

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						
LBRU T 1a	People killed or seriously injured in road traffic accidents (NI 47)		✓	✓		
LBRU T 1b	Children killed or seriously injured in road traffic accidents (NI 48)		✓	✓		
2 Network Management						
LBRU T 2a	Temporary Road Closure (Operational)	✓				
LBRU T 2b	% of Sample Inspections carried out on work carried out by Utilities (Operational)	✓				
LBRU T 2c	DLO - Performance on Priority P10 (2 hour orders) and P90 (24 hour orders) (Operational)	✓				
3 Cycling and Walking						
LBRU T 3a	Footpaths and Rights of Way, ease of use by public (Operational)		✓		✓	✓
LBRU T 3b	Pedestrian Crossing - tactile paving (Operational)		✓		✓	✓
LBRU T 3c	Access to services and facilities by public transport, walking and cycling (NI 175)		✓		✓	✓
4 Transport Choice						
LBRU T 4a	Approved School Travel Plans (Env 12)		✓	✓	✓	✓
LBRU T 4b	Cycle Training for years 5&6 (Operational)		✓	✓	✓	✓
5 Public Transport						
LBRU T 5a	Bus Stops accessible and complying to the standard for disabled people (Env 1)				✓	✓
LBRU T 5b	Bus services running on time (NI 178)				✓	✓

		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
LBRU T 5c	Access to services and facilities by public transport, walking and cycling (NI 175)				✓	✓
LBRU T 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)					
LBRU T 5e	Bus services running on time (NI 178)				✓	✓
6 Environment and Public Realm						
LBRU T 6a	CO ₂ reduction from Local Authority operations (NI 185)		✓			✓
LBRU T 6b	Per capita reduction in CO ₂ emissions in the LA area		✓			✓
LBRU T 6c	Adapting to climate change (NI 188)		✓			✓
LBRU T 6d	Level of air quality – reduction in NO _x and primary PM ₁₀ emissions through local authority's estate and operations (NI 194)		✓			✓
LBRU T 6e	Level of air quality – reduction in NO _x and primary PM ₁₀ emissions through local authority's estate and operations. (NI 194)		✓			✓
7 Maintenance						
LBRu T 7a	Principal Roads where maintenance should be considered (NI 168)		✓			✓
LBRu T 7b	Non Principal Roads where maintenance should be considered (NI 169)		✓			✓

		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
LBRu T 7c	Unclassified Roads where maintenance should be considered (Operational)		✓			✓
LBRu T 7d	Surface Footway where maintenance should be considered (Operational)		✓			✓
LBRu T 7e	Rectification of Street Lighting Faults (non DNO) (Operational)		✓			✓
Major Schemes						
LBRu T 8a	Richmond Town Centre	✓	✓	✓	✓	✓
LBRu T 8b	Twickenham Town Centre	✓	✓	✓	✓	✓
LBRu T 8c	Twickenham Railway Station	✓	✓	✓	✓	✓
LBRu T 8d	Stag Brewery	✓	✓			
LBRu T 8e	Whitten 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						
LBRu T 1a	People killed or seriously injured in road traffic accidents (NI 47)				✓	
LBRu T 1b	Children killed or seriously injured in road traffic accidents (NI 48)				✓	
2 Network Management						
LBRU T 2a	Temporary Road Closure (Operational)		✓			
LBRU T 2b	% of Sample Inspections carried out on work carried out by Utilities (Operational)		✓			
LBRU T 2c	DLO - Performance on Priority P10 (2 hour orders) and P90 (24 hour orders) (Operational)		✓			
3 Cycling and Walking						

		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
LBRU T 3a	Footpaths and Rights of Way, ease of use by public (Operational)	✓				✓
LBRU T 3b	Pedestrian Crossing - tactile paving (Operational)	✓				✓
LBRU T 3c	Access to services and facilities by public transport, walking and cycling (NI 175)	✓	✓			✓
4 Transport Choice						
LBRU T 4a	Approved School Travel Plans (Env 12)	✓			✓	✓
LBRU T 4b	Cycle Training for years 5&6 (Operational)	✓			✓	✓
5 Public Transport						
LBRU T 5a	Bus Stops accessible and complying to the standard for disabled people (Env 1)	✓	✓			✓
LBRU T 5b	Access to services and facilities by public transport, walking and cycling (NI 175)	✓	✓			✓
6 Environment and Public Realm						
LBRU T 6a	CO ₂ reduction from Local Authority operations (NI 185)					✓
LBRU T 6b	Per capita reduction in CO ₂ emissions in the LA area					✓
LBRU T 6c	Adapting to climate change (NI 188)					✓
LBRU T 6d	Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations (NI 194)					✓
LBRU T 6e	Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations. (NI 194)					✓
7 Maintenance						

		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
LBRu T 7a	Principal Roads where maintenance should be considered (NI 168)			✓		
LBRu T 7b	Non Principal Roads where maintenance should be considered (NI 169)			✓		
LBRu T 7c	Unclassified Roads where maintenance should be considered (Operational)			✓		
LBRu T 7d	Surface Footway where maintenance should be considered (Operational)			✓		
LBRu T 7e	Rectification of Street Lighting Faults (non DNO) (Operational)			✓		
Major Schemes						
LBRu T 8a	Richmond Town Centre		✓	✓	✓	✓
LBRu T 8b	Twickenham Town Centre		✓	✓	✓	✓
LBRu T 8c	Twickenham Railway Station	✓		✓		✓
LBRu T 8d	Stag Brewery					
LBRu T 8e	Whitten High Street Improvements	✓	✓	✓		✓

