideration in the planning system. PPG13[4] promotes development patterns that encourage walking and cycling. PPS4[5] places a strong emphasis on attractive pedestrian environments, keeping locations of various activities within walking and cycling distance of one another.

2.2. The Traffic Management Act 2004 placed a new duty on all local traffic authorities including TfL and London boroughs to keep traffic (including cyclists and pedestrians) moving expeditiously on their network of roads and streets. To ensure a co-ordinated approach, the Act required all local traffic authorities to appoint a Traffic Manager responsible for ensuring they meet the statutory duty to keep traffic moving on their roads. As a result of the Act, TfL and the Boroughs, both individually and collectively, are required to work closely to deliver the duty.

2.3. Cycling England[6] encouraged all local authorities to agree the appointment of a Member Cycling Champion (currently Councillor Katharine Harborne). The Champion can help to create opportunities for councils to integrate its delivery of strategies across three of the biggest challenges - congestion, health and pollution.

2.4. The appointment of a Member Champion for Cycling offers a wide range of benefits to the Authority including:

- Assisting it in meeting a wide range of policy targets and objectives;
- Facilitating the consideration of cycling in various council improvement schemes, joint working with partner organisations, meetings and other activities;
- Improving relations with external stakeholder groups, particularly those involving local cyclists;
- Enabling the Authority to tap into best practice in other authorities

- Assistance from Cycling England with professional development opportunities for Member Cycling Champions;
- Encouraging networking between councillors with an interest in promoting cycling to help disseminate best practice.

(NB Cycling England was abolished 31st March 2011)

### Greater London Policy

[2] Planning Policy Statement (PPS1): Delivering Sustainable Development ODPM
[3] Planning Policy Statement (PPS3): Housing ODPM
[4] Planning Policy Guidance (PPG13): Transport ODPM
[5] Planning Policy Statement (PPS4): Planning for Sustainable Economic Growth ODPM
[6] Cycling England is an independent, expert body, working to get more people cycling, more safely, more often. Established in 2005 by the Department for Transport, it promotes the growth of cycling in England by championing best practice and channeling funding to partners engaged in training, engineering and marketing projects.

*Mayors Transport Strategy*

2.5. Historically the majority of TfL Borough funding for cycling was allocated towards completion of the London Cycle Network Plus, a 900km pan-London cycle route network. However, funding was discontinued in 2010/2011 and London Boroughs were given the responsibility of allocating Local Implementation Plan (LIP) funding towards cycling schemes as they saw fit.

2.6. The Greater London Authority (GLA) published the Mayor's Transport Strategy – statement of intent in May 2009. It seeks to improve travel across all parts of London and recognises that many boroughs have local challenges. TfL and the Mayor propose to work with London boroughs to identify key transport issues in their areas.

2.7. The Strategy identifies several priorities :

- the importance of climate change and that London as a world class city needs to reduce emissions of greenhouse gases and lead the way in tackling climate change;

  The Mayor has committed to a target of a 60 per cent reduction in London's $CO_2$ emissions by 2025, compared to 1990 levels. Currently, ground-based transport accounts for just over a fifth of London's greenhouse gas emissions. Given the growth in population and employment that is expected in London, it is clear that achieving this target will require significant changes – both in the way that the transport system operates and the way that people travel;

- improving access between Outer London town centres and residential areas, reducing congestion and generally making it easier to make journeys that are more direct;

- Improving the health impacts of transport through active travel, the uptake of physically active modes of transport will be promoted through information campaigns, travel planning, training and improved infrastructure;

- ensuring that new developments are planned in such a way as to increase the attractiveness of walking and cycling ;

- Improving road safety – the Mayor will promote balanced streets and improved urban realm to make the roads physically safer, particularly for vulnerable users such as pedestrians and cyclists, and will provide more advice on staying safe on the roads, such as road safety campaigns aimed at young people.

2.8. The Mayor aims to deliver a cycling revolution, with a 400 per cent increase in cycling by year 2026 based on year 2001 levels. This will be achieved by improving infrastructure such as installing more cycle routes and secure cycle parking, providing better information and training and by using planning powers to make cycling an easier and more attractive option.

2.9. The Mayor's Cycle Hire Scheme for Central London was launched in July 2010 and provides approximately 6,000 hire bicycles at cycle docking stations every 300 metres within Travelcard Zone 1. A network of Cycle Superhighways is also being constructed to encourage people to ride between Outer/Inner London and Central London along direct and easy to follow routes. Currently no Superhighways are planned for the borough.

2.10. The Mayor is looking to encourage more cycling in Outer London through the creation of "cycle hubs" and has identified 13 Outer London boroughs to become 'Biking Boroughs', to help create and foster a local culture of cycling, focusing on town centres and key trip destinations[7].

*Health*

2.11. Working in partnership with NHS London and local healthcare authorities can contribute to a more active and healthier population. This is in line with the aims of NHS London's 'Go London' campaign which seeks to increase levels of physical activity by 300,000 Londoners by year 2012.

2.12. The London Health Partnership is currently working on the second stage of the London NHS Cycling Strategy and it is envisaged that all London Boroughs will benefit from this Strategy once in place. Richmond will help in promoting this once it is approved. Richmond Council is also playing its part in 'Health Eating, Active Living (HEAL) and where cycling projects can support the work of HEAL, officers will work together to promote such schemes.

**London Borough of Richmond Cycling Policy**

2.13. The Council considers that reducing the need to travel by locating new development appropriately, the promotion of walking and cycling for shorter journeys and new and improved public transport provision for longer orbital and radial travel would be the most sustainable way to plan for the Borough's future travel needs[8]. The approach is consistent with the objectives of the London Plan consolidated with Alterations since 2004 and the Mayor's Transport Strategy

2.14. The Council is promoting and providing for cycling as a utility form of transport[9]. The objective is to increase cycle usage, not just as a method of transport in its own right but as a means to reduce:

- Congestion
- Air and noise pollution
- The number and severity of road traffic collisions
- The conversion of land to highway and car parking
- Improve social inclusion; and
- Improve the health of residents, employees and visitors.

2.15. *LBRuT Richmond Parks and Open Space Strategy (2002)*

The LBRuT Parks and Open Space Strategy sets out the vision for preserving, managing and enhancing open spaces for local people and visitors alike. The strategy aims to provide high quality open space and associated facilities for the pleasure and enjoyment of visitors and residents.

The main principles to which the Council are committed to are:

Stewardship

[7] Delivering the benefits of cycling in Outer London (February 2010)
[8] LBRuT Local Development Framework Core Strategy (Adopted 2009)
[9] Local Development Framework – Core Strategy April 2009

- Protect visual and physical access to open land;
- Protect, enhance and promote the characteristic features of the LBRuT, particularly the riverside, historic landscapes and individual features of the route; and
- Improve and maintain infrastructure.

Management and Use

- Plan to provide for the needs of the community and visitors;
- Make the best use of public and private resources and maximise external funding;
- Work in partnership with the community and other local landscape agencies;
- Promote the use of open land for all;
- Reduce the fear of crime by providing healthy, safe environments and promoting activity;
- Environmental Protection;
- Maintain and enhance the LBRuT's biodiversity; and
- Providing high quality, sustainably-managed open spaces.

2.16. *LBRuT Unitary Development Plan March (UDP) 2005*

The Unitary Development Plan First Review was adopted on 1st March 2005 and outlines a series of proposals for the development of land, including measures for the improvement of the physical environment, the conservation of areas of natural beauty and the management of traffic over the next 10 years.

The key policies in relation to the Cycling Strategy include:

*ENV 6 Green Chains*
*The Council, in conjunction with neighbouring Boroughs, will have regard to the importance of interconnected green space (or green chains) as a recreation and nature conservation resource, and as a link to the countryside. Priority will be given to proposals that will provide missing links, and enhance the value of green chains for informal recreation (particularly walking) and nature conservation. Proposals which would breach the green chains with built environment will not be permitted.*

*ENV 13 Lighting including flood lighting*
*When considering proposals for lighting or floodlighting of buildings, sport, leisure or other facilities, the Council will take account of the benefits of the facilities and the effect they will have on the character and amenities of the surrounding area, including open land and in the wider context it will also take account of the impact on views from Richmond Hill, Richmond Park, and across the River Thames. Favourable consideration will be given to the replacement of existing lighting to minimise impact.*

*ENV 16 Bridleways*
*The Council will seek to improve existing bridleways and encourage the construction of new bridleways where this is feasible.*

*ENV 27 Access to the River Thames (including foreshore) and the Thames National Trail.*

*The Council will seek to maintain access to the River Thames and its foreshore, and implement the Thames Path National Trail. To that end, the Council will, on either side of the River Thames:*

*(a) Protect existing rights of way and public access to the Thames-side, and resist and proposals that would remove, narrow or impair such rights;*
*(b) Seek to provide public rights of access to Thames-side pedestrian facilities where such rights do not exist;*
*(c) Require any developments of Thames-side sites to provide a permanent, continuous, high quality public rights of way, adjacent to the river, with links to the surrounding network, and without restricted access hours;*
*(d) Ensure the following features are incorporated into new sections of riverside paths:*
*(e) Full accessibility, including for people with disabilities*
*(f) High quality design, layout and materials*
*(g) Way marking and other sign posting and street furniture in accordance with design guidelines, signs to indicate links to other walking routes, stations, bus stops etc; and*
*(h) Take opportunities to maintain, and where appropriate, enhance access to the foreshore, in conjunction with PLA*

*Exceptions to (a) and (b) will be only be considered if necessary.*

*ENV 28 Encouragement of the recreational use of the River Thames, Tributaries and Riverbanks*

*The Council will encourage the recreational use of the Thames, tributaries and their riverbanks by:*

*(a) Resisting the loss of facilities that contribute to their enjoyment;*

*(b) Encouraging new facilities and extensions to existing ones, where the physical capacity of the river and environmental considerations including the ecological implications and the amenities of riverside residents allow, subject to consultation where appropriate with the PLA; and*
*(c) Seeking to conserve, restore and enhance the natural elements of the river environment.*

*TRN 2 - The Council will support and implement limited highway schemes to improve road safety and provide benefits for pedestrians and cyclists and environmental benefits.*

*TRN 6 - The Council will develop and introduce traffic management and other measures aimed at improving road safety.*

*TRN 10 Public Rights of Way*
*The Council will seek to retain existing rights of way unless an alternative is proposed which at least as safe, convenient and attractive. The Council will seek to improve public rights of way by signposting, and maintenance and promote access through appropriate waymarking and interpretation as finance permits.*

*TRN 11 - The Council will seek to provide practical facilities for the safe and convenient movement of cyclists, including the development of a local cycle route to complement the London Cycle Network. New development must be designed to give high priority to cycle facilities and to link to the cycle route network and include secure parking in accordance with standards. It will also seek to provide and support the provision of secure parking areas for cycles in shopping and leisure centres, public transport interchanges and other public buildings. The design of new development must give high priority to cycle access and connecting into the cycle route networks*

*TRN 20 Traffic in Royal Parks*
*The Council will consider proposals to enhance the environment in Richmond and Bushy Parks.*

- *LBRuT Local Implementation Plan (LIP) 2006*

The Local Implementation Plan (LIP) is a statutory document, required by the GLA Act 1999, which set out how the Borough planned to finance and improve transport locally. The LIP proposes that existing ROW are retained and improved and seeks to develop new routes for direct, convenient, safe and secure movement across LBRuT.

The Richmond LIP recognises walking as the primary mode of transport and through a walking strategy, calls for maintenance and improvement of the pedestrian environment in the Borough.

2.17. *LBRuT Cultural Services Strategic Plan for Richmond upon Thames (2007-2012)*

LBRuT believes culture plays a crucial role in enriching the lives of those who live, work or visit in the Borough. The Cultural Services Strategic Plan identifies a series of improvements to improve access to arts, sports, libraries, museums, heritage, parks and tourism destinations. Part of the strategy's mission is to ensure that the community is fully informed of the range of amenities available locally and to ensure that the Cultural Services Division is fully informed of the needs and wishes of residents.

A 2006 Cultural Services Survey revealed that the Borough's parks and open spaces were the second most popular recreation destination. A key action identified within the strategy is to continue upgrading parks and open spaces through the provision of additional lighting and security.
The strategy calls for the development of an approach to encourage a broader range of people to enjoy the natural setting of the Borough by encouraging greater use of parks and riverside walks.

2.18. *LBRuT Community Plan (2007-2017)*

The LBRuT Community Plan aims to ensure every person, regardless of where they live, their culture, age, gender, language, disability, sexual orientation, or income, is able to access jobs, training and services and so contribute towards the future prosperity and social growth in LBRuT.

One of the key aims of the plan is to promote the use of sustainable forms of transport and so reduce the levels of air pollution and other environmental impacts resulting from road transport. Over the period 2010-2017 the LBRuT aims to:

- Increase the total number of walking trips by 10% (based on 2001 census data);
- Increase the total number of cycling trips by 80% (based on 2001 census data).

The Community Plan also aims to create greener, safer and cleaner public spaces to allow residents and visitors to make the best use of open spaces available and contribute to improved quality of life, health and community life.

2.19. *LBRuT Core Strategy adopted 2009*

*Policy CP5 Sustainable Travel*
*Policy CP10 Open land and Parks*

*Policy CP11 River Thames Corridor*
*Policy CP12 River Crane Corridor*
*Policy CP17 Health and Well-being*
*Policy CP20 Visitors and Tourism*

# 3. Cycling in Richmond upon Thames

## Existing conditions and opportunities

*Introduction*

3.1. The Borough is situated in south-west London. It covers an area of 5095 hectares (14,591 acres) and is the only London Borough spanning both sides of the River Thames with river frontage of 34 km.

3.2. The main town centre is Richmond; there are four district centres at East Sheen, Teddington, Twickenham and Whitton with many smaller centres. The Borough comprises a group of urban areas based on former villages, divided by the Thames and interspersed by large areas of open space. The character is based on the expansion of original historic villages, Royal Palaces, large houses and estates. Since the extension of the railway to Richmond in the mid 1800's the urbanisation accelerated and was largely completed by the Second World War.

3.3. Visitors come to major attractions within the Borough such as Kew Gardens (World Heritage Site), Hampton Court Palace, Richmond Park, Bushy Park, Wildfowl and Wetland Centre, and the Rugby Football Union at Twickenham. Many of these are recognised as both regional and national attractions and the promotion of sustainable transport options for visitors will enhance their attractiveness and reduce the potential for traffic congestion in the Borough generally.

3.4. The topography, layout of the road network, large amount of green spaces and high levels of bicycle ownership in the Borough (compared with other parts of Outer London) make it conducive to encouraging more trips by bicycle.

3.5. The Borough's partially complete cycle network will provide an extensive network of routes linking district centres, railway stations and green spaces. Many of these routes follow quieter residential roads, with some facilities on busier main roads to cater for different types of users and cycling abilities. The road network generally should be considered as a facility for cyclists as much as for vehicular traffic. Cyclists can and will use the highway network for their highly individual trips and to link with the promoted cycle route network.

3.6. Richmond upon Thames is the only London Borough that straddles the River Thames. The River and to a lesser extent railway lines and the Transport for London Road Network (TLRN) are corridors of transport severance in the Borough. Priority should be given to undertaking improvements to existing crossing points and promote new ones where this is practicable, particularly in places where cycling and walking routes offer substantial time and distance savings over comparable journeys by car.

3.7. The Borough recognises that the provision of secure cycle parking is an important part of any cycle route network. Cycle parking stands have been provided in many district/town centres and other trip generators throughout the Borough. The Borough has also benefited from the Mayor for London's Station Cycle Parking Projects which has delivered secure, weatherproof and CCTV coverage at most railway stations in the Borough.

3.8. The provision of cycle parking in new developments is achieved through the Development Control process which lays down minimum cycle parking provision for different types of development.

3.9. The importance of complementary measures to promote cycling should not be overlooked. The introduction of traffic calming and 20mph zones on some residential roads has improved conditions for cyclists and vulnerable road users generally.

*Opportunities*

3.10. The Borough has over 2000 hectares of open spaces. Approximately one quarter is managed by the Council and significantly there are two Royal Parks, Richmond Park (1000 ha) and Bushy Park (450 ha) which provide for regional recreation.

3.11. The River Thames offers many opportunities for recreation and cycling trips with public access to 27km of the riverbank. In addition a range of tributaries all provide additional linear green open spaces which potentially can be used as cycling and walking corridors. These include Beverley Brook, Duke of Northumberland's River, Longford River, River Crane and the Whitton Brook.

