

London Borough of Richmond upon Thames



Second Local implementation Plan for Transport Draft



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FORWARD

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

Transport is an essential part of life in the London Borough of Richmond. People need to travel for many different reasons, by car, bus, underground, train, cycle or on foot. Our quality of life is enriched by the opportunities we have for safe and convenient transport. We need effective transport systems, to meet the needs of local people and to support the economy of our Borough. Richmond upon Thames is a beautiful Borough, with a fine and varied landscape of parks and open spaces and a rich history. The choices we all make about transport affect the quality of the environment which makes Richmond such a special place. We also take very seriously our responsibilities towards the global environment.

Improving the public realm and environment that we are charged with is a major priority for the Council. The Council is committed to effective transport policies as part of its efforts to create a better environment for the people of Richmond upon Thames and London at large. Developing and maintaining transport policies depends very much on working in partnership with the community, businesses, public and private organisations and all road users. The Council's new "All in One" survey is the start of a much more comprehensive way that we will engage with those living and working in the Borough, and to support the partnerships that we rely on to deliver and make Richmond upon Thames an even better place to live, to visit and do business in. The Richmond upon Thames LIP also demonstrates how the Borough intends to deliver the Mayor's Transport Strategy.

I have no doubt that this second Plan will continue to build on the past. Better accessibility for people through continued improvements to public transport, safer roads, reducing problems of congestion while minimizing the impacts on our environment. Furthermore, bringing about a better quality of life and health for people through changes to the way we travel is something we will pursue over the next five years, where appropriate.

The ongoing need and commitment for highway and structural maintenance is an important aspect of the LIP, along with other essential elements of the Mayor's Transport Strategy: tackling road traffic congestion; ensuring the personal safety and security of people travelling in the Borough; improving personal accessibility; providing alternatives to car; supporting walking, cycling and public transport; improving the local environment and quality of life for residents and supporting local businesses.

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



Cllr Clare Head
Cabinet Member for Transport

EXECUTIVE SUMMARY

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

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

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

Structure of LIP2

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

1. Introduction
2. Links to other plans and policy influences
3. Borough overview
4. Moving transport forward in Richmond
5. Easing congestion
6. Environment and the public realm
7. LBRUT delivery plan
8. Performance monitoring plan

Section one provides an introduction to the Local Implementation Plan and what it aims to achieve.

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

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

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

Section three sets out an overview of the Borough both in terms of its socio-economic background and diversity and its transport network. It also discusses those major issues that are on the horizon and will affect the Borough's future.

Section four sets out how the Council will move forward and develop a new decision making process, adopt a new approach in our engagement with the residents and businesses of the Borough, and in particular as a result of its new “All in One” Survey. It outlines the Council’s key transport objectives. The key priorities reflect the Mayoral objectives and comprise:

- a) Supporting the local economy, environment and quality of life for all residents.
- b) Improving safety for all road users.
- c) Enhancing transport choice and reducing congestion.
- d) Developing a transport system that is resilient and reflective of local needs and aspirations.

Section five sets out how we will introduce management measures that will help ease congestion across the Borough. It goes on to show how encouraging non-car modes, walking, cycling, public transport and future river services will play an important part in easing congestion on the Borough’s roads.

Section six is concerned with how the Council will protect and enhance the public realm, making the most of what Richmond has to offer whilst protecting the Borough from the constant pressures of the modern day. Maintenance of our roads and footways are a high priority of the Council. The Borough is very fortunate in having a rich environment of parks and open spaces, the Thames, and many fine historic buildings that we intend to protect from any unnecessary developments. However there will be new developments in the Borough and these are set out here.

Section seven details the financial settlement and delivery programme for 2011 to 2014 which is consistent with the three year spending allocation announced in November 2010 following the comprehensive spending review.

Section eight sets out our Performance Monitoring Plan which identifies local specific targets to be used to assess whether the LIP is delivering its objectives and to determine the effectiveness of the Delivery Plan. The Delivery Plan sets out how the Authority will achieve our objectives through investment of the funding received from TfL, contributions from developers (section106 monies) and other funding sources.