ANNEX B – ROAD CASUALTIES

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

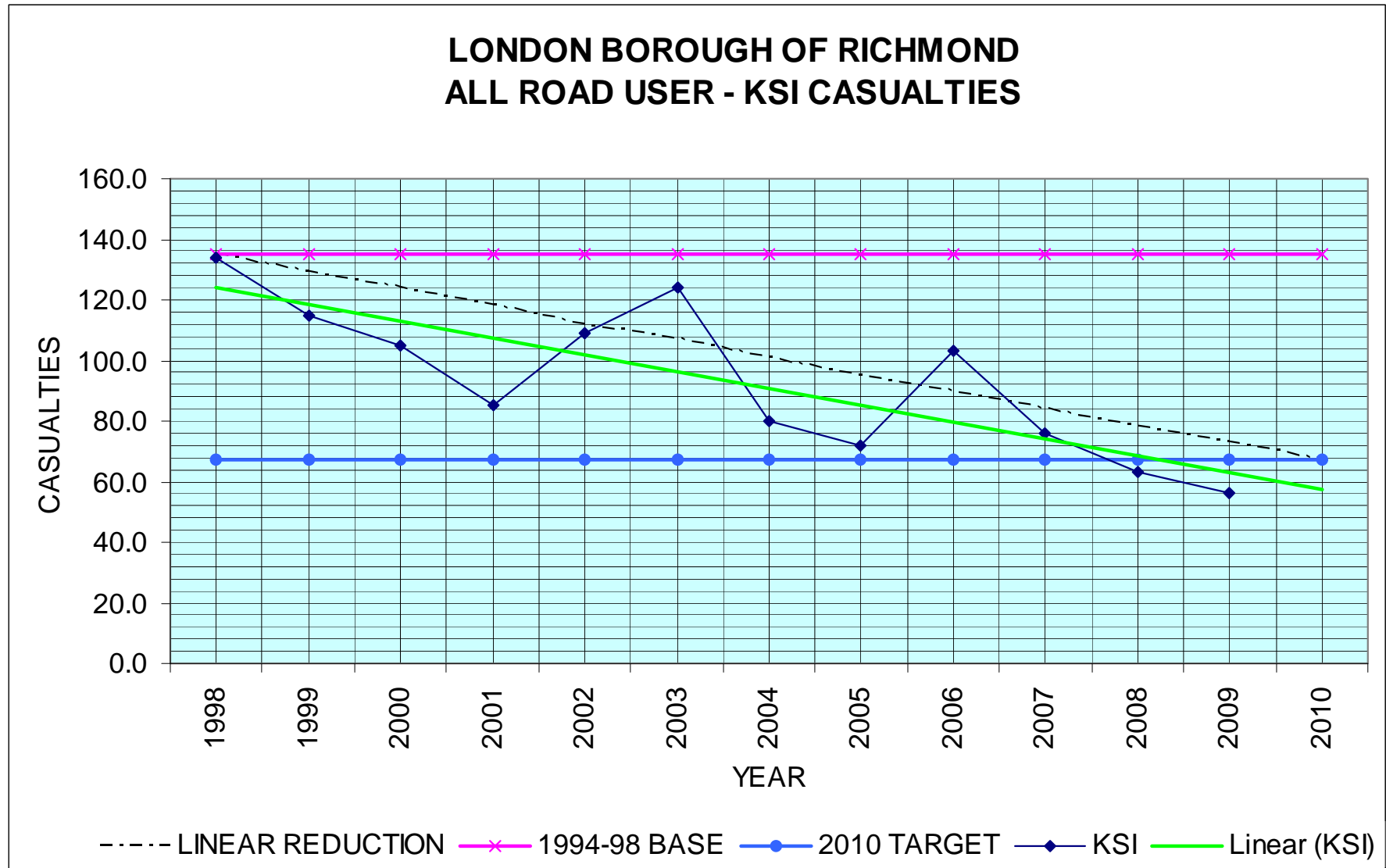