3.12. The Borough's network of Public Rights of Way (PROW) is an important asset and importance is placed on its management, maintenance and enhancement. The Authority is currently drafting a Rights of Way Improvement Plan (ROWIP) and this will be the prime means by which the Council will identify changes and improvements to the PROW network. The ROWIP will meet a statutory objective to meet the Government's aim of better provision for walkers, cyclists, equestrians and those with mobility problems.

3.13. The development of the ROWIP is intended to identify a number of improvements including:

- The development of a more accessible Borough, improving permeability both within the Borough and between the Borough and neighbouring areas;
- The development of safer, more attractive and 'greener' routes to services, areas of employment, schools and other trip generators;
- The creation of and improved access to areas of land where communities can meet and interact;
- More easily and efficiently maintained.

3.14. The Cycling Liaison Group (CLG) meets on a quarterly basis. The meetings provide an opportunity for residents and groups to discuss local cycling issues with the Cabinet Member for Traffic, Member Cycling Champion and Council Officers. The Group has a consultative role, feeding into the Borough's cycling strategy and helping to identify priorities. The current format and role of the CLG is under consideration as part of the Council's broader Business Transformation Plan (Efficiency Challenges).

The main objectives of the CLG are:

- To get more people cycling, more safely, more often
- Ensure that the needs and aspirations of cyclists are represented across the Council;
- Ensure that the LBRuT Cycle Action Plan (Cycling Strategy) is updated and fit for purpose; and

- Encourage innovation and best practice in the promotion and implementation of cycling schemes

**Current Initiatives**

**Completion of the Borough's Cycle Network**

3.15. The Borough has identified a cycle network which will provide an extensive network of routes linking district centres, railway stations and green spaces. Many of these routes follow quieter residential roads, with some cycle lanes or off-road tracks provided on busier main road routes.

3.16. An important element of the network will be the provision of secure cycle parking in Town Centres, local shopping parades, schools and workplaces. In partnership with Train Operating Companies (TOC's) the Borough is looking to provide secure covered cycle parking at all railway stations in the Borough.

**Cycle Training**

3.17. The Borough currently provides National Standard for Cycle Training (Bikeability). This training gives cyclists the skills needed to be competent and confident using their bicycles for journeys on roads in their local area.

3.18. Building on the experience of Cycling Proficiency, the National Cycle Training Standard has been developed by over twenty organisations in response to the demand for a modern, nationwide scheme that caters for today's road conditions.

3.19. The National Standard is a progressive scheme that moves through three levels to give parents the reassurance that their children have the necessary skills and confidence to cycle at each stage of their development and particularly to cycle to school.

3.20. There are three levels of training:

- Level 1 is designed for children up to 9 years old when they start to cycle on off-road facilities or when supervised by adults;
- Level 2 is usually offered to children aged 10 – 11 years old (in school years 5 or 6), allowing them to put their new skills into action on their school journeys or when accompanied by parents; and
- Level 3 is aimed at older children and adults who want to travel independently on longer journeys in a wide range of road conditions.

3.21. The priority is to help children make regular trips in their daily lives safely, conveniently and healthily. The current training programme focuses on providing Level 2 of the National Standard, which has been designed to enable children to cycle to school on quieter roads.

*Provision of training for primary school children*

3.22. The Borough trains approximately 1900 children to Level 1 in readiness for their on road training in year 6 and trains approximately 2200 year 6 children to level 2 (approximately 90% of eligible children). These levels of cycle training are some of the highest achieved across Greater London.

*Provision of training for secondary school children*

3.23. Ideally there should be provision for children at Secondary School to undertake National Standard Level 3 training to give them the skills to cycle on the longer and often busier routes to their secondary schools.

*Provision of training for adults and families*

3.24. One to one sessions and group courses for Adults and families are available.

**South West London Greenways**

3.25. In partnership with Sustrans[10] the Borough has identified a network of Greenway routes. Greenways are largely off-highway routes connecting people to parks and open spaces for leisure and utility trips. They link to other networks for cyclists and pedestrians, including the National Cycle Network, the London Cycle Network Plus (LCN+) and existing walking routes such as the Loop and Capital Ring.

The key objectives of the Greenways network are as follows:

- Improving access to and through green spaces;
- Providing for walking and cycling leisure and commuting journeys; and
- Complementing existing routes and promoting local priorities.

3.26 These are long term aspiration for the Council and they will be developed over the medium term.

[10] Sustrans is the UK's leading sustainable transport charity responsible for the delivery of the National Cycle Network

## 4. Cycling Objectives (CO)

The Cycling Strategy includes the following objectives (labelled CO):

**CO1**
**To maximise the role of cycling as a utility transport mode and reduce reliance upon the private motor car for local trips.**

**CO2**
**To develop and implement a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of cycling, walking and public transport.**

**CO3**
**To ensure that policies to increase cycling are fully integrated into the Local Implementation Plan 2 (LIP2), Local Development Framework (LDF) and into all complementary strategies including Schools, Community Plan, Parks & Open Spaces Strategy, Cultural Services Strategic Plan, public transport, environment, air quality, education, parking, health, and Rights of Way Improvement Plan (ROWIP).**

**CO4**
**Promote cycling as a leisure activity for all to both residents and visitors.**

## 5. Cycling Targets (CT)

5.1. The Cycling Strategy has identified several locally appropriate targets (labelled CT) which are realistically achievable within the specified timescales.

**CT1**
**Cycle Route Network**

**Completion of the Borough Cycle Network by year 2018, with ongoing upgrading to existing routes as funding and opportunities become available.**

**CT2**
**Station Cycle Parking**

**In partnership with South West Trains and London Underground the provision of secure, weatherproof cycle parking at all stations in the Borough by 2015. With a programme of expansion and enhanced security measures according to usage levels and rates of cycle theft (subject to funding).**

**CT3**
**Levels of cycling**

**A target of a 400% increase in cycling trips to be achieved by year 2026 based on year 2001 levels (with separate targets to be identified for school journeys).**

**CT4**
**Reduction in the rate of cycling casualties**
**To reduce the casualty rate for pedal cyclists per trip cycled by X%, within 5 years, by Y% within 10 years and by Z% by 2025 compared to casualty rates in 2010. (Percentages to be confirmed, once national and Mayoral targets are confirmed)**

## 6. Timescales

6.1. The Cycling Strategy has identified targets for 14 years and it is proposed that progress and policies will be reviewed annually and the Cycling Strategy proposals map updated.

## 7. Mechanisms/policies to deliver the objectives

7.1. As part of its integrated approach to transport, the Authority has developed policies (labelled CP) and identified programmes of engineering, encouragement, education and enforcement to increase the level of cycling as a means of transport and leisure activity.

### a. Engineering

7.2. The primary aim of engineering measures is to provide a cycle friendly infrastructure. This will comprise the road network, modified where necessary and supplemented by dedicated cycle routes and secure cycle parking, to enable cyclists to reach all destinations safely and conveniently.

7.3. The Authority will promote improved provision for cyclists by a variety of engineering measures including:

**CP1 Review**
**The Council will undertake a strategic cycling review of its existing road network and cycling routes, to be completed within 5 years, to assess locations and routes on the basis of coherence, directness, safety, attractiveness and comfort for cyclists. The Borough will undertake traffic management and/or engineering measures as necessary to treat problem sites and routes which present deterrents to cycling or where possible develop equally convenient alternatives.**

**CP2 Cycle Audits**
**The Council will require that all significant land use and highway improvement proposals incorporate a Non Motorised User (NMU) audit to ensure they provide improvements to, or as a minimum have no adverse impact on the coherence, directness, safety, attractiveness and comfort of cyclists.**

7.4. The review will address all sites where traffic danger, detours and time delays, social safety problems and local prohibitions on cycle parking or cycle access reduce the attractiveness of cycling.

7.5. The review will identify all feasible opportunities to provide cyclists with safety improvements, shortcuts, and advantages over motorised traffic. The review will form significant input into planning and prioritising the Borough cycle networks.

*Cycling Networks*

**CP3 Cycle Network**
**The Council will provide high quality networks for cyclists and priority will be given to facilitating utility trips. The highway network (including off-carriageway links) will be considered as potential routes for cyclists. The intention is to make the highway permeable for sustainable modes of transport. The network may need to be modified as necessary using traffic calming, cycle contra-flows and cycle specific facilities to ensure safe and convenient access for all.**

**CP4 Cycle Route Development**
**The Council will carry out cycle route development with the following order of priority:**

**a. Major routes which serve utility cycling trips, in particular routes between residential areas and major employment areas, shopping areas, schools and railway stations;**

**b. Recreational and leisure routes including links to the National Cycle Network (NCN Route 4 Thames Cycle Route), Greenways routes, Thames Towpath and Royal Parks; and**

**c. Other connecting utility routes**

7.6. Where possible the design of any new cycle routes should advocate making existing roads safe and convenient in preference to segregation of cyclists and vehicles.

**CP5 Cycle Route Coordination**
**The Council will improve coordination with adjoining boroughs and highway authorities to ensure that high quality, attractive and continuous routes are provided across Borough and highway boundaries.**

7.7. It is recognised that closer working with adjacent Boroughs and highway authorities including TfL, Royal Parks, Thames Landscape Strategy (TLS), Royal Borough of Kingston, LB Hammersmith & Fulham; LB Hounslow, LB Wandsworth and Elmbridge & Spelthorne District Councils (Surrey) will help to address major cycle route barriers particularly at Thames River crossings.

**CP6 Design of Cycle Network Facilities**
**The Council will provide measures to improve cyclists' safety and give cyclists greater priority (in terms of access and journey time) over other traffic on all roads with significant or potentially significant cycle flows.**

7.8. In Richmond measures are likely to cover:-

- Toucan crossings and cycle phases at traffic signal controlled junctions;
- Speed limit reductions and junction treatments to reduce traffic speeds, particularly in locations where cyclists are at most risk of collisions with motor vehicles;
- Advisory and mandatory cycle lanes supported by underlying waiting and loading restrictions to keep them clear of obstructive on-street parking;
- Recognise the importance of bus lanes and widened near-side traffic lanes on busier roads as routes for cyclists on main roads;
- Advanced stop lines at traffic signal controlled junctions to improve the safety and priority of cyclists;
- Cycle direction signing to a good standard so that routes can be followed without the reference to a paper map;

- Opening up traffic free routes, especially where they give substantial time and distance savings over a comparable journey by motor vehicle. This will be complementary to the Borough's Rights of Way Improvement Plan (ROWIP) which proposes a review of Public Rights of Way (PROW) to see if access can be broadened to other users;
- Implementing a network of 'Greenway' routes which are predominantly off-road routes which would provide opportunities for leisure, particularly for younger people and less confident cyclists;
- Work with TfL and other adjacent highway authorities to promote cycle route continuity and implementation between adjacent Boroughs; and
- Prioritise improvements to address severance of the highway network e.g. River Thames, main roads and railway lines.

**CP7 Town & District Centres**
**The Council will ensure that improvements to cycling routes to and through Town and District Centres are given a high priority. The Council will integrate measures to facilitate cycling with measures to aid pedestrians and provide secure cycle parking.**

7.9. Richmond and Twickenham Town Centres are major retail and employment centres. In considering improvements to the pedestrian environment, public transport and redevelopment, the Borough will ensure that cycling access is improved to provide for direct and continuous routes to and through Town Centres.

7.10. It is recognised that failure to provide sufficient secure cycle parking will be a major disincentive for people to visit Town and District Centres by bicycle. In many places there is limited on-street cycle parking provision and sometimes these are filled to capacity and this can lead to unsightly and potentially obstructive 'fly parking'.

7.11. In some areas there is limited potential to add substantially more cycle stands on existing footways. Innovative solutions will need to be identified and consideration given to reallocating carriageway space as for cycle parking stands, or making agreements with landowners to allow for the installation of cycle parking on private forecourts.

*Maintenance*

**CP8 The Council will introduce high quality infrastructure that reduces the need for ongoing maintenance and promotes high quality urban realm that is sympathetic to its surroundings**

**CP9 The Council will undertake high quality surface and structural maintenance, cleansing, gritting and lighting maintenance; with particular importance placed on bus routes, main roads, segregated facilities and where possible cycle routes on residential roads.**

7.12. Maintenance likely to include:

- Prompt repair of hazardous potholes;
- Regular cleansing of segregated cycle routes;
- Gritting of segregated cycle routes and routes on quieter residential roads before the morning peak in icy weather; and
- Removal of vegetation which obstructs safe passage or adequate sightlines on cycle paths.

*Planning Control*

**CP10 The Council will ensure that development does not sever routes used by cyclists and pedestrians. It will identify opportunities, and where appropriate will require developers to provide routes to and through development sites where these will deliver improvements to the cycle network and make the wider highway network more permeable to sustainable modes.**

**CP11 The Council will make use wherever possible of planning gain and commuted payments to improve infrastructure for cyclists and sustainable modes.**

**CP12 The UDP/Local Development Framework (LDF) will set standards for secure cycle parking standards for all new developments that are commensurate with the needs of the end user.**

**CP13 The Council will encourage and support local employers, shops, transport operators to provide cycle parking on their property.**

*Monitoring*

**CP14 The Council will undertake cycle traffic monitoring to measure the success of the cycling strategy and to help justify future improvements.**

*Integration with public transport*

**CP15 The Council will endeavour through partnership working to ensure that cycling is fully integrated with public transport to facilitate cycle use as part of longer journeys. This includes the provision of secure cycle parking at major transport interchanges.**

7.13. While the increasing average length of everyday journeys can often be to the detriment of increasing cycling journeys, combining the bicycle with the Overground rail network/Underground offers the opportunity to replace a significant number of car journeys.

7.14. The Borough recognises the importance of interchanges and that a combination of bicycle and the Overground rail network/Underground together can deliver fast, comfortable and door to door travel for a wide range of journeys. On the basis of a 10 minute journey time, cycling to a railway stations means that the catchment area is increased fifteen fold over walking[11].

7.15. The Borough will seek to build on projects already undertaken by TfL to improve station cycle parking by undertaking joint projects with SWT and London Underground Limited (LUL). Consideration will also be given to the provision of restricted access compounds to reduce the likelihood of theft and tampering which can be a major disincentive to undertaking journeys by bicycles.

*Cycle Parking*

**CP16 Adequate cycle parking will be provided, according to standards in the UDP/LDF at educational establishments, retail centres, public transport interchanges, leisure facilities and other major trip generators.**

[11] Department for Transport/Countryside Agency – Bike & Rail – A good practice guide

**CP17 The Council will ensure that cycle parking facilities are secure, accessible and commensurate with the needs of the end user.**

7.16. Five types of cycle parking design have been defined by trip purpose[12]:

- *Collection & delivery of items:* Providing 'ride in' facilities will reduce the hazards caused by bicycles clustered around entrances to buildings. Parking for such short stays does not necessarily need to be very secure, but does need to be close to building entrances or the place being visited.

- *Shopping type visits:* Cyclists may leave their bicycle for as long as an hour and ideally should be able to observe the bicycle. Groups of cycle stands should be located at regular intervals, so that bicycles do not have to be parked more than a short walk from the final destination.

- *Meetings & appointments:* Use may be irregular and can be for longer periods of time. Users favour locations where lighting and surveillance are perceived to be good, usually at or near to main building entrances.

- *Workplace:* This requires all day use on a regular basis. Demand for such parking is likely to justify larger groups of racks, often within areas where there is controlled access, CCTV, monitoring and possibly lockers.

- *Domiciliary parking:* This requires high standards of security for parking, and should aim to avoid the need to take bicycles a long way into the building.

**b. <u>Encouragement</u>**

7.17. The Authority will support its engineering programmes with pan-London and local encouragement and publicity strategies, including

*Danger Reduction and Cycle Safety Action Plan*

**CP18 The Council supports the Mayor of London's Cycle Safety Action Plan to ensure that the desired increase in cycle use does not result in an increase in the rate of cyclist casualties.**

7.18. The safety of cycling is a major cause of public concern and is the reason most often given by non-cyclists why they do not intend to take up cycling (27%)[13]. Safety is an issue amongst those who already cycle, with 10% of current cyclists stating that they did not ride more in 2009 than 2008 because of their concerns about safety[14].

7.19. The current target in London is to reduce the number of cyclists killed or seriously injured (KSI) in London by 50% by the end of 2010 compared to the 1994-98 average.

[12] Department for Transport Traffic Advisory Leaflet 5/02 Key elements of cycle parking provision
[13] &[14] Transport for London Cycling Attitudes Report 2009

New targets for reducing the number of cyclists killed or seriously injured will be set in the context of the Mayor's Transport Strategy and emerging national Government targets on road safety.