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

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

1. INTRODUCTION

The Local Implementation Plan (LIP) is a borough wide and local area transport strategy that details how the Council's transport objectives contribute towards the implementation of key priorities set within the second Mayor's Transport Strategy (MTS2) and additionally reflects the transport needs and aspirations of the people of Richmond. This is our second Local Implementation Plan (LIP2), which sets out the council's transport objectives and delivery proposals for 2011-2014 and provides direction of travel on longer term proposals to implement the MTS2 over the 20 year horizon, 2011-2031.

The LIP outlines the Council's framework for the delivery of transport projects, which accord with the five goals set in the MTS 2.

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

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

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

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

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

2. LINKS TO OTHER PLANS AND POLICY INFLUENCES

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

2.1 National Policy Context

A particularly notable development has been the publication, in November 2008, the Transport White Paper: Delivering a Sustainable Transport System (DaSTS). It outlines the previous Government's five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. These goals are to:

- support economic growth;
- tackle climate change;
- contribute to better safety, security and health;
- promote equality of opportunity;
- improve quality of life and healthy natural environment.

The White Paper outlines the key components of the national infrastructure, discusses the difficulties of planning over the long term in the context of uncertain future demand and describes the substantial investments being made to tackle congestion and crowding on the nation's transport networks. Despite the economic downturn, the current Government remains committed to investment in the improvement to transport infrastructure.

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

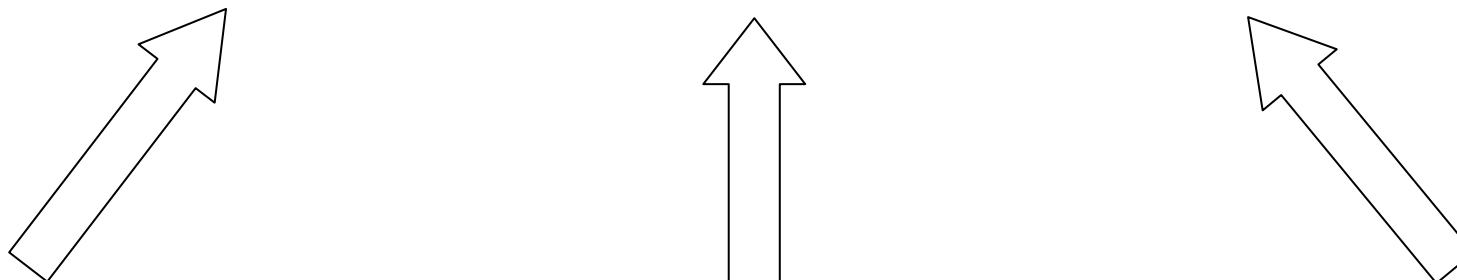
2.2 Regional and London Wide Policy Influence

A key issue related to the regional context for a Local Implementation Plan concerns sub-regional policies emanating from the operation of the Greater London Authority Act 1999. These include the Mayor of London's strategies for transport, spatial development (London Plan), economic development and air quality.

These include the Mayor of London's strategies for transport, spatial development (London Plan), economic development and air quality. Of these, the Spatial Development Strategy (Replacement Draft London Plan) and the Mayor's Transport Strategy have been given particular consideration in formulating the transport objectives and delivery plan of Richmond's Second LIP.

Fig 1: Policy Map

Policy Map - Richmond's Second Local Implementation Plan LIP2



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

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

Local Policy Influences
Community Strategy
Local Area Agreement
Comprehensive Area Assessment
Local Development Framework
Community Safety partnership Plan 2008-11
Air Quality Action Plan
Biodiversity Action Plan (Richmond Biodiversity Partnership)
Corporate Plan
Thames Landscape Strategy
Public Space Design Guide
Contaminated Land Strategy
Draft Cycling Strategy 2010
South London Partnership
Humane Parking Report 200
Parking and Enforcement Plan 2005

2.2.1 The Mayor of London's Transport Strategy

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

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

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

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

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



Fig 2: Bus Service through Barnes

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

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

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

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

2.2.2 The Mayor's Economic Development Strategy for London

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

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

Through the Strategy the Mayor will act as a coordinator, encouraging businesses and organisations to work together and to pool resources towards common goals. He will maintain and enhance the conditions that allow the people and communities of London to use the creativity and initiative that have contributed so much to London's success. This is very much in line with Richmond's new strategic direction where the Council will work much more closely in partnership with the local community's needs when commissioning new services that will drive Richmond's economy.