Chart B

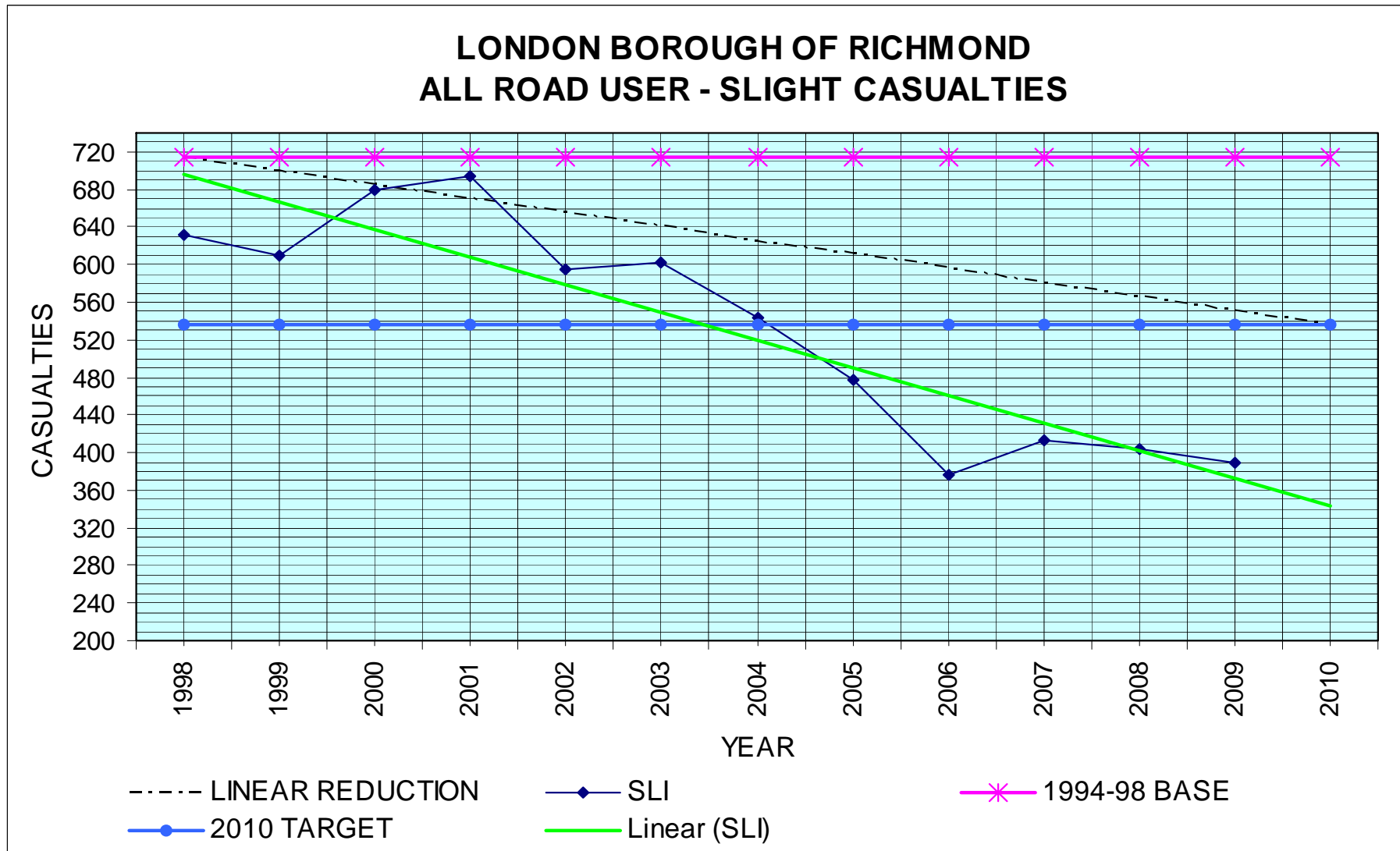
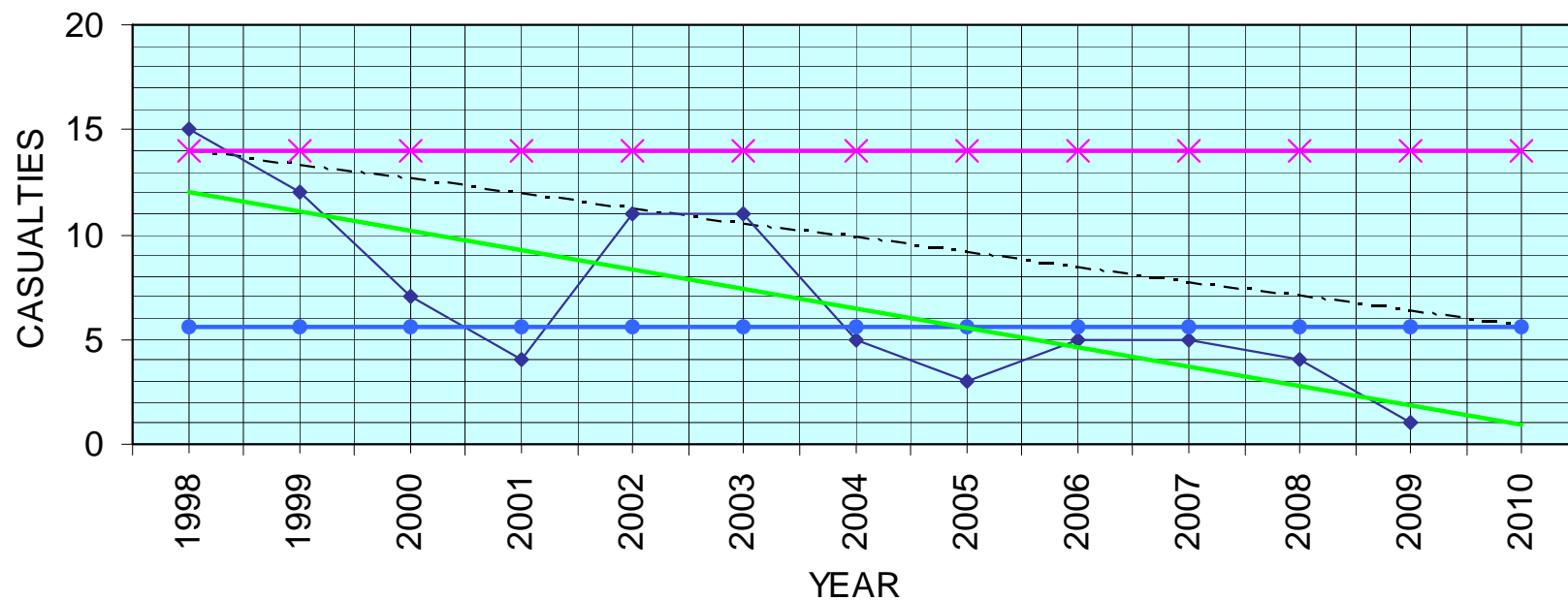