7.20. The Mayor of London has published a Cycle Safety Action Plan with the objectives of:

- To ensure the future growth of cycling in London accompanied by a reduced rate of cycling casualties;
- To increase the perception that cycling is a safe and attractive transport option;
- To make progress towards achieving the existing and future targets for reducing cyclists killed or seriously injured; and
- To ensure London continues to be a word leader in developing effective cycling safety improvements underpinned by analysis and a sound understanding of the cause of collisions.

7.21. The Action Plan attempts to reduce road traffic danger through programmes of engineering measures, education and enforcement strategies. It has identified actions to improve cyclists' safety for cyclists and minimise casualties. These have been grouped into the following action areas:

- Safer Infrastructure;
- Training & Information;
- Communication of cycling safety messages to all road users;
- Enforcement against irresponsible road user behaviour;
- Improved regulation;
- Improved vehicle technology;
- Action to address commercial driving and working practices;
- Action to improve research and monitoring; and
- Continued partnership working

*Cycle Theft reduction*

**CP18 The Council will work with partners to address cycle theft and vandalism as it recognises this is a deterrent to people undertaking utility cycling trips.**

7.22. TfL have published a Cycle Security Plan in partnership with its policing partners the British Transport Police, City of London Police and the Metropolitan Police Service.

The plan sets out what the partnerships have done, and plans to do, in relation to prevent and deter the risk of cycle theft or damage of bikes. It wants all cyclists to enjoy cycling, free from the risk of theft or criminal damage to their bicycle.

Proposals include:

- Establishment of a dedicated TfL-funded Cycle Task Force in the Metropolitan Police Services Safer Transport Command to investigate and tackle organised cycle theft and disrupt the market and trade in stolen second-hand bikes and parts;
- Tackle cycle theft at problem locations prioritised at a local level by policing partners;
- Educate cyclists to prevent bicycle theft;
- Develop an effective code of practice for sellers, second-hand resellers, internet retailers, trading standards and insurance companies (similar to the responsible retailers agreement);
- Establish a single, endorsed register for all marked bikes in London so police and retailers can search and verify the legitimate owners of bicycles; and
- Increase the availability of designated cycle parking in public places where cyclists can securely leave their bicycles.

7.23. The Council will prioritise the following measures:

- Provision of secure and convenient cycle parking commensurate with needs of the end user;

- Work in partnership with TOC's and LUL to identify a programme/funding of secure cycle parking at stations in the Borough. This may include the provision of secure restricted access compounds such as those provided at Surbiton (Royal Borough of Kingston upon Thames) and Finsbury Park;

- In partnership with Registered Social Landlords (RSL), Housing Associations, Residents Associations and LBRuT Housing the provision of secure cycle parking at multi-occupancy developments where cycle storage can be difficult; and

- A mid to longer term aim of providing a Secure Cycle Parking Centre in Richmond Town Centre to provide some or all of the following:
    - Supervised cycle parking;
    - Showers and changing facilities;
    - Services of a retail shop; and
    - Cycle hire.

*Cycle Friendly Employers*

**CP19 The Council will continue to encourage employers to assist with the implementation of cycle friendly employer initiatives.**

7.24. The Council has an important role in encouraging local employers to promote cycling to work by their employees, and where practicable promote the use of bicycles for local business trips.

*Schools Cycling Strategy*

**CP20 The Council will identify barriers to cycling and strategies to address them to help facilitate cycling as a means to improve:**

**a. Safety;**
**b. Health and fitness;**
**c. Independent mobility; and**
**d. Reduce congestion and traffic danger around schools.**

*Complementary publicity*

**CP21 The Council will support its infrastructure measures with a programme of complementary publicity to encourage and promote cycling to emphasise the convenience, financial and environmental benefits of cycling.**

7.25. Cycling is an activity that can be undertaken by the majority of the population as part of their daily routine. Promotion of the real benefits of cycling and addressing attitudinal barriers will be an important way of getting the step change in the numbers of people cycling.

Attitudinal barriers include:

- Fear of traffic and feelings of vulnerability, particularly when undertaking unfamiliar journeys;
- Convenience of the car;
- People not sure that cycling is for them;
- Lack of mechanical knowledge to deal with punctures etc;
- Cycling perceived as incompatible with busy/complicated lifestyles; and
- Perceptions that the distance to cycle is too far.

### c. Consultation

7.26. Richmond will consult with all its stakeholders promoting cycling.

*Consultation with local cyclists*

**CP22 The Council will ensure that local cycling groups are consulted with, over its programme of cycling improvements and highway schemes.**

### d. Education

*Cycle training*

**CP23 The Council will support and promote a programme of National Standard (Bikeability) cycle training:**

**a. Support and promote on-road National Standard cycle training to year 5&6 children attending Borough schools;**

**b. Support and promote family courses through schools;**

**c. Support and promote cycle maintenance courses; and**

*Education campaigns targeting other road users*

**CP24 The Council will support national and local campaigns aimed at educating cyclists about responsible behaviour and other road users about considerate driving and the needs of vulnerable road users.**

### e. Traffic Enforcement

**CP25 The Council will work in partnership with the Metropolitan Police to ensure that the enforcement of traffic law receives a high priority.**

7.27. The Borough will support Metropolitan Police enforcement of footway cycling, the use of lights after dark and conformance with traffic signals and regulations.

## 8. Monitoring & Review of policies and action

**CP26 The Council will monitor cycle use, injury collisions involving and information on cycle theft.**

8.1. The Borough has cycle counters at 8 locations across the Borough and these provide directional cycle trip data at hourly intervals 24 hours per day/365 days a year.

## 9. Staffing requirements

**CP27 The Council will aim at providing adequate resources and expertise to help meet the targeted increase in cycling.**

9.1. Adequate resources are required to co-ordinate and deliver the Council's cycling programmes and disseminate best practice. This will include considering the needs of cyclists in all highway/traffic management improvement schemes.

## 10. Funding

**CP29 The Council will identify the necessary funding for cycling and will establish budgets to help deliver the objectives.**

10.1. For the cycling strategy to achieve its objectives the Borough will need to identify and prioritise the necessary funding from revenue/CLG/LIP grant funding allocation. Opportunities for partnership working and sponsorship from businesses will be fully explored and these will get more important in future years.

10.2. It is acknowledged that cycling specific budgets are unlikely to deliver the step changes in the number of cycling trips that the Borough wishes to achieve. The potential lies in maximising the benefits for cyclists and vulnerable road users generally, from all traffic management schemes including highway maintenance.

## 11. Cycling Action Plan

| **Priority Area**<br><br>*Cycle-Friendly road network* | By end of 2010/11 | By end of 2015/16 | By end of 2020/21 | By end of 2025/26 |
|---|---|---|---|---|
| **Cycle Audits** | i).Continue existing arrangements to undertake cycling audits on all highway improvement schemes. | i).Cycle audits used to assess all new cycling, highway and land use development projects | i).Cycle audits used to assess all new cycling, highway and land use development projects | i).Cycle audits used to assess all new cycling, highway and land use development projects |
| **Strategic cycling review of road network** | i).Plans developed for a strategic five year cycling review of the Authority's existing highway network (including off-carriageway routes as part of the Rights of Way Improvement Plan ROWIP) | i).Completion of strategic review of the Authority's existing highway network.<br><br>Ongoing input from the strategic cycling review to the development/refinement of the Borough's Cycle Network | i).Ongoing reviews of the highway network and cycling specific facilities to identify opportunities for safety and convenience improvements. (included as part of highways improvement/maintenance schemes) | i).Ongoing reviews of the highway network and cycling specific facilities to identify opportunities for safety and convenience improvements. (included as part of highways improvement/maintenance schemes) |

| | | | | |
|---|---|---|---|---|
| **Cycle Networks** | | i) Substantial completion of the Borough's Cycle Network including cycle direction signing.<br><br>ii) Substantial completion of the Borough's Greenways Network including confirmation of Cycle Tracks Orders on several sections of the Thames Towpath to formally allow cycling.<br><br>iii) Substantial completion of cycle network on the Transport for London Road Network (TLRN) | i).Upgrading of cycle network to accommodate increased levels of usage/demand<br><br>ii) Substantial completion of Thames Landscape Strategy (TLS) alternative "dry routes" for pedestrians and cyclists during times of Thames flooding. | i). Upgrading of cycle network to accommodate increased levels of usage/demand. |

| **Priority Area**<br><br>*Complementary Infrastructure measures* | By end of 2010/11 | By end of 2015/16 | By end of 2020/21 | By end of 2025/26 |
|---|---|---|---|---|
| **Cycle Parking** | | i). In partnership with TfL provide cycle parking at all shopping and district centres.<br><br>ii) Subject to funding the development of a manned cycle parking centre with repair and changing facilities in Richmond (and or Twickenham) Town Centre. | i). In partnership with TfL provide additional cycle parking at all shopping and district centres to meet increasing levels of cycling. | i) In partnership with TfL provide additional cycle parking at all shopping and district centres to meet increasing levels of cycling. |
| **Schools Cycle Parking** | i). 50% of schools with secure cycle parking. | i).100% of schools with secure cycle parking.<br><br>ii).Ongoing programme of expansion/upgrading of existing provision to cope with increased levels of cycling to school. | i).Ongoing programme of expansion/upgrading of existing provision to cope with increased levels of cycling to school. | i).Ongoing programme of expansion/upgrading of existing provision to cope with increased levels of cycling to school. |
| **Integration with Public Transport** | i).In partnership with TOC's and LUL agree forward programme of secure cycle parking at stations.<br><br>ii). Continue to champion the needs of Outer London rail commuters for cycle hire/cycle centres at London mainline Termini. | i).In partnership with TOC's, the provision of secure and weatherproof cycle parking (including compounds where appropriate) at all railway stations in the Borough. | i). In partnership with TOC's, the ongoing upgrading and expansion to meet demand for secure/weatherproof cycle parking at stations. | i). In partnership with TOC's, the ongoing upgrading and expansion to meet demand for secure/weatherproof cycle parking at stations. |

| **Priority Area**<br><br>*Complementary Publicity and encouragement measures* | By end of 2010/11 | By end of 2015/16 | By end of 2020/21 | By end of 2025/26 |
|---|---|---|---|---|
| **Levels of Cycling** | i). Existing levels of cycle usage monitored using automatic cycle counters installed at 9 sites across the Borough. | i). 200% increase in cycling levels compared with 2001 baseline.<br><br>ii) 10% of journeys to LEA schools by bicycle.(4% in 2010) | i). 300% increase in cycling levels compared with 2001 baseline<br><br>ii) 20% of journeys to LEA schools by bicycle. | i). 400% increase in cycling levels compared with 2001 baseline<br><br>ii). 30% of journeys to LEA schools by bicycle. |
| **Collisions** | i). Cyclist casualty rate per trip cycled to be estimated from collision statistics & total trips from cordon counts/travel diary surveys.<br>ii). Adoption of the TfL Cycle Safety Action Plan. | i).Cyclist casualty rate per trip cycled reduced by X (TBC) % compared to 2010.<br>(Percentage to be agreed) | i).Cyclist casualty rate per trip cycled reduced by Y(TBC)% compared to 2010.<br>(Percentage to be agreed) | i).Cyclist casualty rate per trip cycled reduced by Z(TBC)% compared to 2010.<br>(Percentage to be agreed) |
| **Theft** | i).Theft reduction strategy to be developed in partnership with Metropolitan & British Transport Police. | i). Reduce the level of cycle theft by 25% compared to levels of reported theft in 2010. | i). Reduce the level of cycle theft by 40% compared to levels of reported theft in 2010. | i).Further reductions in reported levels of cycle theft if possible. |
| **Member Cycling Champion** | i). Cllr Katharine Harborne appointed as Member Cycling Champion to assist with raising the profile of cycling in the Borough and encourage joint working with partner organisations. | I). Ongoing appointments of Member Cycling Champions with Ward Member Champions appointed to 'champion' local ward issues. | I). Ongoing appointments of Member Cycling Champions with Ward Member Champions appointed to 'champion' local ward issues. | I). Ongoing appointments of Member Cycling Champions with Ward Member Champions appointed to 'champion' local ward issues. |

| | | | | |
|---|---|---|---|---|
| **Employers** | i) Bicycle User Group (BUG at Authority site(s).<br><br>ii) Secure cycle parking, lockers and showers at Authority site(s). | i).BUG's and adoption of Cycle-friendly employer initiative at 20% of larger workplaces. | i). BUG's and adoption of Cycle-friendly employer initiative at 30% of larger workplaces. | i). BUG's and adoption of Cycle-friendly employer initiative at 50% of larger workplaces. |

## 12. References


- Bikeframe – A model cycling policy published by the Cyclists' Public Affairs Group (1997)

***Department for Transport***

- Bike and Rail – a good practice guide
  http://crc.staging.headshift.com/files/CA175-BikeandRail-AGoodPracticeGuide.pdf

- Traffic Advisory Leaflet (Index)
  http://www2.dft.gov.uk/pgr/roads/tpm/tal/

***Cycling England***

- Member Cycling Champion
  http://webarchive.nationalarchives.gov.uk/20110407094607/http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2008/09/080208_member_champions_invitation.pdf

***London Borough of Richmond upon Thames***

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  http://www.richmond.gov.uk/str_main_report.pdf

- LBRuT Unitary Development Plan March (UDP) 2005
  http://www.richmond.gov.uk/home/environment/planning/unitary_development_plan/udp_online_version.htm

- LBRuT Richmond's Community Plan (2007-2017)
  http://www.richmond.gov.uk/community_plan_2007_17.pdf

- LBRuT Cultural Services Strategic Plan for Richmond upon Thames (2007-2012)
  http://www.richmond.gov.uk/culturalservicesplan2007.pdf

- LBRuT Local Development Framework – Core Strategy (adopted April 2009)
  http://www.richmond.gov.uk/core_strategy-3.pdf

- Assessing Richmond upon Thames' performance – Results of the Place Survey 2008/9 for the London Borough of Richmond upon Thames and partners published by IPSOS/MORI (July 2009)

***Planning***

- Planning Policy Statement (PPS1): Delivering Sustainable Development ODPM
  http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf

- Planning Policy Statement (PPS3): Housing ODPM
  http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf

- Planning Policy Statement (PPS4): Planning for Sustainable Economic Growth ODPM
  http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf

- Planning Policy Guidance (PPG13): Transport ODPM
  http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf

***Traffic Management Act***

- Traffic Management Act 2004 – Network Management Duty Guidance. http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart2/tmafeaturespart2.pdf

***Transport for London***

- Attitudes to Cycling Research Report published by Synovate/Transport for London (May 2009) http://www.tfl.gov.uk/assets/downloads/businessandpartners/attitudes-to-cycling-2008-research-report.pdf

- Mayor's Transport Strategy – statement of Intent published by GLA (May 2009) http://www.london.gov.uk/archive/mayor/publications/2009/docs/transport-strategy.pdf

- Cycle Safety Action Plan published by Transport for London (2010) http://www.tfl.gov.uk/roadusers/cycling/13382.aspx

- Delivering the benefits of cycling in Outer London published by Transport for London (February 2010) http://www.tfl.gov.uk/assets/downloads/businessandpartners/benefits-of-cycling-report.pdf)

- Cycle Security Plan published by Transport for London (2010) http://www.tfl.gov.uk/assets/downloads/corporate/cycle-security-plan.pdf

***Sustrans***

- Sustrans sustainable transport charity http://www.sustrans.org.uk/

# ANNEX D – LIP2 CONSULTATION STRATEGY

## Transport Local Implementation Plan (LIP) – 2011 to 2014

### The Consultation Approach

A broad based consultation reaching out to interested residents, key internal and external stakeholders and neighbouring local authorities to identify Richmond's transport priorities and policies, in the context of Mayors Transport Strategy for the next four years.

### Methodology

The principle means of communication will be:

- Email sent out to Statutory and Non-Statutory Consultees – Link to Authority's website where Draft LIP2 documents can be found. Provides the consultees with the opportunity to feedback their views and issues related to each area of Transport policy.

- TfL consultation, liaise with key members of staff.

- Cabinet Meeting of 23 March 2011, granting of delegated powers to Cabinet Member for Traffic, responsible for over seeing the final stages of draft.

- Post-Cabinet Consultation after draft finalised.

The comments received will be collated, analysed and summarised in the format below for discussion with the Cabinet Member for Traffic.

| 1. All comments made | 2. Officer comment | 3. Proposed Action (any proposed action would have to be agreed by Cabinet) |
|---|---|---|

Along with the draft LIP2, the findings from the consultation will be then be reported to Cabinet on **23 March 2011**. At the Cabinet meeting the draft will be discussed together with the comments received. Delegated powers will be granted to the Cabinet Member for Traffic to manage the development of the LIP2 to a position where the Cabinet will be happy with its final form. This will speed up the process of completing the LIP2 and associated documents including the Strategic Environmental Assessment and Equalities Impact Assessment.