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

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

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

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

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

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

2.2.3 The Mayor's Draft London Plan

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

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

The new London Plan when published will set out to:

- Meet the needs of a growing population with policy on new homes, including affordable housing, housing design and quality, and social infrastructure, which will promote diverse, happy and safe local communities.
- Support an increase in London's development and employment with policy on: outer London, inner and central London; finding the best locations for development and regeneration, and protecting town centres; encouraging a connected economy and improving job opportunities for everyone, so that London maintains its success and competitiveness.
- Improve the environment and tackle climate change by: reducing CO₂ emissions and heat loss from new developments; increasing renewable energy; managing flood risk, ensuring water supply and quality; improving sewerage systems; improving London's recycling performance and waste management; and protecting our open spaces making London a green and more pleasant place to live and visit.
- Ensure that London's transport is easy, safe and convenient for everyone and encourage cycling, walking and electric vehicles.

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

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

2.2.4 The Outer London Commission

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

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

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

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

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

2.3 Local Policy Influences

2.3.1 Core Strategy

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

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

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

A Sustainable Future

- 1 The high level of use of natural resources including energy use within buildings and in travel.
- 2 The need to provide for the safe, efficient and sustainable movement of people and goods in an area where the road and rail network is often close to capacity.
- 3 The threat to biodiversity from new buildings, lighting, hard surfacing and people.

- 4 Increasing potential for the River Thames and its tributaries to flood with related risk to personal safety and property, and other potential impacts of climate change in the borough leading to possible water shortages, hotter summers and increased rate of subsidence.
- 5 The need to reduce the level of waste generated and amount disposed of by landfill through increasing levels of re-use and recycling.

Protecting Local Character

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

Meeting People's Needs

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

2.3.2 Core Strategy Objectives

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

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

- 1 Minimising the Borough's impact on climate change including promoting the use of renewable energy, making effective use of land and resources, minimising any adverse impacts of development, encouraging sustainable building and travel.
- 2 Adapting the Borough to climate change, particular risks in the area are the risk of flooding, subsidence due to drying out of underlying clay, water shortages for people and the landscape, and the need for summer cooling.
- 3 Reducing the need to travel but to make all areas of the Borough and particularly areas of relative disadvantage (Castlenau, Ham, Hampton Nurserylands, Heathfield

- and Mortlake) accessible by safe, convenient and sustainable transport for all people, including those with disabilities.
- 4 Conserving and enhancing biodiversity both within open space but also within the built environment and along movement corridors, in accordance with the Richmond Biodiversity Action Plan.
 - 5 Promoting sustainable waste management through minimising waste and providing sufficient land for the reuse, recycling and treatment of waste, to minimise the amount going to landfill, and working with the other West London Waste boroughs to produce a Joint Waste Development Plan Document.
 - 6 Reducing levels of air pollution particularly from road traffic along major roads and aircraft noise from Heathrow.
- **Protecting Local Character** (Locational Objectives)
 - 7 Reinforcing the role of Richmond, Twickenham, Teddington, Whitton and East Sheen centres as service centres and focal points in the community particularly ensuring that future changes in and near to Twickenham bring about overall improvements to the town.
 - 8 Protecting the special environment of the River Thames and its tributaries, including historic views and wildlife habitats whilst seeking to make it accessible to pedestrians, and providing opportunities for recreation and river transport.
 - 9 Conserving and where appropriate, enhancing the environment including preserving and enhancing historic areas, retaining the character and appearance of established residential areas, and ensuring that new development including public spaces is of high quality design.
 - 10 Retaining and improving open space and parks to provide a high quality environment and to balance between areas for quiet enjoyment and wildlife and areas to be used for sports and games, in accordance with the Richmond Borough Open Spaces Strategy 2005.
 - 11 Improving the River Crane corridor as a wildlife corridor and as part of a long distance footpath, and gaining wider local benefits when sites are redeveloped.
 - **To Meet People's Needs** (Borough-wide objectives for facilities and services)
 - 12 Ensuring that there is a suitable stock of good quality housing to meet the needs of all residents, particularly encouraging more affordable housing to meet the acute need in the Borough and housing for those with specific needs.
 - 13 Ensuring that services and infrastructure needed by the community are available and accessible to all, including those with disabilities, guiding the majority of new retail development to Richmond town centre, and ensuring that there are local shops and opportunities for leisure, entertainment, sport, cultural activity and the development of community life.
 - 14 Reducing crime and the fear of crime through land use and design policies.
 - 15 Ensuring that there are suitable schools, children's centres, youth provision and services for older people within easy reach of local communities, and in particular address the high and unmet demand for primary places in Richmond/East Sheen, St Margaret's/ East Twickenham and Teddington.
 - 16 Ensuring there is a range of health facilities and housing to meet the needs of all residents – particularly to enable independent living, and addressing specific needs for primary health care facilities (especially doctor's surgeries) in Kew, Richmond, Whitton and Ham.
 - 17 Sustaining the employment base of the Borough, increasing the large number of small businesses and ensuring that there continues to be a wide variety of employment and training available to residents and opportunities for business, directing new employment to the main town centres and balancing employment and housing