Chart C

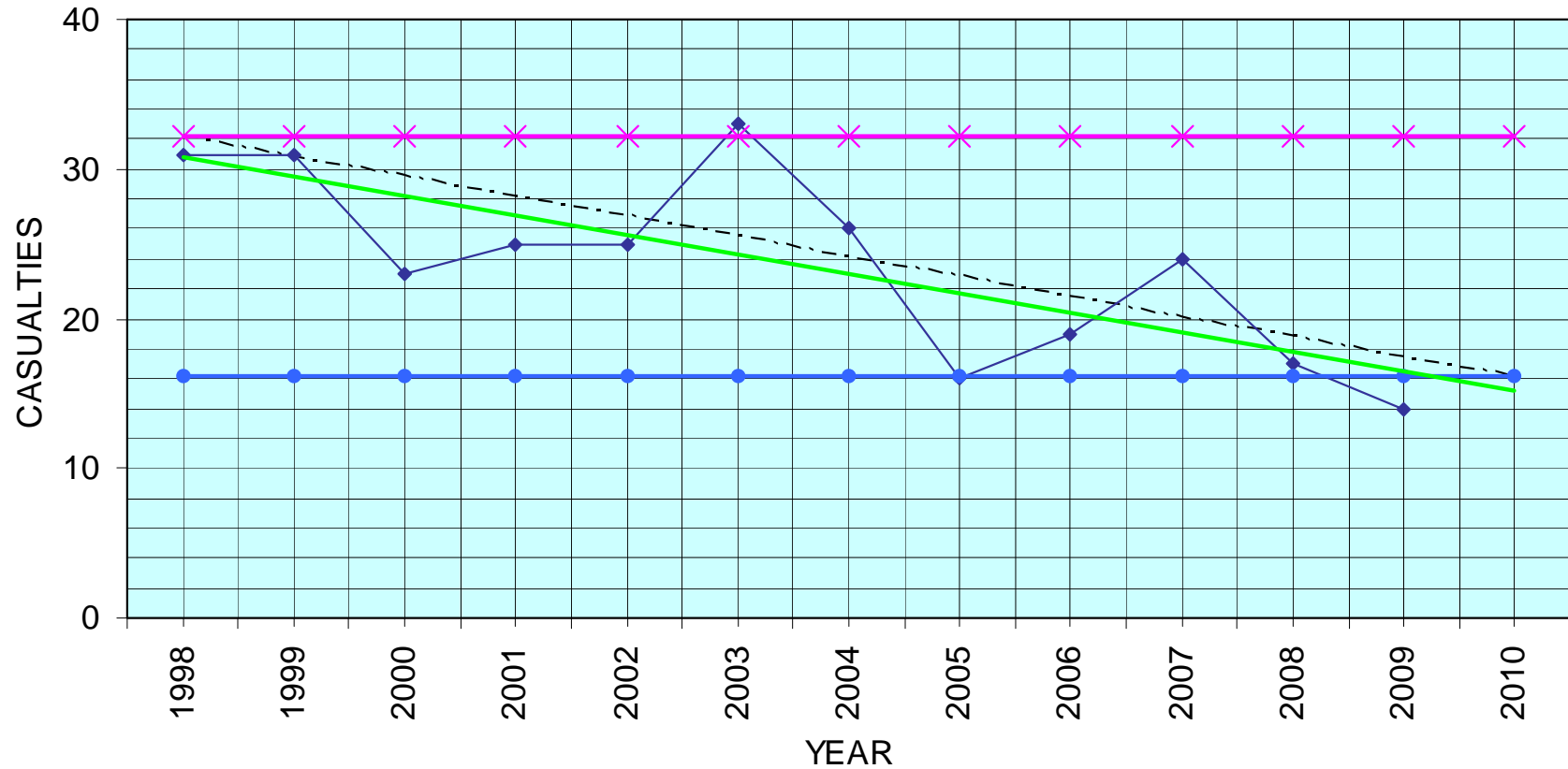
LONDON BOROUGH OF RICHMOND CHILD ROAD USER - KSI CASUALTIES



- LINEAR REDUCTION
- * 1994-98 BASE
- Linear (CHILD CASUALTIES <16)
- ◆ CHILD CASUALTIES <16
- 2010 TARGET

Chart D

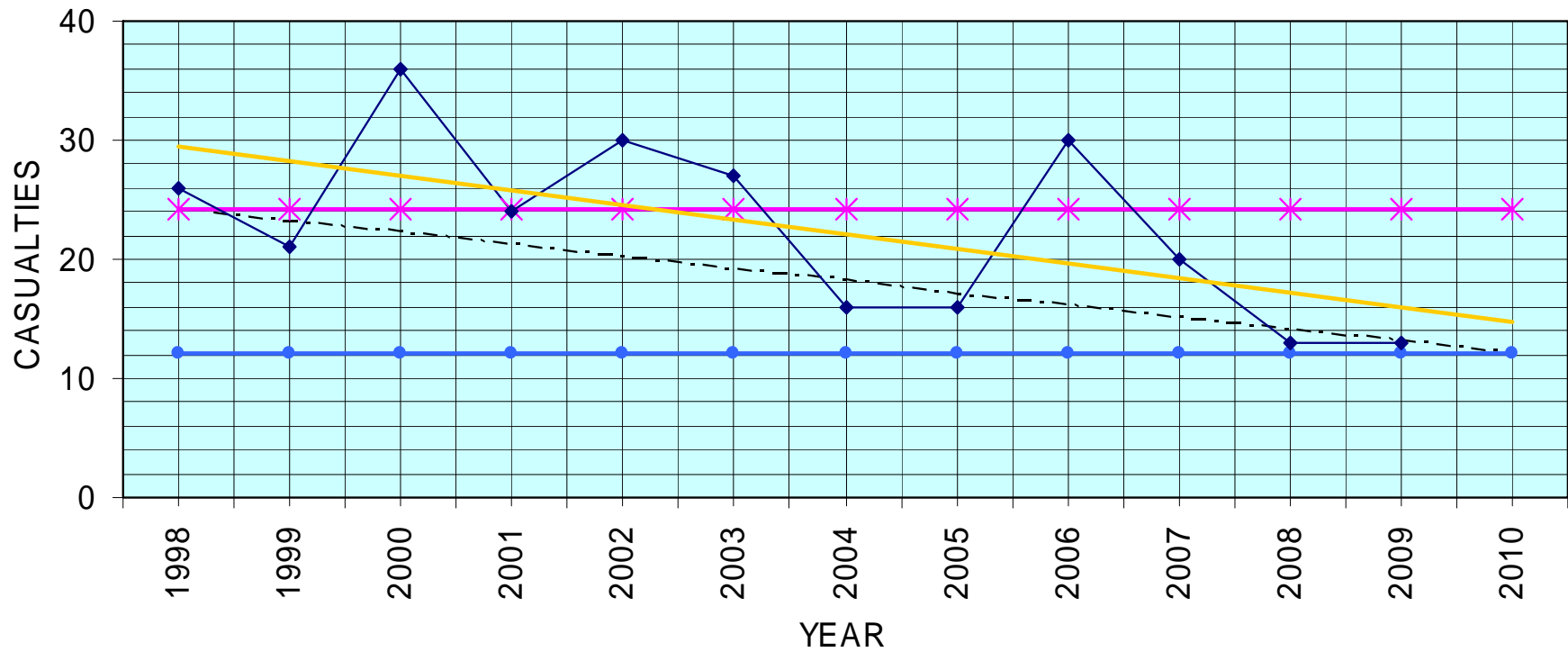
LONDON BOROUGH OF RICHMOND ALL ROAD USER - PEDESTRIAN KSI CASUALTIES



- LINEAR REDUCTION
- × 1994-98 BASE
- Linear (PED CASUALTIES)
- ◆ PED CASUALTIES
- 2010 TARGET

Chart E

LONDON BOROUGH OF RICHMOND ALL ROAD USER - MOTOR CYCLE KSI CASUALTIES

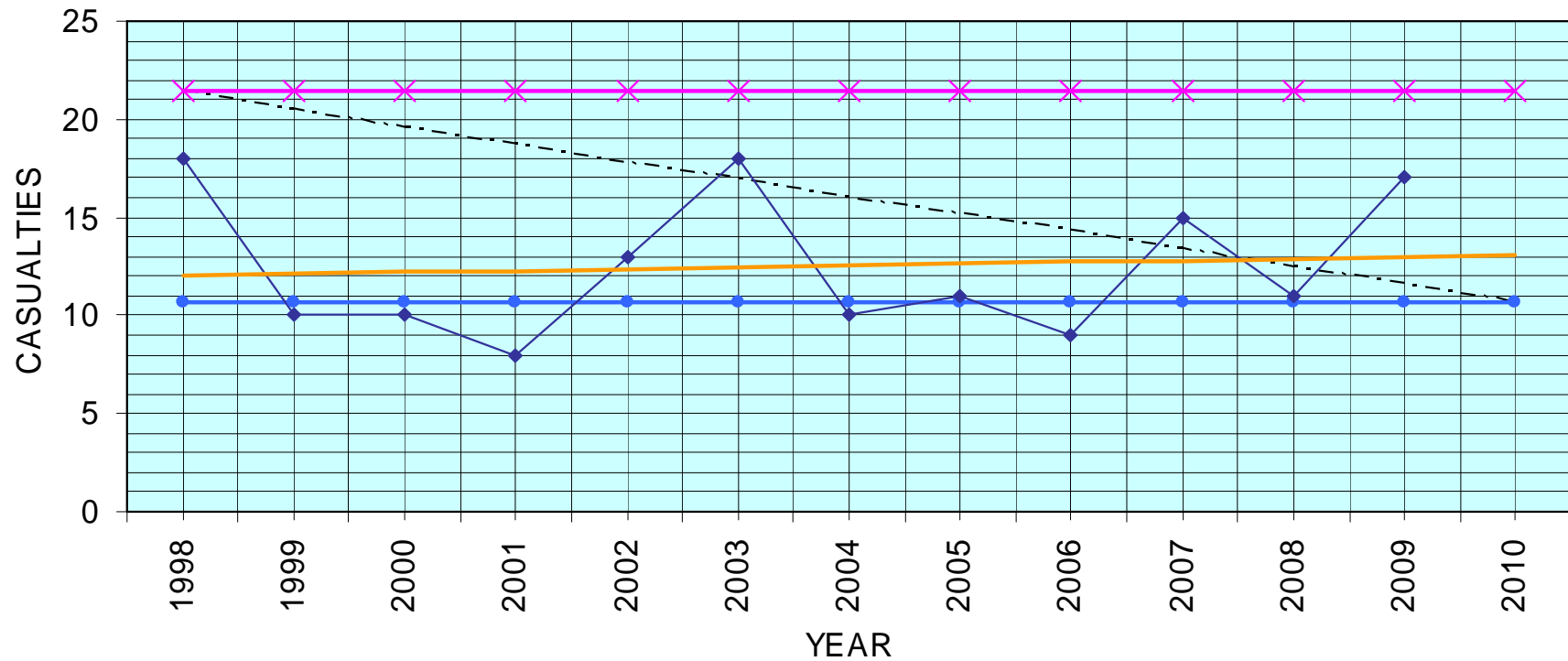


----- LINEAR REDUCTION
—●— 2010 TARGET
— Linear (P2W CASUALTIES)

* 1994-98 BASE
—◆— P2W CASUALTIES

Chart F

LONDON BOROUGH OF RICHMOND ALL ROAD USER - PEDAL CYCLE KSI CASUALTIES



----- LINEAR REDUCTION
—●— 2010 TARGET
— Linear (P/CYC CASUALTIES)

—x— 1994-98 BASE
—◆— P/CYC CASUALTIES

**LONDON BOROUGH OF RICHMOND
UPON THAMES (LBRuT)**

**DRAFT CYCLING STRATEGY FOR
CONSULTATION (YEAR 2011-2025)**

February 2011

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 utility trips to work, shopping, school, as well as 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 eg Kingston Bridge 2000-3000+ daily cycle trips and the Teddington Lock footbridge with 1000-2000 trips daily cycle trips depending on the day of the week.
- 1.3. The 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 ameliorated where Community 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 these routes follow quieter residential roads, with some facilities on busier main roads to cater for different types of users and cycling abilities.
- 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 Delivering the benefits of cycling in Outer London: Mayor for London/TfL (February 2010)

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;**
- **Providing training and support for all members of the community to cycle safely and considerately;**
- **Seeking enforcement of Road Traffic laws for the benefit of all highway users;**

DRAFT

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 PPS1² and PPS3³ make it clear that design is a material consideration in the planning system. PPG13⁴ promotes development patterns that encourage walking and cycling. PPS4⁵ 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 England⁶ encouraged all local authorities to agree the appointment of a Member Cycling Champion for cycling. (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 will be abolished from 2011/12)

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.

Greater London Policy