### Costs of consultation

The idea is to keep costs to a minimum. The costs incurred for designing and printing quantities of brochures/questionnaire and posters will be avoided by undertaking a web-based consultation. (Obviously a few hard copies of the consultation documentation (word document) need to be available at Civic Centre and in the local libraries for people who do not have access to the website. This should amount to £200 max).

Most of the costs will be Officer- time costs for writing the documentation and questionnaire design, web team time and analysis of results into a schedule and report. There will be a cost of £100 for the local press ad insertion.

**Proposed schedule of activity**

| Target groups | Consultation period in 2011 | Methods of communicating the consultation | Feeding back results |
|---|---|---|---|
| Cabinet members | 25 February – 15 March | Email informing members with links to draft documents | Summary Paper submitted to 23 March 2011 Cabinet Meeting, alongside draft LIP2<br><br>Email summary to all Members and Stakeholders |
| All Members informed. | | | |
| Council officers/Other policy document consultation findings. | | | |
| Statutory consultees - Professional stakeholders. | | | |
| Amenity groups. | | | |

The second main consultation on the completed draft LIP2 was undertaken between 25 February 2011 and 15 March 2011 and the consultation was carried out with those statutory consultees set out in the LIP2 Guidance together with the Council's own list of consultees, reflecting the unique conditions in our Borough.

The GLA Act 1999 places a duty on Richmond, when preparing a LIP, to consult:

• The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis.
• TfL.
• Where appropriate, organisations representing disabled people
• Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan.
• Any other person required to be consulted by the direction of the Mayor.

In all we received sixteen responses and TfL's own comments on the document. They made the general comment that it reads as a good draft although work is needed to re-organise sections and that we should address in a clearer way that the core requirements and information needed to be set out are done so in a clearer way. It is felt that these comments were fair and so these have been reflected in work done on the LIP2 since receiving them.

The comments we received are set out in the tables below. First are the comments received in the Initial consultation, and then followed by those received this year in the Main Consultation between 25/02/11 and 15/03/11.

In the process of writing the Equality Impact needs Analysis (EINA) officers were called to be examined before the Council's Equality Stakeholder's Scrutiny Group whose purpose was to act as a critical friend in the area of Equality. It is a helpful process designed to help service areas, including transport, consider issues that they may have overlooked or not included. The cross examination of officers proved very useful to developing the overall LIP2.

## RESULTS OF INITIAL PUBLIC CONSULTATION: Response to key Transport Objectives

| Respondent Reference | Objective 1: Supporting Economic Development | Objective 2: Enhancing the Quality of Life for all Londoners | Objective 3: Improving the safety and Security of all Londoners | Objective 4: Improving Transport Opportunities for all Londoners | Objective 5: Reducing Transport's contribution to climate change and improving its resilience |
|---|---|---|---|---|---|
| | | | | | |
| AF162412E | Improving access to local shops, restaurants and pubs, Improving access to other businesses. Remove the barriers to traffic flowing as efficiently as possible such as poorly phased traffic lights, unnecessary traffic lights, under-used bus lanes, the over-supply of buses in the outer suburbs (so many off-peak are empty) and the over-use of speed bumps | Improved vehicle parking | Promoting safer travel on public transport. More secure public transport waiting facilities | Physical road improvements | Encouraging walking and cycling |
| AF161242E | Improving access to local shops_ restaurants and pubs ,Encouraging development and growth in areas of need and opportunity | Promoting public safety _ and in particular a safer public transport environment. More frequent public transport services. Less crowded public transport services | Managing vehicle speed on local roads. More secure public transport waiting facilities | More frequent and reliable bus services. Improved ticketing and timetable information. Physical road improvements | Improved public transport. Encouraging walking and cycling |
| AF160055E | Improving access to local shops_ restaurants and pubs ,Improving access to other businesses, | Creating a cleaner, healthier and more attractive environment, Improved links to and | Apply rules of the road to cyclists. Eliminate street clutter. And (whilst I appreciate it falls outside | Improved ticketing and timetable information. Improved accessibility of rail stations. Physical road | Improved public transport. Encouraging walking and cycling |

| | | | | | |
|---|---|---|---|---|---|
| | Managing the transport impacts of new residential developments | around the river. More frequent public transport services | the scope of this plan), more visible beat police. | improvements | |
| AF162720E | Conserving and restoring local heritage. Managing the transport impacts of new commercial developments. Managing the transport impacts of new residential developments | Creating a cleaner_ healthier and more attractive environment. Improved vehicle parking. Clear local pedestrian signage | Managing vehicle speed on local roads. Making travel to school safer. More secure public transport waiting facilities | More frequent and reliable bus services. Improved accessibility of rail stations. Physical road improvements | Reducing local pollution, Restricted access of HGVs - Heavy Goods vehicles in town centres. Encouraging walking and cycling |
| AF164107E | Conserving and restoring local heritage ,Improving access to local shops_ restaurants and pubs ,Managing the transport impacts of new residential developments | Improved vehicle parking. Improved links to and around the river. Better information about public transport services | Promoting safer travel on public transport. Making travel to school safer. Improved security on paths _e.g._ lighting or CCTV_ | Improved accessibility of rail stations. Information on cycle routes and the location of facilities. Physical road improvements | I have no comments on this matter |
| AF163180E | Improving access to local shops_ restaurants and pubs. Managing the transport impacts of new commercial developments. Encouraging development and growth in areas of need and opportunity | Promoting public safety _ and in particular a safer public transport environment. Improved vehicle parking, Improved links to and around the river | Managing vehicle speed on local roads, Improved security on paths _e.g._ lighting or CCTV. Clearly signed cycle routes | Information on cycle routes and the location of facilities., Physical road improvements | Restricted access of HGVs _Heavy Goods vehicles_ in town centres. More electric vehicle charging points. Encouraging walking and cycling |
| AF163702E | Conserving and restoring local heritage. Managing the transport impacts of new commercial developments. Managing the transport impacts of new residential developments | Improved links to and around the river. More frequent public transport services. Less crowded public transport services | I have no comments on this matter | Dealing with barriers to independent mobility to ensure transport is for all | Improved public transport. Encouraging walking and cycling |
| AF160049E | Managing the transport impacts of new commercial | More frequent public transport services. Better public transport waiting | Managing vehicle speed on local roads. Promoting safer travel on public | More frequent and reliable bus services. Improved ticketing and timetable | More electric vehicle charging points. Improved public |

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| | developments. Managing the transport impacts of new residential developments. Supporting access to key tourist attractions | facilities. Better information about public transport services | transport. Making travel to school safer | information. Improved accessibility of rail stations | transport. Encouraging walking and cycling |
| AF161490E | Managing the transport impacts of new commercial developments. Managing the transport impacts of new residential Developments. Encouraging development and growth in areas of need and opportunity | Promoting public safety _ and in particular a safer public transport environment. More frequent public transport services. Better public transport waiting facilities | Promoting safer travel on public transport. Making travel to school safer. Improved security on paths e.g. lighting or CCTV | More frequent and reliable bus services. Physical road improvements. Dealing with barriers to independent mobility to ensure transport is for all | Improved public transport. Encouraging walking and cycling |
| AF160870E | Improving access to local shops, restaurants and pubs. Managing the transport impacts of new commercial developments. Managing the transport impacts of new residential developments | Promoting public safety, and in particular a safer public transport environment. Creating a cleaner, healthier and more attractive environment. Improved links to and around the river | Managing vehicle speed on local roads. Measures to reduce cycle theft | Physical road improvements. The number of buses on the 111 route is quite unnecessary. There are 3 or 4 buses in a row going through Hampton during the day and they are all empty. At night there really only need to be 3 or 4 an hour and during the night 1 an hour would be quite adequate. It seems to me there is too much money being wasted. Also, they could be single deckers during the day. | Reducing local pollution. Restricted access of HGVs - Heavy Goods vehicles in town centres. The size of lorries using Oldfield Road, Hampton is ridiculous. This is a residential road with a school and old peoples housing as well as lots of young families. Lorry sizes needs to be reduced before a fatality happens. |
| AF163823E | Conserving and restoring local heritage. Encouraging development and growth in areas of need and opportunity. Supporting access to key | Creating a cleaner, healthier and more attractive environment. Improved links to and around the river. Better information about public | Managing vehicle speed on local roads. Making travel to school safer. Central Twickenham Junction improvements. Cars frequently jump | Improved accessibility of rail stations. Dealing with barriers to independent mobility to ensure transport is for all | Improved public transport, Encouraging walking and cycling |

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| | tourist attractions | transport services | lights dangerous for pedestrians | | |
| AF163265E | Improving access to local shops, restaurants and pubs ,Supporting access to key tourist attractions | Promoting public safety and in particular a safer public transport environment. Improved links to and around the river. More frequent public transport services | Measures to reduce cycle theft. Ensure pedestrian crossing is timed to allow the disabled and slower to cross safely. | More frequent and reliable bus services. Information on cycle routes and the location of facilities. Physical road improvements | Restricted access of HGVs - Heavy Goods vehicles - in town centres. Improved public transport. Encouraging walking and cycling |
| AF163706E | Conserving and restoring local heritage | Creating a cleaner, healthier and more attractive environment. Better information about public transport services. Clear local pedestrian signage | Managing vehicle speed on local roads. Measures to reduce cycle theft. Clearly signed cycle routes | More frequent and reliable bus services. Improved accessibility of rail stations. Information on cycle routes and the location of facilities | Reducing local pollution. Restricted access of HGVs - Heavy Goods vehicles - in town centres. Encouraging walking and cycling |
| AF163825E | Conserving and restoring local heritage ,Improving access to local shops_ restaurants and pubs ,Supporting access to key tourist attractions | Promoting public safety, and in particular a safer public transport environment. Creating a cleaner, healthier and more attractive environment. Improved links to and around the river | Managing vehicle speed on local roads. Making travel to school safer. Measures to improve cycle and pedestrian safety in central Twickenham | More frequent and reliable bus services. Improved accessibility of rail stations. Improved cycle routes ways (which are dangerous, not continuous, non-existent | Improved public transport. Encouraging walking and cycling |
| AF160838E | Improving access to local shops_ restaurants and pubs. Managing the transport impacts of new commercial developments. Managing the transport impacts of new residential developments | Creating a cleaner, healthier and more attractive environment, Improved vehicle parking. More frequent public transport services | Managing vehicle speed on local roads. Promoting safer travel on public transport, Improved security on paths, e.g. lighting or CCTV | More frequent and reliable bus services. Improved ticketing and timetable information | Improved public transport, Encouraging walking and cycling |
| AF162629E | Conserving and restoring local heritage ,Improving access to local shops_ restaurants and pubs | More frequent public transport services. Better public transport waiting facilities. Better | Promoting safer travel on public transport. Clearly signed cycle routes | More frequent and reliable bus services. Information on cycle routes and the location of facilities, a new | Improved public transport, Encouraging walking and cycling. Focusing resources on |

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| | | information about public transport services | | pedestrian/ cycle bridge to link Ham with Twickenham | the GLA funded Ham and Petersham Low carbon Zone |

## RESULTS OF INITIAL PUBLIC CONSULTATION: Response to Developing a Better Local Transport Network

| | Question 1:<br><br>What do you consider to be the 3 key actions that should be undertaken to protect and improve the local street scene and deliver real benefits to the local community? | Question 2:<br><br>What do you consider to be the three most important actions that need to be undertaken to ensure our residents, businesses and visitors are able to take advantage of quicker, easier and cheaper travel options? | Question 3:<br>What do you consider to be the key issues, if any, which need to be addressed to ensure that our transport programme addresses the needs of the different groups of people within the borough? Please give 3 issues at the most. | | | Any other comments |
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| | | | Issue 1 | Issue 2 | Issue 3 | |
| AF162412E | Road surface maintenance. Reduction of street clutter | Reduced congestion | Get the traffic flowing | Get rid of the oversupply of buses in the outer suburbs. We are not in central London! It just costs us money and causes congestion | | The London Mayor's draft proposals look far more realistic than previous transport policies. It seems to be based on reality rather than political dogma as so often happened in the past |
| AF161242E | Road surface maintenance. Pavement improvements. More tree planting | Reduced congestion. Improved transport interchanges _e.g._ between rail and bus_ | Reducing congestion | Improving public transport | Improved road and footpath maintenance | Need to clear traffic black spots by schools - e.g. Staines Road / Fifth Cross Road where cars trying to turn right cause a 1/2 mile tail back. |

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| | | | | | | Maybe more part time signals. Such tailbacks must be generating an enormous amount of pollution.Better enforcement of rules relating to driveways. Some roads in Whitton - most houses have illegal cross-overs and this is wreaking the pavements. E.g. Montrose Avenue Whitton. |
| AF160055E | Road surface maintenance, Reduction of street clutter, Rationalisation of signage | School travel plans to help teachers_ pupils and parents in their journey to school. More cycle parking available throughout the Borough ,Improved transport interchanges _e.g._ between rail and bus_ | Treat all staff and users as adults, not halfwits. | A transport strategy, not just a set of quick fixes. | An appreciation that all transport modes are important, not just those that are politically the flavour of the moment | Two things:<br>The 20 mph speed limit in Bushy Park appears to have been applied arbitrarily. Was there a high accident rate in the park? With broad, straight, unimpeded vision, it must be one of the safest roads in the borough - of course, road users need to be aware of deer, dogs and children, but the new restriction frankly looks like a revenue initiative for the police, rather than a necessary measure.<br><br>My lightly-trafficked street has streetlights of motorway intensity, for no good reason. Road users don't need them, the carbon footprint must be high, and our houses are bathed in an unnecessary orange glow. Surrounding streets are not subject to this indiscriminate blight. |
| AF162720E | Improved access for pedestrians, Use of quality materials for footways and street furniture, More shared spaces _pedestrian priority on a route open to | Reduced congestion | Reduce speed and congestion on roads to protect children. | | | |

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| | all vehicles_ | | | | | |
| AF164107E | Road surface maintenance, Pavement improvements, Rationalisation of signage | Reduced congestion, Travel plans for local businesses and tourist destinations_ providing improved travel choice for Richmond employees and visitors ,Make rental bicycles available | | | | |
| | Reduction of street clutter, Rationalisation of signage, More shared spaces pedestrian priority on a route open to all vehicles | Reduced congestion. Make rental bicycles available ,Improved transport interchanges e.g. between rail and bus | Allow free short term parking in shopping areas. | Improve and regulate parking at Rocks Lane Cemetery and Small Profits Dock. | Provide right turn lanes at Rocks Lane/Mill Hill Road crossroads, particularly on Mill Hill Road going west. | Please ensure that results of consultations (e.g. on Barnes CPZs) are adhered to and actioned more swiftly. |
| AF163702E | More tree planting, Improved access for pedestrians, Maintaining and improving the quality of public spaces | School travel plans to help teachers_ pupils and parents in their journey to school, Travel plans for local businesses and tourist destinations_ providing improved travel choice for Richmond employees and visitors ,More cycle parking available throughout the Borough | Increased number of trains | Increased number of buses | | |
| AF160049E | I have no comments on this matter | Reduced congestion, More and better travel information about travel options | more frequent train services | more accessible stations | simpler ticketing | |

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| | | ,Improved transport interchanges _e.g._ between rail and bus_ | | | | |
| AF161490E | Road surface maintenance, Pavement improvements. Maintaining and improving the quality of public spaces | School travel plans to help teachers_ pupils and parents in their journey to school, More and better travel information about travel options ,Improved transport interchanges _e.g._ between rail and bus_ | keep fares down | better designed buses | toilets available around the clock | public transport is generally very poor at weekends, especially Sundays |
| AF160870E | More tree planting, Rationalisation of signage | Reduced congestion | | | | |
| AF163823E | Use of quality materials _for footways and street furniture, more shared spaces _pedestrian priority on a route open to all vehicles_ ,Maintaining and improving the quality of public spaces | School travel plans to help teachers_ pupils and parents in their journey to school, Travel plans for local businesses and tourist destinations_ providing improved travel choice for Richmond employees and visitors ,Improved transport interchanges _e.g._ between rail and bus_ | Central Twickenham traffic needs to be organised better i.e. slowed | Central Twickenham side roads need to be 'pedestrian priority' roads | | |
| AF163265E | Pavement improvements, Improved access for pedestrians, More shared spaces _pedestrian priority on a route open to all vehicles_ | Travel plans for local businesses and tourist destinations_ providing improved travel choice for Richmond employees and visitors ,More cycle parking available throughout the | How to slow, manage and reduce through traffic in central Twickenham | How to make the roads safer for cyclists throughout the Borough | How to generate more pedestrian priority' roads | Most of my comments apply with special strength to central Twickenham which is a mess and a disgrace |