- provision.
- 18 Supporting sustainable tourism and particularly the provision of additional visitor bed spaces within the town centres, or other sustainable locations.
 - 19 Encouraging cohesive and healthy communities and reducing relative disadvantage of individuals, particularly in the identified areas of relative deprivation (Castlenau, Ham, Hampton Nurserylands, Heathfield and Mortlake).
 - 20 Ensuring that both public space and buildings are accessible to people with disabilities.

2.3.3 Community Plan

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

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

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

- Priority 1: Tackling disadvantage and inequalities
- Priority 2: Being the greenest borough in London
- Priority 3: Being the safest London borough for all our communities
- Priority 4: Growing up in Richmond upon Thames
- Priority 5: Creating a healthy and caring Richmond upon Thames
- Priority 6: Creating a vibrant and prosperous Richmond upon Thames
- Priority 7: Improving access and participation

CAAs are being abolished before the Audit Commission disappears in 2012/3.

3. BOROUGH OVERVIEW

3.1 Our Borough

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

The main town centre is Richmond; there are four district centres at Twickenham, Teddington, East Sheen and Whitton and many smaller centres. Although the Borough is characterised by expensive private housing, there are significant numbers of people who are less well off and a number of areas which are relatively disadvantaged.

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

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

3.1.1 Population

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

3.1.2 Deprivation

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

3.1.3 Housing

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

in the Borough. Affordability can have an impact in terms of overcrowding and poor quality housing, and also for the recruitment and retention of key workers, essential for delivering local services.

3.1.4 Health

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

3.1.5 Education

In the Borough there are eight maintained secondary schools, 41 Borough primary and two special schools with no schools in the Borough having sixth forms. The over 16s generally attend Richmond College or other state post-16 establishments in nearby Esher, Kingston or the private sector. A number of other academic and vocational courses are also provided through Richmond College, Richmond Adult College, St Mary's University and other providers including the provision of training for those in or seeking employment.

There are a very high number of independent schools in LBRUT, which attract many pupils from outside the borough. Demand is very high for places in the Borough's schools, in particular the primary schools which are consistently at the top of the national league tables.

3.1.6 Employment & Commuting



Fig 3: Commuter Train near Mortlake and Barnes

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

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

Borough's workforce (34,500 people) commuted into the borough to work. This represents a considerable amount of travel.

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

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

3.1.7 The Town Centres

Richmond

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

Twickenham

Second is Twickenham with a range of shops, offices, educational, community, leisure and entertainment facilities and is well served by public transport, including fast trains to London Waterloo. The shopping centre has a limited range of shops and the environment which is dominated by traffic is in need of some improvement. The presence of Twickenham Rugby ground brings visitors to the town, but can cause traffic disruption on match days. The most significant concentration of new development within the plan period is likely to take place within Twickenham and the surrounding areas to the North and West, including the Post Office Sorting Office, Richmond College, Harlequins, Central Depot, and Twickenham Station.



Fig 4: Church Street, Twickenham Town Centre

Teddington

Teddington's main street stretches away from Teddington lock. It is historic and small scale, with two medium-sized food stores either side of the centre which has a range of smaller specialist non-food shops and restaurants. There is a range of employment, leisure and community facilities, and the proximity of Bushy Park and the Thames as well as good transport links makes Teddington a popular residential location.