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 CO₂ 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 are 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 invited boroughs to become 'Biking Boroughs', to help create a local culture of cycling, focusing on town centres and key trip destinations⁷.

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.

London Borough of Richmond Cycling Policy

- 2.12. 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 needs⁸. The approach is consistent with the objectives of the London Plan consolidated with Alterations since 2004 and the Mayor's Transport Strategy
- 2.13. The Council is promoting and providing for cycling as a utility form of transport⁹. 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;
 - Improve the health of residents, employees and visitors.

2.14. *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:

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

Stewardship

- 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.

2.15. 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

- 2.16. *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

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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 quarterly Cycling Liaison Group (CLG) 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 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 provides National Standard for Cycle Training (Bikeability). The 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 for the Borough 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 on-road 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 on-road training for secondary school children

- 3.23. 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. The take up of Level 3 training is significantly lower, but the target for year 2010/11 is to train approximately 100 children.

Provision of training for adults and families

- 3.24. One to one sessions and group courses for Adults and families are available and the Borough has ambitious targets to train 300 adults in 2010/11 (The Borough trained 152 adults in 2009/10).

Smarter Travel Richmond (STR)

- 3.25. Smarter Travel Richmond aimed to increase levels of walking, cycling and public transport use amongst local residents and visitors. The approach was to target journeys that could be substituted for more sustainable modes. The project will end in March 2011

South West London Greenways

- 3.26. In partnership with Sustrans¹⁰ 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;
- Complementing existing routes and promoting local priorities;

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

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).