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| | | Borough ,Reduction of through traffic, esp. through Central Twickenham | | | | |
| AF163706E | More tree planting, More shared spaces pedestrian priority on a route open to all vehicles ,Maintaining and improving the quality of public spaces | More cycle parking available throughout the Borough ,Provide adult and pupil cycle training ,Better cycle and pedestrian signage | | | | |
| AF163825E | Pavement improvements, Improved access for pedestrians, More shared spaces, pedestrian priority on a route open to all vehicles | Travel plans for local businesses and tourist destinations_ providing improved travel choice for Richmond employees and visitors ,More cycle parking available throughout the Borough, Reduction of through traffic, esp. through Central Twickenham | How to slow, manage and reduce through traffic in central Twickenham | How to make the roads safer for cyclists throughout the Borough | How to generate more pedestrian priority' roads | Most of my comments apply with special strength to central Twickenham which is a mess and a disgrace. |
| AF160838E | More tree planting, Improved lighting, Maintaining and improving the quality of public spaces | Reduced congestion, Provide adult and pupil cycle training ,Provide pedestrian training at schools | | | | |
| AF162629E | Reduction of street clutter, Maintaining and improving the quality of public spaces | School travel plans to help teachers_ pupils and parents in their journey to school. More and better travel information about travel options, improved bus routes and services | Replace countdown displays at all bus stops in Ham and Petersham | implement a range of minor improvements to cycle routes after consulting local users | Build a pedestrian/ cycle bridge across the Thames between Ham and Twickenham | Because of the lack of time these comments have only been discussed informally with some members of the Ham united Group. Could you please ensure that in future the group is included on the consultation list. |

## RESULTS OF INITIAL PUBLIC CONSULTATION: Response to Transport Mode

| Reference | Pedestrians | Cycling | Car users key issue | Bus users | Rail users |
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| AF162412E | | | Remove the barriers to smooth & efficient traffic flow such as unnecessary traffic lights, badly phased lights, the oversupply of buses (so may off-peak are empty) and under-used bus lanes (e.g. Kew Road approaching Richmond Circus). These just cost local residents and businesses time & money. Think about reality not political dogma. | The unruly behaviour and foul language of some kids on buses makes the experience so unpleasant I'd rather not use them. | |
| AF161242E | Pavements in Whitton are expired in most side street - smashed paving stones, uneven, and the tarmacked verges crumbling.Council not tacking the route cause of 90% of the problem in Whitton, householders not having a driveway constructed, or those with a driveway knocking down the front wall and using the adjacent pavement to also drive over - which | Some roads totally unsuitable for cyclists - some junctions the lanes narrow to squeeze in extra lane of traffic leaving no room for cyclists.A316 is a major barrier for people wanting to cycle to work in Twickenham. | Car parking charges in town centres means I drive much further to free parking at Supermarkets. | Busses stop too early. Most local busses stop before last trains arrive at Richmond and Twickenham. Pushes people into using dangerous mini-cabs or taxi's which often are not around.Many people work in the city - and you can be required to work late. Its not just about late night revellers. Poor links to Heathrow airport means many unemployed people in the borough miss out on many job opportunities - and thus must be costing the borough tens of thousands in extra housing benefit | Whitton Stations is an eyesore - damp dark and menacing. Puts people off moving into the area and gives a bad impression of the town centre. Boarded up windows has cut off sight lines and cut the platform off and reduced informal surveillance. Graffiti a daily problem at this station now |

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| | isn't strong enough to take the weight of a car and thus we have completely smashed up and undulating pavement nearly everywhere in Whitton. | | | claims. Other parts of London have far better late night transport and Richmond Council needs to get a better deal for the Borough | |
| AF160055E | Encourage residents to walk to shops.<br>Eliminate unnecessary street furniture.<br>Maintain the basic credo that the pedestrian has supreme right of way. | Vigorously promote cycling.<br>And vigorously pursue and prosecute those cyclists who ignore the law, cycling on pavements, through red lights, up station platforms etc.<br>I am a cyclist too - the condition of some road surfaces (e.g. Sandy Lane N of Bushy Park) is quite atrocious. | Recognise that most people use their cars because they have to - the last administration seemed to believe all motorists were Jeremy Clarkson with added evil, whereas in fact most just have to get themselves and their families from A to B in the most efficient manner.<br>Replace speed bumps with pedestrian islands. | Buses are uncomfortable, unpredictable and sometimes seem to be driven by psychopaths - I avoid them wherever possible. | Longer platforms for suburban services to permit 10 or 12 car trains.<br>More carriage cleaning, particularly during the day and mid-evening.<br>It would be pleasant if everything SWT touched wasn't so aesthetically atrocious (train liveries etc), but that's probably a wish too far.<br><br>Network Rail could follow through on their promise to replace the fencing at Teddington station, and whoever is responsible should refurbish the station footbridge, and replace the "Blackmore's Grove" bridge. |
| AF162720E | Increase safety for pedestrians (especially children). Reduce speed limits on roads near schools. Restrict heavy goods vehicles to key roads. | Dedicated cycle paths, i.e. separated from the part of the road used by cars by kerb or some other physical barrier. | Restrict use of roads by non-residents e.g. local congestion charging. | More direct routes along Richmond/Twickenham/Hampton route. | Direct route from Richmond/Twickenham to Hampton. |
| AF164107E | Improve pavements so there are not so many huge pits or flag stones lifted. Pushing a pram is | Ensure they all have bells to warm pedestrians where cycle lanes cross with | Fix pot holes, remove speed humps, and remove speed cameras. | | |

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| | difficult on bumpy pavements. | pavements. | | | |
| AF163180E | Keep bicycles off pavements. | Provide proper cycle tracks physically separated from pedestrians and motor traffic. | 20 mph limit in all purely residential streets. Increase speed limit in through roads to 40mph where pedestrian usage is low (e.g. much of Lonsdale Road apart from school areas, Lower Richmond Road west of Chalker's Corner, etc.). Retain 30 limits in other through roads. | Combine stops for ALL buses to Barnes in Hammersmith Bus Depot, to avoid people running from one stop to another.<br>Make all buses draw in properly to the raised bus stops so that passengers can step (or be wheeled) on to the raised kerb. | Control parking in area of Barnes station, and patrol area to frustrate robberies. (Or CCTV). |
| | | | Stopping unsafe parking by parents outside and near schools at "school run" times. Thus increasing safety of children and road users. | Increased number of buses, allowing shorter waiting times to encourage use of public transport. | Increased number of trains to reduce unhealthy, unsafe, uncomfortable journeys at peak hours, and to encourage use of public transport. |
| AF160049E | | | | | More frequent service from Twickenham to Kingston<br>Make Twickenham stn a proper transport hub whilst the opportunity still exists |
| AF161490E | Make pedestrians aware of their responsibility to look where they are going especially before stepping into a road. | Obey the highway code use lights so you can be seen | Obey the law/ highway code | Show consideration e.g. don't block pavement while waiting at a stop, fold up prams at busy times, and leave no litter. | provide free public toilets at stations |
| AF163823E | More shared Space i.e. Church St Twickenham | | Speed restrictions in town centres and | | |

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| | could be applied to other areas | | small residential roads | | |
| AF163265E | Pedestrianise shopping areas.<br>Better longer in time pedestrian crossing points. Phased so that it is possible to cross 2 carriageways without halting on an island. | | Provide facility for short time parking without payment. This is to promote and ensure local shops survive. No charge Sundays and BH. Any where. | Dedicated bus stops particularly in centre of Twickenham at King Street. Better punctuality in accord with the stated service interval. | No restriction on time of travel use for Freedom Pass. For example appointments at Specialist London Hospitals are restricted by this rule. |
| AF163706E | more priority at crossings | Reduce road speeds | | frequency of service | |
| AF163825E | How to create more pedestrian space and safer pedestrian 'feel' esp. to King St London Rd Holly Rd in Central Twickenham | How to make cycling (esp. through Twickenham) safer/appear more safe | How to slow cars, esp. through Twickenham | Where to queue in King St (lack of space) | How to get more trains/bigger trains for peak period |
| AF160838E | Too much congestion on the roads, makes it unpleasant environment to walk on | | | frequent traffic delays causing lengthened journeys and unreliable bus timetables | |
| AF162629E | Progressing with a feasibility study into a shared pedestrian/ cycle bridge from Ham to Twickenham as included in the Core Strategy to improve cross river movement and accessibility for an area of the borough with a low PTAL | Implementing a range of minor improvements for cyclists throughout Ham and Petersham to improve cycling routes and safety rather than the wasteful Riverside drive cycle path. | Increase number of Car Club bays/ cars and awareness of scheme | Replace all removed Countdown signs on bus shelters and introduce new Countdown signs to every bus stop within the Ham and Petersham Low Carbon Zone, to encourage bus use | Improve access to Ham's nearest rail station (Twickenham) by building a bridge over the river from Ham to Twickenham |

# RESULTS OF MAIN PUBLIC CONSULTATION 25/02/11 to 15/03/11

| Body/ Organisation | Date | Comments |
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| 1. Cllr Suzette Nicholson | 28/2/2011 | Think that funding should be set aside for a new crossing to replace the zebra crossing on Thames Street, Hampton. This has been looked at before and is a necessary but dangerous crossing. I should think a pelican crossing would be suitable. |
| 2. Tim Lennon | 10/3/2011 | I'm writing with some feedback on the LIP, and I'm writing to everyone because there are a couple of key points I think it appropriate to share.<br><br>1. The plan has no numbers. Unless there are some proposed values in section 8 (Performance Monitoring Plan) it's hard to understand how we can decide whether we like the plans or not.<br>2. Section 5.4.2 - improving cycle parking. The council has no idea how many cycle stands it actually maintains (http://www.whatdotheyknow.com/request/parking_supported_in_the_borough#incoming-156806) then aspirations need to expressed better. An example might be "The council aims to provide as many spaces for cyclists as it does for motorists".<br>3. The plan talks about including charging points for electrical vehicles, with no consideration about how many might be used, or what the return on investment for the borough will actually be. How will encouraging people to use electrical vehicles rather than diesel or petrol powered vehicles make the blindest bit of difference to congestion, traffic volumes, pedestrians, cyclists, or buses? (Section 4.1 talks about rigorous scrutiny to get value for money, so perhaps you need to look at those together ...)<br>4. Section 3.2.1.12 wants to increase cycle usage and then says 'it is recognised that cycling specific budgets are unlikely to deliver the step-change in cycling the Borough wishes to achieve'. Which is rubbish. Allocating a specific budget is probably the *only* way you're going to get that.<br>5. The cycling strategy talks about increasing cycling share by 4005 by 2025, yet this isn't in the main plan. Isn't it somewhat dishonest to not state clearly in the main plan "We want to reduce the modal share of journeys made by car"? (Unless you're planning for people to walk less and take the bus less to get cycling's share up to scratch ...)<br>6. I think the plan needs a few more concrete statements of principle: "All new developments must provide at least as many places to park bicycles as cars". "Any new development or re-development must specifically provide for transport and transit other than by motor vehicle".<br><br>Finally, the plan, with the cycling appendix, runs for over 100 pages: if you really wanted to limit public feedback, I can't think of a better way than by<br>- making it ridiculously long<br>- failing to include any substantial specific commitments<br>- filling at least half of the document with badly proof-read boiler-plate text. ("Dis-benefit" probably being the worst offence there.) |
| 3. Cllr Frances | 11/3/2011 | Knowing Tim Lennon well, I am amused and support each of his points. It is a ridiculously long wordy document which few will |

<table>
<tr><td>Bouchier</td><td></td><td>plough through.<br>Having had 2 residents suffering major accidents on their cycles in past 2 weeks, I feel even more strongly that we must attempt to make cycling safer - empty cycle racks litter Richmond in unnecessary places while the railings round the station continue to be used too.</td></tr>
<tr><td>4. Peter Pledger Chief Executive South London Business</td><td>11/3/2011</td><td>Thank you for your e-mail and your kind invitation for comments. I believe that with regard to most aspects of transport the work that you have done is excellent. My only concern is with respect to the transportation of freight in the borough and delivery of goods to local businesses. Clearly, businesses need to receive goods and supplies to stay in operation and the vibrancy of town centres in Richmond is dependent on a strong diverse retail offer which obviously needs stock delivered. I am unable to find any actions which recognises the essential need for freight delivery for the local economy and aims to find ways to tackle any challenges that businesses face.</td></tr>
<tr><td>5. Paul Luton – on behalf of CTC</td><td></td><td>2.3.1<br><table><tr><td>7</td><td>The need to maintain vibrant town and local centres with a range of local facilities to improve community life and to reduce travel by providing for access by foot, cycle and public transport.</td></tr></table><br>Hardly “reduce travel “– perhaps reduce traffic impact? See 4.23 below.<br><table><tr><td>11</td><td>Improving the River Crane corridor as a wildlife corridor and as part of a long distance footpath, and gaining wider local benefits when sites are redeveloped.</td></tr></table><br>Can we add cycle route here? Cyclists are more likely to use a long route than walkers.<br><br>3.2,12<br>The Borough’s cycle network includes an extensive network of routes linking district centres, railway stations and green spaces. Many of these routes follow quiet residential roads. With some facilities on main roads to cater for different types of users.....<br><br>There are many cases where the quiet residential roads do not reach significant destinations or link to each other. Facilities on main roads are needed for the same user to complete their journey and need to be comfortable to less confident cyclists. Give the admirable statement later that the whole of the road network should be regarded as a facility for cyclists perhaps this could be rephrased<br><br>“To help less confident cyclists, and those who prefer to avoid heavy traffic, we are working towards a network of signposted routes using off road paths, quiet residential roads and separate lanes where main roads are unavoidable.”</td></tr>
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| | | *The objective is to increase cycle usage not just as a method of transport in its own right but also as a means to reduce :*<br>• *Congestion*<br>• *Air & noise pollution*<br>• *The number and severity of road traffic collisions;*<br>• *The conversion of land to highway and car parking*<br>*And to improve • Social inclusion • The health and well being of residents, employees and visitors.*<br><br>Bravo. We could not hope for a stronger statement of the reasons for action. The proposed actions however fall somewhat short.<br><br>4.23<br>Travel Choices<br>It would be more consisted with previous targets to acknowledge that not all choices of means of transport are equal from the point of view of congestion, pollution, carbon burden, or health.<br>"*The objective is to increase cycle usage "* is not consistent with a hands-off approach to choices. Could this be why actions to achieve it are so feeble?<br><br>Bus Lanes. - could we have an acknowledgment that these are seen as excellent cycle facilities in main roads?<br><br>5.42 The word "network" is redundant in 5.4.2 (and 5.4.1)<br>Why not :<br>**Annex B**<br><br>**Pedal Cycles** –*"Given our variable performance over the years it is difficult to be confident that our target will be achieved*.<br>"Especially as the trend is going the wrong way!<br><br>**Annex C**<br><br>*When the Borough's* (**Signposted**) *cycle network has been completed it will provide an extensive network of routes linking district centres, railway stations and green spaces. Many of these routes follow quieter residential roads, with some facilities on busier main roads to cater for different types of users and cycling abilities.*<br><br>As indicated above the cycle network IS the road network as you say in 1.11 Better to refer to "Borough Signposted Network" for the narrower set.<br>There is NO practicable quiet route between e.g. Twickenham Riverside and Teddington Lock. Facilities on busy main roads are needed to connect the quieter routes not usually as alternatives.<br>The current signed network certainly does not link district *centres, railway stations and green spaces* so I look forward to discussions on extending it. (Richmond Station will be challenging) |

