

1. Reasons for review

- 1.1 First step in writing an action plan for an agreed list of priorities to campaign on;
- 1.2 Test the continuing relevance of the draft list, and their associated level of priority, through consultation with RCC contacts;
- 1.3 Identify gaps in the draft list as a result of the consultation;
- 1.4 Facilitate the consultation by presenting the draft list in a structured format.

2. Analysis

The draft lists **56** priorities under **8** headings. **32** priorities, **57%** of the total, relate to various obstacles to **6** cycle journeys in, and across, the Borough including Richmond town centre as an implicit hub. The remaining **24** priorities, **43%**, refer to other locations and issues.

2.1 Specified Cycle Journeys

All the journeys relate to existing routes shown on the TfL Cycling Guides 6 [North] and 9 [South] and the priorities are either obstacles to the route or proposed alternatives to it.

2.1.1 Richmond east to Putney [London Borough of Wandsworth]

6 priorities, 11%, 1 very high and 5 high, relating to an on road section through North Sheen [**1a, 1b, 1c**] and an off-road section through Barnes [**1d, 1e, 1f**]

2.1.2 Richmond Park Sheen Gate north to Hammersmith [Hammersmith and Fulham]

6 priorities, 11%, 2 very high, 1 high and 3 unclassified, relating to an on-road section through East Sheen / Mortlake [**2a, 2b**] and an off-road section using Thames towpath [**2f, 2e, 2d**] to Hammersmith Bridge [**2c**]

2.1.3 Kew Bridge south to Kingston [Royal Borough of Kingston-upon-Thames]

7 priorities, 12.5%, 1 very high, 3 high, 3 unclassified, all relating to off-road sections, including 2 cycle lanes crossing the A316 on the Strategic Road Network [**3b, 3c**] the Thames towpath [**3a**] and Richmond Park [**3e**] linked through the town centre [**3d**] and Petersham Meadows [**3f, 3g**]

2.1.4 Kingston west to Hampton via Bushey Park

2 priorities, 3.5%, 1 very high, 1 high, both relating to on road sections from Kingston Bridge to Bushey Park [**4a**] and from Bushey Park to Hampton schools [**4b**]

2.1.5 Richmond west to Whitton [Hounslow]

7 priorities, 12.5%, 3 high and 4 unclassified relating to on road section from Richmond Bridge through East Twickenham [**5a, 5b**] off-road sections in Cole Park [**5c**] and Crane Park [**5e, 5f**] the absence of a link between them [**5d**] and crossing the A316 at Meadway [**5g**]

2.1.6 Richmond Town Centre

4 priorities, 7%, 1 very high and 3 high, all relating to increasing opportunities to cycle through the centre [**6a, 6b, 6c, 6d**]

2.2 Discussion Points

2.2.1 Cycle Journeys

- Are these the right routes for RCC to campaign on?
- If they are what is the order of priority for campaigning?
- If not what journeys should RCC campaign on?
- Are the obstacles to the journeys correctly identified?
- If they are what is the order of priority?
- If not what are the obstacles?

2.2.2 Suggested Priority

It's not clear what criteria are used to ascribe the level of **suggested priority**. **Priority 1a Sheen Road** implies a risk of harm to the cyclist posed by the narrow lanes of the existing road, classified as **High** whereas **Priority 1d Crossing Barnes Bridge loop line** is classified as **Very High**

Recommendation

1. Classify priority based on the risk of harm to the cyclist;
2. List priorities on a route in descending order.

3. Miscellaneous

5 priorities, 9%, 1 very high, 1 high and 3 unclassified with all relating to specified locations.

Recommendation

3. Delete this heading and move listed priorities into specified cycle journeys.
7a Cross Deep / Strawberry Vale, **7b** Teddington High Street create an additional journey from Twickenham to Teddington;
7c List railway footbridges as a generic route problem types;
7d Richmond lock is an obstacle on the journey from Richmond to Whitton;
7e Robin Hood roundabout is listed as a Completed scheme.

4. Issues

19 priorities, 34%, 11 high, 6 medium and 2 low covering a wide range of issues, either:

- Aspirations, **8C** promote sustainable travel;
- Strategic Aims, or Guiding Principles, **8D** promote leisure routes, **8G** Greenways;
- Generic route problems, crossing **8J** Strategic Road Network, **8O** parks, open spaces;
- Site specific obstacles to cycle journeys, **8I** Richmond Town Centre;
- Preferred solutions to problems, **8A** secure cycle parking, **8B** 20mph speed limit.

Recommendation

4. Delete this heading:
 - Matching Aspirations, Strategic Aims and Guiding Principles to the RCC Manifesto Action Plan Strategic and Operational Objectives promoting cycling or identifying and resolving barriers to cycling;
 - Listing generic route problem types with the identified obstacles to specified cycle journeys;
 - Listing preferred solutions as options to be considered to resolve identified obstacles.

- 8A** Operational Objective 2.4.1;
- 8B** Operational Objective 2.2.3 and Option / Preferred Solution;
- 8C** Strategic Objective 1;
- 8D** Strategic Objective 1;
- 8E** Operational Objective 2.3.2, specified cycle journeys and generic route problem type;
- 8F** Strategic Objective 1;
- 8G** Strategic Objective 1;
- 8H** Operational Objective 2.3.2;
- 8I** Operational Objective 2.3.2, specified cycle journeys and generic route problem type;
- 8J** Operational Objective 2.3.2, specified cycle journeys and generic route problem type;
- 8K** Operational Objective 2.3.2, specified cycle journeys and generic route problem type
- 8L** Operational Objective 2.3.2, specified cycle journeys and generic route problem type
- 8M** Strategic Objective 1;
- 8N** Strategic Objective 2;
Operational Objective 2.3.2, specified cycle journeys and generic route problem type,
Operational Objective 2.3.4;
- 8O** Operational Objective 2.3.2, specified cycle journeys and generic route problem type
- 8P** Operational Objective 2.2;
- 8Q** Strategic Aim;
- 8R** Strategic Objective 2;
- 8S** Operational Objective 2.4.