CT2

Cycle Route Network

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

CT3

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).

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)

CT5

Rates of cycle theft

Reduce the level of cycle theft by 25% within 5 years and by 40% within 10 years compared to the level of reported theft in 2010 and to seek further reductions thereafter.

CT5

Cycle training

Specific targets to be considered for:

**Provision of on-road training for primary school;
Provision of on-road training for secondary school children; and
Provision of training for adults and families**

(NB. See targets outlined within Action Plan)

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.

Cycle route design should consider the following approaches in descending order of preference:

Traffic Reduction. Can motor traffic levels be reduced to achieve the desired improvements in attractiveness and safety?

Calming of traffic Can traffic speeds be reduced and driver behaviour modified to achieve the desired improvements?

Junction treatment & traffic management. Can the problems that cyclists face, particularly where collisions occur, be solved by specific junction treatment or other traffic management solutions?

Redistribution of the carriageway. Can the carriageway be redistributed to allocate more space for cyclists, perhaps in conjunction with improvements implemented for buses? Where practicable the existing carriageway space, particularly on main road, should be regularly reviewed to ensure that proper account is taken of cyclists' needs.

Cycle Lanes & Cycle Tracks. Having considered and, where possible, implemented the above, what cycle lanes or tracks are now necessary? When off-carriageway cycle tracks are proposed it is important that safe and convenient access/egress is made for cyclists to rejoin the carriageway.

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 will include:

- Traffic management to reduce traffic volumes, supported by exemptions for cyclists from traffic restrictions applying to vehicular traffic;
- 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 eg 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. Cycling will be permitted in pedestrian areas wherever possible. If pedestrian flows during peak shopping hours makes this impracticable, consideration will be given to permitting cycling in pedestrian areas from midnight to 10 am and 4 pm to midnight to allow usage by commuting cyclists.
- 7.11. 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'.
- 7.12. 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.

- 7.13. Maintenance should 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.

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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.

- 7.14. 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.
- 7.15. 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 walking¹¹.
- 7.16. 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.

7.17. Five types of cycle parking design have been defined by trip purpose¹²:

- *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.
- *Domicilliary 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. Encouragement

7.18. 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.

7.19. 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 safety¹⁴. However, it has been concluded that the benefits of cycling in terms of expected life expectancy and well being are likely to outweigh the loss of life and serious injury resulting from cycling personal injuries.

¹² Department for Transport Traffic Advisory Leaflet 5/02 Key elements of cycle parking provision

¹³ & ¹⁴ Transport for London Cycling Attitudes Report 2009

7.20. 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. 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.

7.21. 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 world leader in developing effective cycling safety improvements underpinned by analysis and a sound understanding of the cause of collisions.

7.22. 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.

7.23. 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.

7.24. 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 (RBK) 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 work in partnership with employers to assist with the implementation of cycle friendly employer initiatives.

- 7.25. 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.

- 7.26. 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

7.27. The Authority will undertake information gathering and training programmes, to inform and supports its cycle promotion activities.

Consultation with local cyclists

CP22 The Council will ensure that its programme of cycling improvements and highway schemes generally are undertaken in regular consultation with local cyclists and organisations.

7.28. Consultation will include regular meetings (4 to 6 per year) of the LBRuT CLG which will be chaired by the Cabinet Member for Traffic supported by the Member Cycling Champion. Interested councillors, council officers from relevant departments, members of local cycling organisations to give advice and feedback on cycling issues will all be invited to help promote the role of cycling in the Borough.

7.29. The Cycling Liaison Group has an important role to play in helping to identifying future priorities and The Technical Working Group (TWG) will be used to review proposed cycling schemes and general highways schemes.

d. Education

Cycle training

CP23 The Council will sustain its programme of National Standard (Bikeability) cycle training:

- a. Continue to promote and deliver on-road National Standard cycle training to all years 5&6 attending schools in the Borough;**
- b. Promote and deliver family courses through schools;**
- c. Promote and deliver cycle maintenance courses; and**
- d. The Borough will investigate whether the family and maintenance courses can be delivered through 'cycling champions' within school communities who have been trained/mentored by the LBRuT Road Safety Education Unit.**

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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.

- 7.30. The Borough will press for adequate enforcement of road traffic laws. It will also undertake publicity campaigns to support enforcement of laws relating to speed limits, dangerous driving, driving under the influence of alcohol or drugs.
- 7.31. 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 undertake monitoring of cycle use, collisions involving cyclists, and cycle theft to direct its programme of infrastructure developments and measure progress towards its targets.

- 8.1. The Borough has recently installed automatic cycle counters at 9 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 ensure 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 resources 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 Borough Funds and the TfL/LIP grant funding allocation. Opportunities for partnership working and sponsorship from businesses will be fully explored.
- 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				
	By end of 2010/11	By end of 2015/16	By end of 2020/21	By end of 2025/26
<i>Cycle-Friendly road network</i>				
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. 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)

<p>Cycle Networks</p>		<p>i) Substantial completion of the Borough's Cycle Network including cycle direction signing.</p> <p>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.</p> <p>iii) Substantial completion of cycle network on the Transport for London Road Network (TLRN)</p>	<p>i). Upgrading of cycle network to accommodate increased levels of usage/demand</p> <p>ii) Substantial completion of Thames Landscape Strategy (TLS) alternative "dry routes" for pedestrians and cyclists during times of Thames flooding.</p>	<p>i). Upgrading of cycle network to accommodate increased levels of usage/demand.</p>
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Priority Area <i>Complementary Infrastructure measures</i>				
	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. 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. 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. 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				
	By end of 2010/11	By end of 2015/16	By end of 2020/21	By end of 2025/26
<i>Complementary Publicity and encouragement measures</i>				
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. ii) 10% of journeys to LEA schools by bicycle.(4% in 2010)	i). 300% increase in cycling levels compared with 2001 baseline ii) 20% of journeys to LEA schools by bicycle.	i). 400% increase in cycling levels compared with 2001 baseline ii). 30% of journeys to LEA schools by bicycle.
Child Cyclist Training (Primary)	i).To continue L1/2 training at previous year's capacity to 100% of Primary Schools. (2150 Children approx). 91% of eligible children.	i).To achieve % modal share for cycling by 2015. Training represents a key to meeting this target. 95% of eligible children	i).Continue training at 100% of primary schools to further increase cycling modal share. 95% of eligible children	
Child Cyclist Training (Secondary)	ii).To increase Level 3 take-up to 100.	ii). Train 350 L3.	ii). Train 500 L3.	
Adult Cycle Training	iii).To train 300 adults at courses and 1:1's Work with 5 work places.	iii). Train 500 adults at courses and 1:1's Work with 15 work places.	iii). Train 700 adults at courses and 1:1's Work with 20 work places.	