East Sheen

East Sheen is a linear centre with one large supermarket and a wide range of non-food shops and restaurants. Mortlake is the nearest station and the Sheen Lane Centre houses a number of services including the library.

Whitton

Whitton is in the west of the Borough having a range of small to medium size shops within the High Street. There are community and educational facilities here, but relatively few offices compared to the other centres. The station is in the main street.

There have been improvements to all of the centres but there still remains the need for further improvements both to the public realm and access to individual shops and services, pavement access and road crossing.

3.2 Our Transport Network

3.2.1 Overview

As an outer London Borough the transport facilities are reasonably developed, with the A316 (Great Chertsey Road) and A 205 (South Circular Road) trunk roads (part of the Transport for London Road network), many and frequent bus services including night buses, as well as an extensive network of walking and cycle routes on and off road.

The rail network is good, but largely radial with overland (Waterloo and North London lines) and underground (District Line) rail links. The River Thames has a limited transport function and is a barrier to cross-river movement although there are 7 road bridges, 4 rail bridges, 2 pedestrian bridges and 1 ferry. There are high levels of traffic, including through traffic, which has led to significant road congestion particularly in the morning and evening peaks. Heathrow Airport to the north west of the Borough is a major traffic generator.

Around 24% of households do not have a car. This accounts for approximately 41,500 people. In addition there will be many more people in a household with a car who may not have access to it, or be able to drive. Whilst much of the area has good public transport accessibility levels (PTAL), there are a few areas with lower levels, such as parts of Ham and Petersham, and areas in the extreme west of the Borough.

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

3.2.2 Sub-regional Transport Issues

With the formulation of the sub-regions and subsequent sub-regional plans, LBRuT has been placed within the South sub-regional plan area. The roles of these sub-regional plans are to address the specific challenges facing each region and the options for addressing them based on analysis of current and future demand, travel patterns. These plans will

provide more detail about the priorities for the regions, and how the policies and proposals set out in the MTS may apply. They will provide a framework for local and modal delivery through the development of borough LIPs and TfL implementation plans, the development of specific schemes or broader business planning processes.

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

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

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

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

3.2.3 South London Partnership

Since the adoption of the South London Partnership transport priorities in 2007 the transport issues of South London have been subject to considerable scrutiny and discussion. There have been successes, such as the connection of South London to the Overground rail network, including most westerly terminus at Richmond, but also disappointment at the lack of progress on key projects such as Tramlink extensions.

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

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

3.2.4 Cross Border Working

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

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

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

3.2.5 Roads

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

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

3.2.6 Rail

The Borough is served by an adequate railway network with fairly good radial and to a lesser extent orbital services.

The District Line of the London Underground and London Overground, operate from Richmond through Kew Gardens to a range of destinations across London.



Fig 5: St. Margarets Railway Station

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

- Barnes
- Barnes Bridge

- Fulwell
- Hampton
- Hampton Wick
- Kew Gardens
- Mortlake
- North Sheen
- Richmond
- St Margaret's
- Strawberry Hill
- Teddington
- Twickenham
- Whitton

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

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

3.2.7 London and South East Route Utilisation Strategy

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

The RUS forecasts an increase of over 30% in the numbers of commuters using the National rail services into the capital during the weekday morning peaks up to 2031.

The strategy includes benefits for Richmond:

- An assessment of demand into each of London's capital stations and proposes interventions to meet this demand;
- Committed reopening of Waterloo International which would enable an increase from 15 to 16 trans in the busiest peak hour, possible benefit to services to Richmond;
- Reopening of Twickenham Station's fourth railway platform and extending other platforms around the Region to cater for longer trains;
- Running 18 trains per hour at peak times on the Windsor Lines, with infrastructure improvements at Queenstown Road;

- Implement 12-car operations on Windsor Lines, potentially required in a high growth scenario, subject to business case;
- Reconfigure London Waterloo – Barnes Junction, analysis has assumed it will be reconfigured with four tracks nominally paired by direction (Richmond and Brentford) rather than an up pair and a down pair;
- Consideration of improved connectivity across the region, the RUS considers that the difficulty in accessing Heathrow Airport by rail (except from central London) is a strategic gap;
- Consideration of requirements to cater for forecast growth in freight;
- Synergy with industry plans for High Speed 2 and other committed rail schemes such as Crossrail and Thameslink;

Network Rail and its industry partners believe that this RUS provides a robust strategy for the rail industry in the coming years.