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| | | ***1.15 The provision of cycle friendly infrastructure on the highway network (on and off road routes);***<br><br>better would be "**making the highway network cycle-friendly whilst providing high quality off-road routes, especially where there is currently no practicable means of avoiding busy roads "** I am concerned that "improving flow through junctions" may make them less cycle-friendly.<br><br>Overall there are positive signals but this is hardly going to lead to a "Cycling Revolution" (2.8) or the Mayor's vision of a 400% increase in cycling with the benefits so well presented in 3.2.12<br><br>If there is a serious desire for a modal shift then **differential permeability** seems the best driver. People travel from Ham to Teddington by bike because it is much quicker to push across the footbridge than to try to drive through Kingston or Richmond. If we are serious in achieving a 400% increase in cycling such a scenario could be put into place elsewhere. |
| 6. Patrick Blake Highways Agency | 11/3/2011 | The HA is an executive agency of the Department of transport (DfT). We are responsible for operating, maintaining and improving England's Strategic Road Network (SRN) on behalf of the Secretary of State for Transport.<br><br>Any potential options for the delivery in support of the LIP considered by the Council would also need to consider the potential impacts on the SRN and its users. Please contact me to discuss further if you have any plans or proposals in the emerging LIP that has the potential to impact on the SRN. |
| 7. Paul James | 11/3/2011 | I wanted to feedback about the Richmond LIP. Although I don't claim to totally understand all the subtleties of the document, overall I think it is a very positive document for the borough. I am however concerned about a few items.<br><br>Although it is good to see possible 20mph residential zones mentioned and rat running identified as a problem, I'm disappointed to see "enforcement cameras" chosen over environmental changes (like raised pedestrian crossings and removal of road signage and markings) that encourage traffic to slow down. Cameras have been shown to offer little deterrent, I feel an approach of more carrot and less stick would be more effective and although it may cost more than sticking up some cameras, the positive environmental effects on the surrounding area would outweigh this cost.<br><br>I'd also like to see explicit mention of decreasing the permeability of residential areas for motor traffic while increasing permeability for pedestrian and bicycle traffic so as to discourage rat running and short local motor vehicle journeys and forcing motor vehicles onto major roadways while also helping to create quieter and safer neighbourhoods.<br><br>Finally, although Richmond is ahead of many other London boroughs for cycling, many improvements could be made to encourage short and long distance cycle journeys. It is great to see mention of "improving conditions for cyclists" but it would be nice to see specific commitments to the improvement of on and off street cycle infrastructure. I know that budgets are small at the moment, but that is exactly why we should be encouraging walking and cycling. Small measures to improve infrastructure for humans rather than vehicles are cheap and make a big difference to peoples lives and neighbourhoods. It would be nice to see a commitment to the improvement of pedestrian and cyclist infrastructure when roads are due for |

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| | | maintenance and investigations into providing continuous cycle routes across the borough towards Hammersmith and Wandsworth. |
| 8. Lisa Rutland Smarter Travel Richmond | 14/03/2011 | General:<br>• It appears that work of STR has not been integrated into mainstream transport planning. For example, changing parent, staff and pupil attitudes and behaviours towards walking, scooting and cycling, investing significantly in safety training for pedestrians, scooters and cyclist and investing in scooter and cycle parking infrastructure for schools. Can this be weaved into other sections i.e. walking and cycling, traffic and parking management, etc?<br>• I think a line should also be included (perhaps after 5.5) to explain that STR has worked with schools to position them to take control of managing traffic generated by their parents. The Council will support schools that encourage and facilitate walking; cycling and public transport and articulate their plans in a School Travel Plan.<br><br>4.2.2<br>• Secure cycle parking – the Mayor of London also offers boroughs, including LBRuT, a scheme for high quality secured cycle parking for schools. Since 2004, over 900 spaces have been installed in 26 schools.<br>4.2.3<br>• Para 1 states we are a borough "not extensively served by public transport". What constitutes us not being extensively served? Could this be rephrased so that we not admitting to our public that we have poor public transport and therefore encouraging driving? I find many school teachers and heads that I speak with cite this same reason for driving, saying they have no alternative and hence they must drive and have parking permits on top of this to do so…all the while all schools are well served by bus routes and some hard rail.<br>• Cycling and walking – doesn't state how the Council intends to work/invest in this area?<br>5.2<br>• We should be encouraging schools to reduce their own parking congestion at gates caused by their parents and staff. Suggest through school travel planning where schools report annually on progress.<br>5.3<br>• The LIP should support the LDF for the call for travel plans for new developments where traffic management may be problematic. School travel plans are currently required for all school applications as part of the planning application form. I strongly advise that the LIP should endorse this.<br>5.4.1<br>• "Generally good basic walking infrastructure" – similar to the above, what constitutes this? I think the infrastructure is very good and I think the LIP should set a more positive and proud tone.<br>• No mention of schemes to encourage and support children walking to school e.g. Walk Once a Week, StreetFeet and pedestrian training.<br>5.4.2<br>• Is it worth including a line about the significant investment in secure cycle parking in schools? Between 2004-2011 over 1250 spaces in 35 schools and further opportunities through the Mayor of London's scheme available during 11/12. |

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| 9. Veronica Pinto<br>Smarter Travel Richmond | 14/03/2011 | Can I please refer you to the additions covering workplace and destination travel planning in the attached document, which should be included in the latest LIP? It is important that some background information on these areas of travel planning are included given that workplace travel planning including the Council staff travel plan are referred to in the action plan. |
| 10. Jonathan Rowland - Richmond Cycling Campaign | 15/03/2011 | **Summary**<br>Richmond Cycling Campaign welcomes the objectives, targets and policies set out in the draft cycling strategy. We are supportive of priorities set out in the LIP and hope the council will recognise that cycling should play a major role in achieving the goals. However, in the main LIP document there is a lack of numbers, no explanation of how a modal shift will take place or which other mode(s) of transport will create this shift. It is clear to us that this document will do little to stop motor vehicles from remaining the dominant form of transport in Richmond. We feel that Richmond is a place that deserves better treatment for its cyclists and other vulnerable road users than the proposals laid out in this LIP.<br><br>**Background**<br>The London Borough of Richmond upon Thames Local Implementation Plan 2 (2011-2014) lays out its priorities as follows [LIP 4.2 p.29]:<br><br>1. Supporting the local economy, environment and quality of life for all residents<br>2. Improving safety for all road users<br>3. Enhancing travel choice and reducing congestion<br>4. Developing a transport system that is resilient and reflective of local needs and aspirations<br><br>These are in line with the Mayor's Transport Strategy.<br><br>The approach is to be [LIP 4.1 p.29]:<br>• Listening to the Communities<br>• All Modes of Transport are Important<br>• Staying Within our Means<br>• Working in Partnership<br><br>The LIP also says that the council will concentrate on [Draft Cycling Strategy, Annex C 1.15 p.17]:<br>• The provision of cycle friendly infrastructure on the highway network (on and off road routes);<br>• The provision of secure cycle parking across the Borough including partnership working to provide secure cycle parking at places of employment, schools, visitor destinations and railway stations;<br>• Securing adequate funding for improved cycle facilities and maximising the benefits for cyclists from all traffic management schemes;<br>• Monitoring the outcomes and effectiveness of policies; |

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| | | • Providing training and support for all members of the community to cycle safely and considerately;<br>• Seeking enforcement of Road Traffic laws for the benefit of all highway users;<br><br>Also:<br>"the road network generally should be regarded as a facility for cyclists" [LIP 3.2.12 p.25]<br>Repeated in the Draft Cycling Strategy:<br>"the road network generally should be regarded as a facility for cyclists as much as for vehicular traffic. It is recognised that cyclists can and will use the highway network for their highly individual trips..." [Draft Cycling Strategy, Annex C 1.11 p.16]<br><br>**Priorities**<br><br>Supporting the local economy, environment and quality of life for all residents:<br>Cycling is a cheap and convenient. More people are likely to choose to cycle as the price of fuel continues to rise. Cycling improves the quality of life of everyone as it leads to a reduction in congestion and pollution. People who cycle live longer, healthier lives. People who cycle to town centres spend more per square metre of space allocation than people who drive.<br><br>Improving safety for all road users:<br>When we speak to people about cycling, they tell us they don't cycle because of the perceived and real dangers present on the boroughs roads. There is a real need to improve safety for people who cycle. Parents want to be able to send their children to school by bicycle. Primary schools actively discourage students from cycling to school.<br><br>Enhancing travel choice and reducing congestion:<br>Cycling is an important transport choice as it improves the lives of those who participate in a financial and physical way. The more people choose to cycle, the less congestion and pollution there is, resulting in a better borough for everyone.<br><br>Developing a transport system that is resilient and reflective of local needs and aspirations:<br>Many parts of Richmond are easy to reach by bicycle. However, some places are cut off by roads, railways or the river. Places like Teddington Lock show that if a useful, easy to use facility is built, then it will meet the aspirations and needs of the local residents. In this borough, it will also meet the needs of those of travel through it and in it – Teddington Lock is used as a commuter link and as a leisure link. It is primarily a pedestrian facility i.e. no cycling is allowed. Another similar example is the Meadway underpass.<br><br>**Approach**<br><br>Listening to the Communities<br>We have struggled to be consulted on schemes in the past. As all traffic schemes affect cyclists, we will now expect the council to consult us on all traffic schemes - "all those that are directly affected will have the full opportunity to comment".<br><br>All Modes of Transport are Important |

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| | | Cycling is perhaps the most important mode of transport because it allows the council to achieve all their priorities. Encouraging people to cycle reduces congestion and pollution. Creating facilities for cyclists improves the environment for others (slower vehicle speed, fewer KSIs, safer streets). Motor vehicle traffic also has a detrimental effect on the environment and the borough's residents. At the present time, other modes of transport are not given the same status as the motor vehicle. Until they are, all investment should be used to bring the status of other modes of transport to the same level as motor vehicles.<br><br>Staying Within our Means<br>DfT figures show that cycling provides a value return of at least £1.50 in terms of increased cycling, improved health and wellbeing (reducing cost to the NHS), improved journey times (bringing benefits to businesses), reduced congestion and overcrowding (from mode shift) and reduced need to spend on increased capacity on other modes (such as extra train carriages or road lanes). This is more than any other mode of transport. Cycling should be one of the highest priorities in Richmond.<br>UK Cycling Demonstration Towns showed a return of £3 for every £1 invested. We feel that Richmond could be considered an equivalent because of the high modal share compared with other London Boroughs.<br><br>Working in Partnership<br>We look forward to a comprehensive and unified way of addressing the LIP priorities.<br><br>**Comments**<br><br>**Draft Cycling Strategy (Annex C)**<br>The Draft Cycling Strategy (Annex C) sets out many "pull" factors in the cycling objectives [Section 4 CO p.29], targets [Section 5 CT p.30-1] and mechanisms/policies [Section 7 CT p.31-44]. It also lays out a timescale of 14 years [Section 6.1 p.31]. We welcome this kind of strategy. This links with the LIP proposal to use the Smarter Travel initiative to encourage people to choose other modes of transport. We welcome the proposal to monitor all traffic schemes.<br><br>**Modal Shift**<br>We wonder how the modal share will be increased in line with the Mayors Transport Strategy (MTS). The MTS aims to increase the proportion of all journeys in London made by bike (the "modal share") from the London average of 1% to 5%. The London Travel Demand Survey 2006 to 2009 lists the cycling modal share in LBRuT as 6%; the LIP quotes South West London as having a 3-4% modal share [LIP 3.2.12 p.26]. We note "% of trips by cycling" is a mandatory indicator [LIP 8.3 p.49] but are disappointed the target is not more clearly stated on page 46. We would like to see the council fall in line with the Mayor's multiplier of 4, to set a strategic aim of 20% of all journeys made by bike: 1 in 5 rather than 1 in 20. There is a demand: "The existing levels of cycling are modest and surveys indicate there is still a large amount of suppressed demand to be met." [LIP 3.2.12 p.26].<br><br>We wonder where this shift will come from. Increasing journeys by bike means that people will have to choose to use a bicycle as their mode of transport. This means that other modes will not be used. Therefore there will be fewer motor vehicle |

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| | | journeys. The main LIP makes no mention that this is the aim. In fact, phrases like "humane parking enforcement" [LIP 4.21 p.30] suggest that motor vehicle drivers will be encouraged to park, increasing congestion and reducing the quality of the environment, decreasing travel choice and increasing the risks for more vulnerable users (more cars = higher risks).<br><br>**Policy**<br>Some of the phrasing suggests that this document was not written with all modes of transport in mind. For instance, "The continued growth in traffic and limited scope to increase network capacity" [LIP 5.1 p.34] does not take into account that bicycles are traffic and that in order to encourage a modal shift and increase journeys made by bicycle, growth in bicycle traffic is essential and increasing the network capacity to allow for this growth is vital. This links with the phrase "the road network generally should be regarded as a facility for cyclists" [LIP 3.2.12 p.25].<br><br>Another example is "Efforts will be made to ensure that our transport proposals accept the importance of access to private means of transport in the daily life of our residents." [LIP 4.2.3 p.31]. We hope that this will include bicycles.<br><br>**Smarter Travel**<br>"around 24% of households do not have a car" [LIP 3.2.1 p.20]<br>"The existing levels of cycling are modest and surveys indicate there is still a large amount of suppressed demand to be met." [LIP 3.2.12 p.26]<br>This suggests that the recent Smarter Travel initiative has had limited success in "enabling residents to choose between the full range of travel options" [LIP 5.5 p.36]. Other methods should be investigated e.g. the creation of leisure bicycle facilities such as at Hillingdon, allowing more bicycle related activities to take place in the borough, removal of byelaws that restrict the usage of bicycles in the borough, creation of bike clubs at schools, creation of bike clubs for adults, advice for families that wish to cycle etc.<br><br>**Budgets**<br>We welcome the increase in expenditure on cycling over the next 2 years and we note that the Hampton Court toucan is now unlikely to go ahead.<br>"It is recognised that cycling specific budgets are unlikely to deliver the step change in the number of cycling trips that the Borough wishes to achieve and that he [sic] potential lies in maximising the benefits for cyclists and vulnerable road users generally, from all traffic management schemes." [LIP 3.2.12 p.26]<br>One of the LIP priorities is safety. When people speak to us about cycling, the main reason for choosing not to cycle is safety. Increasing the safety of people who cycle means more people will cycle. Building general traffic schemes around cycling will make engineers focus their attentions on providing safe means for cyclists to travel, thereby achieving all of the priorities in the LIP: building for cyclists is cheaper than for cars; increased numbers of cyclists means fewer cars, fewer cars means less pollution.<br><br>**Cycle Parking**<br>Increasing cycle parking is a proven way of encouraging people to cycle. We have concerns over the recent increase in cycle parking. For example, there is little parking in George Street in Richmond but there is ample space for loading. We would like |

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| | | to see a commitment to install the same number of cycle parking spaces as there are motor vehicle spaces and loading bays (c.f. All Modes of Transport are Important [LIP 4.1 p.29]). All cycle parking products should be investigated e.g. hoops on walls in the alleys in Richmond town centre. Using imaginative products like the Plantlock or the Cyclehoop would provide a way of integrating cycle parking and at the same time improving the street environment.<br><br>**Conclusion**<br>We feel that there is little to make using a motor vehicle difficult (i.e. a push to encourage a modal shift) and that the pull is weak (c.f. "The existing levels of cycling are modest and surveys indicate there is still a large amount of suppressed demand to be met." [LIP 3.2.12 p.26]). Admitting that the cycling budget will not deliver a "step change" and using the equivocal phrase "maximising benefits for ... vulnerable road users" [LIP 3.2.12 p.26] shows that cycling is not a primary focus of this document. As there are no concrete statements e.g. "we will reduce motor vehicle usage" or "we will increase bicycle journeys and create a modal shift", it should be easy to escape any commitments by saying that "in this project, the benefits for vulnerable road users have been maximised." We would like to see real statements and a shift in focus from motor traffic to other road users. This will create a modal shift and meet the priorities of this LIP. |
| 11. Mathew Stewart - Royal Borough of Kingston upon Thames | 15/03/2011 | Introduction<br>The Royal Borough of Kingston upon Thames (RBK) are largely supportive of Richmond's Second Local Implementation Plan (LIP2); however RBK feels the document could better acknowledge those cross-boundary transport routes of strategic importance as well as identifying specific initiatives to improve cross boundary coordination . RBK's suggested amendments are outlined below:<br>RBK's Comments<br>(i) RBK support the acknowledgement of the importance of cross-boundary working with boroughs and Surrey County Council outlined in section 3.2.4, and the further recognition of partnership working in section 4.1 (where 'working in partnership' is recognised as one of the 4 governing principles underpinning decision making process of LIP2).<br><br>(ii) RBK would like acknowledgement of the strategic importance of the following cross-boundary routes in Richmond's LIP2:<br>Richmond Road/Upper Ham Road (walking, cycling, bus, and car)<br>Dukes Avenue/Riverside Drive (walking, cycling, and bus)<br>Cycling and walking routes along the Thames Riverside Path. The use of the river bank for cycling is mentioned in section 3.2.12; however it does not acknowledge the strategic importance of the riverside path that crosses into RBK. RBK support the acknowledgment of the importance of the Thames Path walking route in section 5.4.1.<br>Horse Fair/Kingston Bridge (walking, cycling, bus, and car).<br>Queens Road and Sawyer's Hill (walking, cycling, and car)<br><br>Acknowledging the importance of these strategic routes will provide greater alignment with RBK's LIP2 and its strategic transport routes; creating the foundation for cross boundary coordination. It would also contribute to several of Richmond's Strategic LIP2 Objectives. |