Collisions	i). Cyclist casualty rate per trip cycled to be estimated from collision statistics & total trips from cordon counts/travel diary surveys. ii). Adoption of the TfL Cycle Safety Action Plan.	i).Cyclist casualty rate per trip cycled reduced by X% compared to 2010. (Percentage to be agreed)	i).Cyclist casualty rate per trip cycled reduced by Y% compared to 2010. (Percentage to be agreed)	i).Cyclist casualty rate per trip cycled reduced by Z% compared to 2010. (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.	l). Ongoing appointments of Member Cycling Champions with Ward Member Champions appointed to 'champion' local ward issues.	l). Ongoing appointments of Member Cycling Champions with Ward Member Champions appointed to 'champion' local ward issues.	l). 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). 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

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Department for Transport

- Bike and Rail – a good practice guide
<http://www.ruralcommunities.gov.uk/files/CA175-BikeandRail-AGoodPracticeGuide.pdf>
- Traffic Advisory Leaflet (Index)
<http://www.dft.gov.uk/pgr/roads/tpm/tal/>

Cycling England

- Member Cycling Champion
<http://www.dft.gov.uk/cyclingengland/encouraging-cycling/member-support/>

London Borough of Richmond upon Thames

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

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- Planning Policy Statement (PPS1): Delivering Sustainable Development ODPM
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf>
- Planning Policy Statement (PPS3): Housing ODPM
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- 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
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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://origin.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

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ANNEX E – STATEMENT ON EQUALITIES IMPACTS NEEDS ASSESSMENT

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**ANNEX F – STATEMENT ON STRATEGIC ENVIRONMENTAL
ASSESSMENT**

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APPENDIX G - INITIAL TOPLINE FINDINGS FROM THE ALL IN ONE SURVEY

1. Introduction

- 2.1 Following the success of the All in One survey, (13,585 responses – around 17% of all households) that was undertaken during November/December 2010 the data input and analysis is currently underway. This paper outlines the initial topline findings from the survey and includes the counts and percentages for all of the closed questions at borough level. This is an interim topline summary. Final cleaning of the data is being undertaken so may be subject to minor changes.

2. Key Findings

- 2.2 The vast majority of residents are satisfied with their local area as a place to live (92%); over half (52%) feel informed about the services provided in their local area; and 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.

- 2.3 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

- 2.4 Asked 'Which three things most need improving in your local area', the five most often mentioned were:

- 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

ANNEX H – DELIVERY PLAN (I)

The following tables 1 to 9 break down the LIP2 spending into its constituent programmes over its five years life.

Table1: Road Safety Schemes and Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			
					2011/12	2012/13	2013/14	Total
Road Safety	Borough-wide collision investigation and analysis	Annual review of road traffic accidents to generate accident remedial measures at various locations	LIP allocation	✓	50	50	50	150
Road Safety	Speed Management	Delivering a co-ordinated program for the use of speed indicator devices at a range of locations borough-wide to influence vehicle speeds	LIP allocation	✓	20	60	60	140
Road Safety	Junior Safety Officers	JSOs in Primary Schools promoting road safety and sustainable travel - Year 6 transitioning to Secondary School	LIP allocation	✓	5	5	5	15
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	✓	10	10	10	30
Road Safety	Drink Drive	Safety awareness campaigns specifically directed at reducing the level of impaired driving in the	LIP allocation	✓	5	5	5	15

		Borough						
Road Safety	School Road Safety Projects	Programmes and projects in schools to deliver road safety messages through a variety of media.	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		145			145
Road Safety	Park Road, Teddington	Completion of 2010/11 scheme	LIP allocation		30			30
Road Safety	Hanworth Road / Powdermill Lane	Installation of ATS at junction	LIP allocation		75			75
Road Safety	Hampton Court Road	Improvements to the round-about for road safety and capacity	LIP allocation		85			85
Road Safety	A305 Richmond to Sheen Corridor	Implementation of potential low-cost minor road safety improvements following accident analysis	LIP allocation		15			15
Road Safety	Future Years accident remedial measures	Specific schemes to be identified through annual borough-wide collision investigation and analysis program	LIP allocation			100	100	200
					445	235	235	915

Table 2: Congestion Reduction Schemes and Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			Total
					2011/12	2012/13	2013/14	
Congestion	Congestion Hot Spots	reducing congestion on Borough Roads through localised capacity increases at junctions	LIP allocation	✓	70	50	50	170
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	✓	50	50	50	150
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	✓	20	20	20	60
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		5			5
Congestion	Hampton Hill High Street / Park Road	Left-turn kerb realignment to facilitate the	LIP allocation			10	80	90

		movement of HGVs and Buses.						
Congestion	Sixth Cross Road / South Road / Wellington Road	Reconfigure ATS junction layout to improve pedestrian facilities	LIP allocation		45			45
Congestion	Future Years congestion measures	Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis program						

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Table 3: Pedestrian Schemes and Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)	LBRuT - Program Area	Programme areas	Programme Descriptions
						2011/12	2012/13	2013/14
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
Pedestrians	Pedestrian Crossing Facilities	Provision of pedestrian crossing facilities arising from feasibility studies and surveys	LIP allocation	✓	50	50	50	150
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	10	30
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		50	50		100
Pedestrians	Twickenham Stadium - Improving spectator access from rail stations (Chudleigh Road)	Delivery of co-ordinated improvements to spectator movements to and from Twickenham Stadium and the key rail access points of Twickenham and Whitton Stations. Will be complementary	LIP allocation		40	20		60

		to planned major Schemes in Twickenham and Whitton Town Centres and links with the staging of the Rugby World Cup in 2015.						
Pedestrians	Teddington Lock Strategic Links	Delivering improvements to a key walking and cycling route.	LIP allocation		40			
Pedestrians	Stanley Road / Fulwell Road	Implementing improvements to pedestrian facilities - zebra crossing and junction works.	LIP allocation			20	10	30
Pedestrians	Future Years pedestrian measures	Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis program						
					220	175	95	450

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Table 4: Cycling Schemes and Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			
					2011/12	2012/13	2013/14	Total
Cycling	Cycle Training	LBRuT offers cycle training to 100% of children at local authority schools and has a proud record of casualty reduction. LIP funding subsidises revenue funding for cycle training. Key targets are Level 3s in secondary schools as this can have the most impact on modal shift and addressing a spike in adult cyclist casualties.	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	10	10	30
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 identified through CRISP studies and through the CLG.	LIP allocation	✓		100	100	200
Cycling	SUSTRANS Greenways	Funding for implementation of projects identified through the SUSTRANS Greenways including: Mortlake Green - Ship Lane, Barnes Common,	LIP allocation	✓	50	50	50	150

		Teddington Lock, Crane Park						
Cycling	Cycle Tracks Act	Program to convert the Thames footpaths for shared use and improve surfacing and signage.	LIP allocation	✓	50	50	50	150
Cycling	Hampton Court Road / Church Grove	Improvements to the cycle route from Kingston Bridge to Bushy park with Toucan Crossing	LIP allocation		50	50		100
Cycling	Railshead Road	Cycling and Pedestrian Improvements to be supplemented by S106 funding	LIP allocation			5	100	105
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					
					235	340	385	960

Table 5: Travel Choice Schemes/Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			
					2011/12	2012/13	2013/14	Total
Travel Choice	Council Travel Plan	The travel plan is in the process of being consulted on however there are several actions within the Plan that need to be implemented to raise the profile of various staff travel benefits including car clubs, Oyster cards, car sharing, pool bikes, cyclist training, etc. Budget will be mostly spent during the summer of 2011 to further support active travel however the remaining budget will be spent throughout the year with a focus on car clubs and Oyster cards.	LIP allocation	✓	15	10	10	35
Travel Choice	School Travel Plan - School Support	To provide support to schools in preparation of their School Travel Plans.	LIP allocation	✓	20	15	10	45
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	✓	10	10	10	30
Travel Choice	School Travel Plan - Engineering Works	Implementation of Highways and Traffic Management projects identified in STPs.	LIP allocation	✓	50	50	50	150
Travel Choice	Walk on Wednesday	Funding for the Walk on Wednesday	LIP allocation	✓	15	10	10	35

		(WoW) and Big WoW programs for primary and secondary school projects.						
Travel Choice	Upgrade	Program aimed at raising road safety and sustainable travel awareness for year 6 pupils and parents.	LIP allocation	✓	15	10	10	35
Travel Choice	Workplace Travel Plan - Business Support	To provide support to local businesses in developing and maintaining their Workplace Travel Plans. This program will seek to support and build on the work already undertaken through the Teddington Travel to Work Network with a view to creating similar networks in other key commercial areas of the Borough.	LIP allocation	✓	20	15	10	45
Travel Choice	Workplace Travel Plan - Small Grants	Funding to support local businesses engaged in the Workplace Travel Planning process,	LIP allocation	✓	20	15	10	45
Travel Choice	Workplace Travel Plan - Engineering Works	Implementation of Highways and Traffic Management projects identified in WTPs.	LIP allocation	✓	30	30	30	90

Table 6: Public Transport Schemes/ Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			
					2011/12	2012/13	2013/14	Total
Public Transport	Bus Stop Accessibility	On-going program of delivering accessibility improvements at bus stops Borough-wide.	LIP allocation	✓	80	80	80	240
Public Transport	Rail Station interchange improvements	On-going program of delivering accessibility improvements at rail stations Borough-wide.	LIP allocation	✓	50	50	50	150
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			25		25
Public Transport	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		5			5
Public Transport	Future Years public transport measures	Specific schemes to be identified through local transport plans informed by annual borough-wide investigation and analysis	LIP allocation					

		program						
					135	155	130	420

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Table 7: Environment and Public Realm Programmes and Schemes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			
					2011/12	2012/13	2013/14	Total
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
Environment and Public Realm	Richmond Riverside	Delivering improvements to the Richmond Riverside area through implementation of access management measures and parking controls.	LIP allocation		50	20		70
Environment and Public Realm	Richmond Town Centre	Delivery of the on-going program of works to improve Richmond Town Centre including station interchange works and 20 mph zone.	LIP allocation		300	100		400
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			10	50	60
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				10	10

	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					
					410	240	170	820

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Table 8: Principle Road Maintenance Schemes and Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			Total
					2011/12	2012/13	2013/14	
Maintenance - Principal Road Renewal	Church Rd Barnes Carriageway and Footway renewals		LIP allocation		412			412
	St Margaret's Rd Carriageway and Footway renewals		LIP allocation		393			393
	Carriageway and Footway renewals as identified and prioritised through annual program of inspection		LIP allocation			800	800	1,600
					805	800	800	2,405

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Table 9: Bridge Maintenance Schemes and Programmes

LBRuT - Program Area	Programme areas	Programme Descriptions	Funding source	Ongoing scheme?	Funding (£,000s)			
					2011/12	2012/13		
Maintenance - Bridges and Structures	Kew Road Bridge Assessment		LIP allocation		10			10
	Park Road Bridge Assessment		LIP allocation		9			9
	Shacklegate Lane Bridge Assessment		LIP allocation		6			6
	Stanley Road Bridge Assessment		LIP allocation		6			6
	Tudor Road Bridge Assessment		LIP allocation		13			13
	Wellington Road Bridge Assessment		LIP allocation		7			7
	Queens Road Bridge Interim Measures		LIP allocation		30			30
	Uxbridge Road Interim Measures		LIP allocation		20			20
	Bridge structure assessment and remedial measures as identified through annual program of inspection and assessment		LIP allocation			100	100	200
					101	100	100	301
Maintenance total					906	900	900	2,706

ANNEX I – DELIVERY PLAN (II)

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