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| | | (iii) RBK suggest that Richmond's LIP should identify a range of measures to plan, coordinate, and raise awareness of road works with their main partners (where works are close to borough boundaries). This could include working closely with neighbouring boroughs and third parties who are carrying out works, utilisation of the London works system, and/or email bulletins. The identification of such measures would align with RBK's LIP2 Policy (MV3).<br><br>(iv) RBK would like Richmond's LIP2 to acknowledge the importance of working in partnership with neighbouring boroughs to address delays on cross-boundary bus routes. The cross-boundary bus route (between RBK and Richmond) of greatest concern is route 65. RBK are keen to work with Richmond to investigate solutions to improve the reliability of this route.<br><br>(v) RBK support the acknowledgement in section 5.1 (bullet 1) that Richmond will examine current road classifications in the borough. This aligns well with RBK's intention to review the borough's road hierarchy to ensure all roads are categorised according to the function they perform; this intention is outlined in Policy MV1 of RBK's LIP2. It is important RBK and Richmond work together on this process to ensure they are aligned. |
| 12. Cllr Jeremy Elloy | 15/03/2011 | On Appendix H, we are generally content. We would, however, press for the following additions:<br><br>1. Hampton - High street/Thames St. Pedestrian crossing. This was the subject of a consultation and I gather that money was available. We want specific mention of this project in the LIP so it doesn't get lost sight of.<br>2. Similarly with the roundabout on the A316/London Rd safety improvements. This was TfL consultation and we want specific mention of it to ensure that t isn't lost sight of, The scheme deals with a pedestrian crossing on the north arm of the London Rd and closure of Cole park Rd north at its junction with the A316.<br>3. Shacklegate Lane. This is a congestion issue and needs to be sorted out. You already have its western end (StanleyRd/Fulwell Rd) in the schedule but this must be done in conjunction with measures to reduce congestion. |
| 13. Richard Eason<br>Male Vice Chair - Richmond upon Thames LGBT Forum | 15/03/2011 | **Background**<br>The Richmond upon Thames Lesbian, Gay, Bisexual and Trans (LGBT) Forum is a voluntary community organisation, providing a voice for lesbian, gay, bisexual and trans people who live, work, study, socialise or visit the borough. We believe that LGBT people comprise about 10% of the borough's population, but are largely an invisible and forgotten minority group. The LGBT population is itself diverse and LGBT people may be of any age, ethnicity, faith or socio-economic group, and may or may not have a disability.<br><br>**Key Concern**<br>Our key concern about the Transport Strategy LIP is the absence of objectives and actions about personal safety for people using public transport. This is particularly important for members of the LGBT community who feel vulnerable to homophobic and transphobic hate crime whilst waiting for, and using, public transport, particularly buses and trains. Hate incidents can range from "funny looks" that make people feel uncomfortable and self conscious, through verbal abuse to physical assaults. Elsewhere there have been incidents on station platforms that have resulted in fatalities. |

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| | | Fears about personal safety on, and around, public transport are not limited to the LGBT community, other minority groups also experience hate crime, as was discussed at a recent meeting of the borough Hate Crime, Harassment and Hostility Community Forum (3HCF). The impact of such fears is that either individuals will use private transport (own cars, taxis, mini cabs), where they can afford to, or they will avoid travelling, particularly at night, thereby increasing social isolation and associated problems.<br><br>It is important to note that, for minority groups, their social and support network is likely to be more geographically dispersed than many of the mainstream population. For example there is only one “gay bar” in the borough and many LGBT people do travel to social venues in nearby boroughs and/or central London. Their network of friends is likely to be dispersed over a wide area of London. This can result in individuals travelling home alone, over quite large distances, quite late at night. This adds to their sense of vulnerability.<br><br>The Mayor of London's Transport Strategy explicitly includes Goal, Challenge, Outcome to *"Improve the safety and security of all Londoners / Reducing crime, fear of crime and antisocial behaviour / Reducing crime rates (and improving perceptions of personal safety and security)"*. This goal and outcome seems to have been dropped or ignored in the LIP, and we do not think this is appropriate. As well as addressing road safety, the LIP should explicitly address personal safety concerns for all people using public transport.<br><br>We suggest a number of areas for action and improvement, possibly in partnership with Community Safety and other stakeholders:<br>1. Education and publicity that Hate Crime, Harassment and Hostility, especially to diverse communities is unacceptable in the borough i.e. zero tolerance of such behaviour.<br>2. Publicise and improve reporting of hate crime on, and around public transport. There are multiple, and sometimes confusing, divisions of responsibilities between Met Police (Safer Transport Teams etc) and British Transport Police. Posters etc advertising the Stop Hate UK third party reporting service that the borough subscribes to could provide a good means of increasing reporting.<br>3. Improved partnership working, including information sharing, with bus and train operators.<br>4. Focus on reducing waiting times at bus stops in the evenings e.g. 267 bus route from Fulwell to Hammersmith only operates three buses an hour in the evening and finishes eastbound from Twickenham before midnight. Improved services would help clear both vulnerable potential victims and potential perpetrators from the town centre more quickly, thereby reducing risk.<br>5. Improved real-time bus arrival information: where operating indicator boards allow users to make informed choices about whether to wait for a bus or make other arrangements e.g. taxi.<br><br>**Other Observations**<br>Poverty is an issue affecting many borough residents, including members of the LGBT community. Transsexual people are |

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| | | particularly likely to experience poverty due to discrimination and barriers to employment. Poverty limits people's choices with regards to transport. They may be dependent upon public transport or in other circumstances they may find that running a cheap car is more cost effective, especially where journeys are not well served by direct public transport e.g. orbital routes. Care needs to be taken that policies such as multiple changes on public transport or car parking charges do not unfairly discriminate against people who are experiencing poverty.<br><br>We welcome initiatives to increase cycling in the borough, particularly to improve social inclusion, health and well being. There are several health inequalities experienced by the LGBT community, including lower levels of participation in sport and exercise and mental health issues including excessive alcohol and tobacco consumption. We would welcome actions targeted to increase LGBT participation in physical activity such as cycling.<br><br>The Equality Impact Needs Assessment (EINA) is inadequate in its consideration of LGBT people. The EINA was not included in the documents published for this consultation and had to be explicitly requested. It contains less than 50 words about the Impact on LGBT people, whereas there is five to six times as much consideration given to the Impact on Black and Minority Ethnic Groups and Disabled People. Over the past few years the LGBT Forum has worked actively and extensively with the Council and other stakeholders to raise awareness and understanding of the existence and needs of the LGBT community, it is disturbing that this knowledge and insight is not automatically shared and accessed between departments within the Council.<br><br>Within the Impact on Black and Minority Ethnic Groups section of the EINA, whilst there is mention of the 3% of people from Irish backgrounds, there is no mention of the increasing numbers from White Other backgrounds such as Poland and other central and eastern European countries.<br><br>**Community Engagement**<br>We were disappointed that we stumbled upon this consultation, largely by accident, rather than having had our views explicitly sought. This has resulted in a somewhat rushed and less comprehensive submission than we would have preferred. As stated above, the LGBT Forum has worked actively and extensively with the Council and other stakeholders over recent years, so we should be on relevant stakeholder lists and receive advance notice of such consultations.<br><br>Additionally the LIP has not been presented in a particularly accessible form. The documents online run to c.200 pages, but did not include some relevant material such as the EINA which had to be explicitly requested. By contrast Hounslow had a public consultation event and produce a 20-30 page "Non Technical Summary" to improve access to their LIP. |
| 14. Ian Frost Planning & Transport Policy | 15/03/2011 | The Borough makes an important contribution towards airport employment, with Borough residents accounting for some 2.7% of the airport's direct workforce - representing just over 2,000 employees. Of those employees, some 26% access the airport by either public transport or bicycle, demonstrating a relatively high level of public transport use when measured against other boroughs1. Borough residents also provide a significant proportion of the airport's passengers. In 2009, over 620,000 |

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| Manager – Heathrow Airport | | residents used Heathrow, however public transport use was considerably lower than airport employee mode share at 18%.<br><br>In the context of the above, we are surprised to see little recognition of the role Heathrow plays to the Borough's residents in terms of employment and travel opportunities, and whether improved public transport access to the airport requires consideration and specific measures within the LIP. More specifically, we have the following comments on particular elements of the draft plan.<br><br>Paragraph 3.2.1, second paragraph:<br>In the context of the Borough's transport network and high levels of traffic, the document states that "Heathrow Airport to the north west of the Borough is a major trip generator". It is not clear whether this is simply stated as a matter of fact or whether there is some inferred link to high levels of traffic and congestion in the Borough. Without any evidence to support the latter, and in the interests of clarity, we suggest this statement is omitted from the document. The location of the Borough in relation to Heathrow and the nature of the road network ensure that Heathrow related traffic will in fact have a negligible impact of traffic levels within the Borough.<br><br>Paragraph 5.1, last bullet:<br>We welcome the opportunity to work with the Council in further improving public transport access to the airport, particularly bearing in mind the number of residents that rely on the airport for both employment and air travel. Whilst we acknowledge the Council's concerns in respect of increases in aircraft noise, however, we do not consider that there is any correlation between Heathrow's development and increases in traffic, risks to public safety, and an adverse effect on the local economy within the Borough. On the contrary, it should be within the Borough's interest to ensure that Heathrow's hub status is maintained to secure the long-term economic and employment benefits that the airport brings to the many surrounding Boroughs and local economies. |
| 15. Cllr Jerry Elloy | 15/03/2011 | "GLA today was discussing raising the ban on lorries entering in London during the night to relieve road congestion" - Can something be added to the LIP document to try to deal with this? |
| 16. David Hammond – Natural England | 15/03/2011 | Natural England regrets that it is not in a position to provide the Council with detailed comments on the SEA of LIPs and will also be unable to do provide specific comments for individual LIPs as and when they are published. Please accept this letter as our consultation response relating to the SEA of the LIP.<br><br>The issues identified under the Core Strategy and iterated in paragraph 2.3.2 cover the areas and topics that Natural England would wish to see considered within a Local Implementation Plan.<br><br>There are clear links to the Mayor's Transport strategy and the Sub Regional Transport Strategy, as well as the Council's Community Strategy and this is to be welcomed.<br><br>Natural England welcomes the reference to the Thames Path National Trail, which runs along the Thames on either bank within Richmond and is a nationally designated long distance walking route. |

# ANNEX E – STATEMENT ON EQUALITIES IMPACTS NEEDS ASSESSMENT

## 3. EQUALITY IMPACT NEEDS ASSESSMENT


**1 Introduction**

**2 Policy Background**

**3 Transport and Social Exclusion**

**4 The Purpose of the LIP2**

**5 Beneficiaries of the Equality Impact Needs Assessment (EINA)**

**6 Possible Impacts on Equity Targets**

**7 Richmond upon Thames Equality and Diversity Strategy**

**8 Classifying the Impact upon Equality Groups**

**9 Diversity in Richmond**

**10 Conclusion**

## 1 Introduction

This document sets out the Council's objectives with regard to the Local Implementation Plan (LIP) and Equalities issues, and summarises the Equality Impact Needs Assessment (EINA) exercise carried out to assess the LIP.

Under the requirements of the LIP process, and more specifically the duties of the Race Relations (Amendment) Act 2000, Disability Discrimination Act 2005, Equality Act 2006, the Council is required to consider potential equality impacts of the London Borough of Richmond upon Thames LIP.

Paragraph 3.103 of the LIP Guidance states that boroughs should demonstrate how their LIPs meet the equality and inclusion objectives set out in the Mayor's Transport Strategy. Also, the EINA has been undertaken in accordance with advice presented in "Equality Impact Assessments – How to do them (TfL, June 2004). The London Borough of Richmond measured its progress in mainstreaming equality and diversity through the Equality Standard framework managed by the Local Government Improvement and Development agency. We advanced from the basic assessment, Level 1 to successfully achieve Level 3 of the Standard.

## 2 Policy Background

The London Borough of Richmond upon Thames positively welcomes and aims to support the growing diversity of the community we serve and the people we employ. Our diversity is our strength and we are committed to providing services to our many different communities, by a workforce that reflects the diversity of society.

The Council of the London Borough of Richmond upon Thames believes that equality of opportunity and freedom from discrimination are fundamental human rights. We actively oppose all forms of discrimination and are committed to the principle that no person shall face discrimination by being treated unfairly or being denied access to services or employment opportunities.

The Council recognises its responsibilities under the following equalities legislation and related Codes of Practice:

- The Sex Discrimination Act 1975 ( updated 1986 )
- The Employment Equality (Sex Discrimination) Regulations 2005
- The Equal Pay Act 1970
- The Equality Act 2010
- The Race Relations Act 1976 and ( Amendment ) Regulations 2003 and
- The Race Relations ( Amendment ) Act 2000
- Racial and religious Hatred Act 2006
- Protection from Harassment Act 1997
- The Disability Discrimination Act 1995 and Amendments
- The Disability Discrimination Act 2005
- The Human Rights Act 1998
- Employment Equality (Religion or Belief) Regulations 2003
- Employment Equality (Sexual Orientation) Regulations 2003
- Employment Equality (Age) Regulations 2006

The Council believes that the implementation of the Borough's current and planned transport policies has and will continue to have a progressive impact upon reducing inequalities within

the Borough, and that the development of further programmes via the LIP process will further enhance that impact.

The latest piece of relevant legislation, the Equality Act became law in October 2010. It replaces previous legislation (such as the Race Relations Act 1976 and the Disability Discrimination Act 1995) and ensures consistency in what is needed to do to make your workplace a fair environment and to comply with the law.

The 2010 Equality Act covers the same groups that were protected by existing equality legislation - age, disability, gender reassignment, race, religion or belief, sex, sexual orientation, marriage and civil partnership and pregnancy and maternity - but extends some protections to groups not previously covered, and also strengthens particular aspects of equality law.

## 3 Transport and Social Exclusion

The LIP guidance notes that boroughs should demonstrate how their LIPs will meet the equality and inclusion objectives set out in the MTS and include proposals responding to requirements in the matrix (Appendix A of the LIP Guidance).

Recent years have seen a growing recognition that transport problems can be a significant barrier to social inclusion. Poor transport accessibility may prevent people from accessing key local services or activities, such as jobs, learning, healthcare, food shopping or leisure. Problems can vary for different groups of people, such as disabled people, older people or families with children.

It should be noted however, that accessibility is not just about transport but can be influenced by decisions on the location, design and delivery of other services and by people's perceptions of personal safety. This EINA consultation has assisted us in identifying some of the current shortfalls, and ways of mitigation.

## 4 The Purpose of the LIP2

To identify and outline measures by which the London Borough of Richmond upon Thames will meet the objectives set down in the second Mayor’s Transport Strategy. As a part of the preparation of the LIP, the Borough is also required to undertake an EINA, which assesses the needs of equality groups. For the LIP2, which is a high level plan, these needs are assessed at correspondingly strategic level. Many of the schemes outlined in the LIP2 will require a direct consultation with different groups in the community including equalities groups.

The LIP allows a more co-ordinated and longer-term approach to transport planning compared with the previous approach. It will also provide greater certainty to Boroughs in terms of funding and enable TfL to budget for proposed works.

In some cases the level of detail is reasonably defined- regarding cycling, for example, it is possible to provide a reasonably clear forecast for works and locations, but for Local Safety Schemes, it is difficult to provide a forecast for more than the following year as they tend to be responsive to accident statistics on a year by year basis. Consultation on Local Safety Schemes is undertaken on a case-by-case basis.

## 5 Beneficiaries of the EINA

The main stakeholders/beneficiaries of the services of Richmond’s Highway’s and Transport Services involve all sections of the community and make no discrimination, directly or indirectly. However, care is taken to safeguard the interests of the vulnerable groups, particularly those with mobility impairment and from an economically deprived background.

In this regard, there are policies and programmes to improve transport provision to overcome social exclusion. Equality and diversity are major issues, which concern the whole community:

- Young People
- Older people
- Women and men
- People from Black and minority ethnic backgrounds
- Faith groups
- Disabled people
- Lesbian and gay men, bi sexual and transgender groups

Quality means equality in the services we plan and provide, and in the staff we employ to provide these services. We cannot achieve our aim of providing good quality well managed services unless we take into consideration the diverse needs of all sections of our diverse communities and aim to become an organisation with a well developed workforce, which is able to respond to those diverse needs at all levels of the workforce.

We aim to be a borough, which values the diversity of all its communities and enables all its residents to become full and active citizens with a shared sense of belonging.

We will build on the strengths of diversity and aim to be a borough where all Richmond's diverse communities feel safe, included, respected and valued.

This is key to all people who live, visit and work in the borough feeling safe and being able to ' take pride' in a borough which values and respects its growing diversity and promotes positive attitudes and good relations between all sections of its communities.

We intend to promote equality, value diversity and prevent discrimination through our roles as:

- Service provider
- Employer
- Community Leader.

Richmond have and will continue to refine an Equalities Scheme and equality action plans detailing how we intend to progressively achieve equality through three action plan cycles of assessment, review, actions and outcomes.

This will be undertaken as part of a programme of continuous development and mainstreaming of equality/diversity considerations throughout the whole business of the Council, its transport planning and provision of no lesser importance. Our general commitments will be translated through each one of our particular responsibilities in relation to service delivery and employment areas.

## 6 Possible Impact on Equity Targets

Some of the principle impacts on equality groups of the development of transport infrastructure are detailed in the following paragraphs.

### Impact on Women

Women generally have lower levels of access to cars than men and are more likely to travel by bus, where men are more likely to travel by train, underground or by car. Personal

security concerns, particularly whilst travelling after dark, are an important aspect for women using public transport or are considering walking or cycling.

Women will benefit from the elements of the plan that will lead to improved frequency, reliability and coverage of public transport within the borough particularly improvements to bus reliability/services (including night buses). Women are also likely to benefit from the elements of the plan that will improve bus and rail interchange facilities those regarding improved access, safety and security. The Council will promote and facilitate safer travel options at night to support London's growing late-night economy in line with the Mayor's priority.

Men will benefit from the improved environment and economy resulting from improvements in the transport network as a whole.

## Impact on Black and Minority Ethnic Groups

People from minority ethnic backgrounds make up just over 12% of the borough's population and this includes 3% of people from Irish backgrounds, the figure for the borough's black and minority ethnic population is 9%, which is almost double the 5.5% recorded in 1991.

Minority ethnic groups have relatively low access to cars and generally are more likely to work unsociable hours when the level and frequency of public transport services are less than during peak periods. Black minority ethnic groups will generally benefit from the policies in the LIP that promote improvements to public transport and those elements that will improve service reliability, safety and security. People from Black and minority ethnic backgrounds want to be able to feel safe from harassment and abuse when accessing public transport or as pedestrians on the street. General improvements to safety will help in this.

The following objective of the Council's LIP will have a positive benefit on this target group:

- Improve frequency, reliability and coverage of bus services (including night buses)
- Improve the interchange facilities at all stations and bus interchanges in the borough, having particular regard to information systems, cycle parking, bus, taxi and pedestrian links, safety (e.g. lighting), security, access for people with mobility difficulties and environmental improvements.
- Develop the transport environment in Richmond upon Thames to improve access for pedestrians, cyclists and public transport users, and make it safer for all road users.

## Impact on Disabled People

The Labour Force survey data for London 2001/02 (Disabled People and the Labour Market) shows that 8.3% of the borough's working age population are disabled and economically active. The Census data shows that 12.5% of the borough's population has a long term limiting illness and 2.5% of the working age population are permanently sick or disabled and unable to work as a result which are each significantly lower than the national average.

Access to a choice of transport should be made as easy as possible for all users, residents and visitors including those with disabilities. Station users must feel safe not only at the stations but also on their routes to the stations.

It is important to ensure that the street environment within the Borough is suitable for all users through the removal of unnecessary barriers. The Borough is fortunate to have many open spaces, parklands, cycling routes and the River Thames towpath. The Council is working to providing access through improvements to surfacing and interpretation in order to provide a network of fully accessible green routes for walkers and cyclists that connect all these sites. Currently 92% of pedestrian crossings have tactile paving provided.

Disabled people will particularly benefit from those elements of the plan that improve the accessibility of public transport and the street environment. The following approach in the Richmond LIP2 (as required by the MTS) will have a positive benefit on this target group:

- Make the public realm in the borough accessible to all members of the community
- Reduce community severance due to barriers to free movement across the public realm
- Maintain and improve the environment for all pedestrians, including those people with disabilities
- Improve the interchange facilities at all rail stations and bus interchanges in the borough, having particular regard to information systems (written and oral), cycle parking, bus, taxi and pedestrian links, safety, security, access for people with mobility difficulties and environmental improvements

### Impact on Lesbians, Gay Men, Bisexuals and Transgender

Safety and security on trains, buses and stations is known to be of concern to people from this group who are often vulnerable to attack. Many of the same situations that apply to women, faith groups, and minority ethnic groups also apply to people in this community.

### Impact on Older People

The 2001 Census data suggests that the borough has a relatively high proportion of older persons particularly those aged 85 and over. Older people tend to make fewer journeys and travel shorter distances, as they tend to drive less and walk more. The use of bus travel is their preferred choice of public transport. This group would benefit from those proposals outlined in the plan that will improve accessibility to public transport and the street environment and improve security. The following approaches in the Richmond LIP (as required by the MTS) will have a positive benefit on this target group:

- Making the public realm in the borough accessible to all members of the community
- Reducing community severance due to barriers to free movement across the public realm
- Maintaining and improving the environment for all pedestrians, including those people with disabilities.
- Improving the interchange facilities at all rail stations and bus interchanges in the borough, having particular regard to information systems, cycle parking, bus, taxi and pedestrian links, safety, security, access for people with mobility difficulties and environmental improvements.

### Impact on Younger People

Younger people tend to experience the same issues as other groups but possibly more so during the day when they are more likely to be out rather than late at night. Using Public Transport and waiting at Bus Stops and Rail Stations during the darker winter months are likely to create the same sorts of issues as experienced by other equality groups. Younger people are also more likely to walk or cycle than other groups, so measures that aim to improve walking and cycling for the wider community will also benefit this group. The School Travel Plan programme will assist those young people who are at school.

### Impact on Faith Groups

The impact on faith groups of anti-social behaviour tends to relate to visible signs of a persons faith and is often linked to ethnic minority groups. Schemes and proposals in the LIP2 are likely to benefit different faith groups in much the same way as other target groups.

## 7 Richmond upon Thames Equality and Diversity Strategy

The Council's Equality and Diversity Strategy document and action plan details how the Council intends to promote equality, value diversity and prevent discrimination through its roles as a service provider, employer and community leader. This will be achieved through a programme of audit, review, impact/needs assessment, development of equality objectives and outcomes, monitoring, consultation, scrutiny and changes to the way in which the Council operates. This will be undertaken as part of a programme of continuous development and mainstreaming of equality/diversity considerations throughout the whole business of the Council.

## 8 Classifying the Impact upon Equality Groups

As identified in TfL's guidance (2004), two possible impacts result from carrying out an impact assessment:

1. *A **negative or adverse impact -** where the impact could disadvantage one equality target group, or some equality target groups. This disadvantage maybe differential, where the negative or adverse impact on one particular group of individuals or one equality target group is likely to be greater than on another. It should be noted that some negative or adverse impacts may be intended. The EINA provides an opportunity to assess this.*

2. *An impact that will have a **positive An impact** on an equality target group, or some equality target groups, or improve equal opportunities and /or relationships between groups. This positive impact may be differential, where the positive impact on one particular group of individuals or one equality target group is likely to be greater than on another.*

The assessment of impacts both on the LIP as a whole and on the programmes and proposals set out will indicate the positive or negative impacts according to the above definitions. Whilst assessing the LIP objectives in the initial stages, each of the impacts will be split into high and low categories. Those that are considered high will be taken forward for full detailed impact assessment.

## 9 Diversity in Richmond

### Population

The 2001 Census indicated that there were 172,335 people living in the Borough, and latest GLA projections (2007 Round of GLA Demographic projections - PLP Low) indicate that the population in 2026 may rise to 189,272. The number of older residents is increasing and the community is becoming more diverse, with wider differences in household wealth, more disabled people and more ethnic diversity (although there is a lower than London average percentage of residents from ethnic minority groups).

The following Table 1 shows the breakdown of ethnic groups in the Borough. It is noted that the Borough has the fourth smallest Black and minority ethnic population in London. Just over 9% of the Borough is made up of non-white ethnic groups.

People from mixed ethnic backgrounds (2.15%) are just slightly below the London average (3%). Those from Chinese and Other Ethnic backgrounds form 2.01% of the population, which is just slightly below the London average of 2.7%. In Richmond's primary schools 16% of children are from Black and minority ethnic backgrounds. The schools language survey identified 78 languages other than English spoken by children in Richmond's schools.

Table 1: Ethnic make-up of Richmond-upon-Thames in Comparison with London and England & Wales averages

| | Richmond Borough | | London | England & Wales |
|---|---|---|---|---|
| | Numbers | % | % | % |
| White: British | 135,655 | 78.72 | 59.8 | 87.0 |
| White: Irish | 4,805 | 2.79 | 3.1 | 1.3 |
| White: Other | 16,325 | 9.47 | 8.3 | 2.7 |
| Mixed: White and Black Caribbean | 670 | 0.39 | 1.0 | 0.5 |
| Mixed: White and Black African | 443 | 0.26 | 0.5 | 0.2 |
| Mixed: White and Asian | 1,530 | 0.89 | 0.8 | 0.4 |
| Mixed: Other Mixed | 1,154 | 0.67 | 0.9 | 0.3 |
| Asian or Asian British: Indian | 4,232 | 2.46 | 6.1 | 2.1 |
| Asian or Asian British: Pakistani | 664 | 0.39 | 2.0 | 1.4 |
| Asian or Asian British: Bangladeshi | 662 | 0.36 | 2.2 | 0.6 |
| Asian or Asian British: Other Asian | 1,151 | 0.67 | 1.9 | 0.5 |
| Black or Black British: Caribbean | 643 | 0.37 | 4.8 | 1.1 |
| Black or Black British: African | 829 | 0.48 | 5.3 | 1.0 |
| Black or Black British: Other Black | 142 | 0.08 | 0.8 | 0.2 |
| Chinese or other Ethnic Group: Chinese | 1,299 | 0.75 | 1.1 | 0.5 |
| Chinese or other Ethnic Group: Other Ethnic Group | 2,171 | 1.26 | 1.6 | 0.4 |

## Deprivation

The ODPM's Index of Multiple Deprivation 2004 (IMD 2004) takes account of seven factors: income, employment, health deprivation and disability, education, skills and training, barriers to housing & services, and crime and living environment. Using this scoring, 60% of Borough wards were amongst the 25% least deprived wards in the country, however there are also pockets of relative deprivation in parts of Castlenau, Ham, Hampton Nursery Lands, Heathfield and Mortlake.

## Housing

The Borough's housing is mainly in owner-occupation (68% according to the 2001 Census), with 15% rented privately, and 12% rented from a housing association. Affordability is a key issue, with house prices considerably higher than the London average. With the exception of the City, Richmond upon Thames has the highest average household income (£47,418, Paycheck 2007 CACI) of any London borough, but the ratio between earnings and house prices is such that first time buyers are unable to afford even the least expensive properties in the Borough. Affordability can have an impact in terms of overcrowding and poor quality housing, and also for the recruitment and retention of key workers, essential for delivering local services.

## Education

There are eight maintained secondary schools, 41 Borough primary and two special schools. The secondary schools in LBRUT do not have sixth forms and over 16s generally attend Richmond College or other state post-16 establishments in nearby Esher, Kingston or the private sector. A number of other academic and vocational courses are also provided through Richmond College, Richmond Adult College, St Mary's University and other providers including the provision of training for those in or seeking employment.

There are a very high number of independent schools in LBRUT, which attract many pupils from outside the borough. Demand is very high for places in the Borough's schools, in particular the primary schools which are consistently at the top of the national league tables.

## 10 Conclusion

The Borough takes the interests of the different equality groups seriously and believes that, together with other agencies such as TfL that it is implementing many changes throughout the Borough, which are enhancing the ability of equality groups to move about safely and with relative ease. Notwithstanding this it is considered that the Borough needs to keep working with other agencies to ensure that equality groups are treated with respect and dignity.

The programme of upgrading pedestrian crossings, station access schemes (lighting, pavement, among other measures), cycling schemes, walking schemes, bus stop accessibility to name a few, are all contributing incrementally to improving the situation for those equality groups identified.

# ANNEX F – STATEMENT ON STRATEGIC ENVIRONMENTAL ASSESSMENT

See Environmental Report.

## ANNEX G –

**Briefing note for Staff – Borough-wide topline results from the All in One survey**

Initial analysis on the responses to the All in One survey carried out in November and December 2010 has now been completed. Key messages are summarised below. Further detailed results including analysis by local area within the Borough is expected to be available in March.

**Key messages:**

- There were **13,585 responses** (17% of households), of which 607 were completed on line
- Only **1**% of households submitted more than one survey; no evidence of duplication
- A good spread of respondents across all areas of the Borough
- Around **58%** have lived in the Borough for 15+ years and **18%** work in the Borough

There is a spread of respondents across demographic groups, although not fully representative of the local population, with older people, white people and women being more likely to reply; this is expected for surveys of this type

Asked what they consider their local area to be, **84%** have said they live in one of the following;

| | |
|---|---|
| Twickenham | East Sheen |
| Teddington | Whitton |
| Hampton | St Margarets |
| Richmond | Ham |
| Barnes | Hampton Hill |
| Kew | |

**92%** satisfied with their area as a place to live – in line with the 2008 Place Survey
**52%** feel informed about the services provided in their local area

**19%** of respondents agreed or strongly agreed with the statement 'I feel I can influence decisions affecting my local area'; with **39%** neither agreeing or disagreeing, **37%** disagreeing or strongly disagreeing and **5%** replying 'don't know'

Asked what was important in making their area a good place to live, and what most needed improving, top 5 responses were;

0

**Most important**
**73% -** local parks and open spaces
**38% -** levels of crime and anti-social behaviour
**35% -** shopping in your local high street
**34% -** public transport
**20% -** library services

**Most needs improving**
**34% -** traffic and/or levels of congestion
**30% -** condition of pavements
**22% -** shopping in your local high street
**21% -** provision of parking
**20% -** condition of roads

When the above two questions are at looked at side by side it is interesting to note that while parks and open spaces emerged as the main thing that was most important to respondents about their area (73%) it was also the thing respondents identified as least needing improving (only 3% felt it was a priority for improvement). A similar pattern was also seen with Libraries and Public Transport, although to a lesser extent. On the other hand, shopping in your local high street was the only issue to remain in the top five both in terms of being most important (35%) and most in need of improvement (22%).

| | **Most needs improving** | **Most important** |
|---|---|---|
| Traffic and/or levels of congestion | **34%** | 13% |
| Condition of pavements | **30%** | 11% |
| Shopping in your local high street | **22%** | **35%** |
| Provision of parking | **21%** | 11% |
| Condition of roads | **20%** | 7% |
| Affordability of local housing | 17% | 7% |
| Development and planning issues | 16% | 10% |
| Amount of litter and/or cleanliness of streets | 16% | 18% |
| Level of crime and anti-social behaviour | 16% | **38%** |
| Support for local businesses | 15% | 11% |
| Other | 12% | 9% |
| Activities for children and young people | 11% | 11% |
| Cycling | 10% | 7% |
| Sports and leisure facilities | 10% | 11% |
| Waste and/or recycling | 10% | 16% |
| Education and schools | 10% | 19% |
| Support for older people | 9% | 9% |
| Parking enforcement | 8% | 3% |
| Pollution | 8% | 5% |
| Activities for older people | 8% | 7% |
| Provision and/or quality of entertainment, museums and arts | 8% | 11% |
| Public Transport | 8% | **34%** |
| Local training and employment opportunities | 7% | 5% |
| Community relations in the local area | 5% | 10% |
| Library services | 5% | **20%** |
| Support for children and families | 4% | 4% |
| Local parks and open spaces | 3% | **73%** |
| None of these | 1% | 0% |

The above two questions were specifically asking residents about their priorities for their local area rather than their views on spending priorities in relation to council services. Further analysis of the data will examine linkages between some of the categories, for example support for local businesses and shopping in your local high street, as well as activities for children and young people and support for children and young people. The analysis of the free text responses (which is currently underway) will also provide greater insight into these issues and priorities. All of this will be refined and explored in more detail at the local action planning events that will take place from April 2011.

The issue of under-represented groups will be addressed through targeted activities and communications (i.e. with Children and Young People) to ensure their views are included in the next stages of the All in One programme.

Over 6,600 respondents want to be kept informed about how they can get more involved in their area, **of which**

**4,318 (67%)** want to give their views on services delivered in their local area

**3,177 (49%)** want to give their views on issues specifically about their local shopping or business area

**3,026 (47%)** want to be involved in developing the priorities put forward for their area

**2,143 (33%)** want to be involved in drawing up an action plan for their area.

**ANNEX H –**

# Summary Report
# on the
# All in One Business Survey
# for
# London Borough of
# Richmond upon Thames