Network Rail expects to publish the final RUS in summer 2011.

3.2.8 Airtrack

Airtrack is a proposal being led by Heathrow Airport Limited (HAL), a subsidiary of BAA for a new rail service linking Terminal 5 at Heathrow with London Waterloo (via Staines, Feltham, Twickenham, Richmond and Clapham Junction), Reading (via Wokingham and Bracknell) and Guildford (via Woking and Chertsey). Two trains per hour in each direction are proposed for each route with estimated journey times of 40-45 minutes. The Airtrack project is also linked to adding capacity at Waterloo station.

While LBRuT supports the Airtrack proposal, there is major concern that the increased services would increase the downtime of barriers at crossings. The operation of these level crossings already creates significant severance for local communities which would be exacerbated.

3.2.9 Level Crossings

These crossings are:

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

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

The River Thames to the North and the Royal Parks to the South act as barriers to through routes in the Borough, and as a result, high volumes of traffic are being channelled onto a small number of local roads. In particular, the transport network is a particular barrier in the north of the Borough adversely affecting the areas of Sheen, Mortlake and Barnes. Also the

River and rail lines cause further difficulties. The severance to local communities caused by the A205 South Circular, the River Thames and railway lines is already a significant issue.

3.2.10 Buses

The bus network coverage in the Borough is extensive; there are around 30 bus services that provide services to most parts of the Borough. The major bus interchanges are located at the Richmond, Twickenham and Teddington town centres. In addition, a bus garage is located at Fulwell.

3.2.11 Countdown

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

3.2.12 Cycling

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

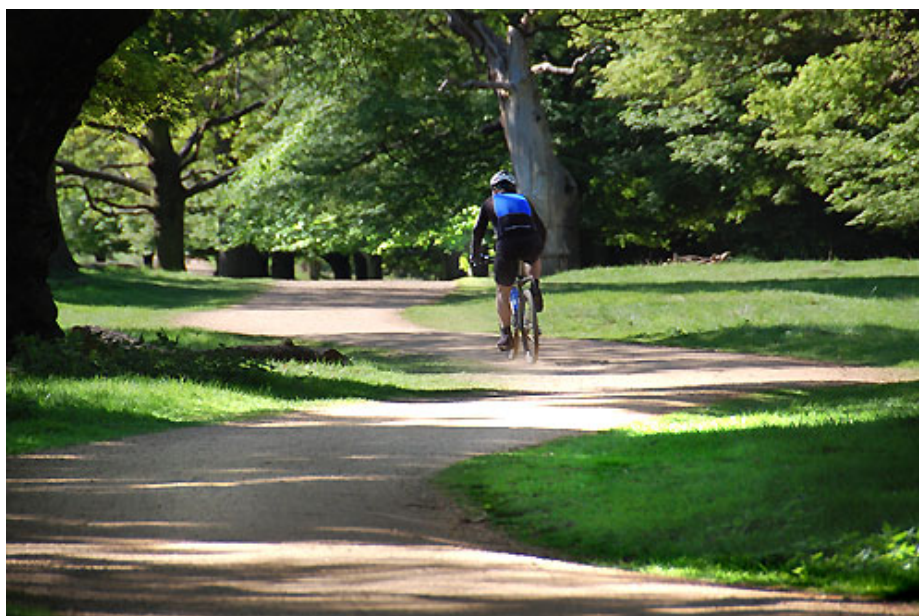


Fig 6: Cycling in Richmond Park

The River Thames also offers many opportunities for recreation and cycling trips with public access to approximately 27 kilometres of the riverbank. The Council would like to formalise cycling on several sections of the Thames Towpath within the Borough by formally

advertising and confirming Cycle Tracks Orders following statutory consultation with interested parties.

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

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

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

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

It is recognised that cycling specific budgets are unlikely to deliver the step change in the number of cycling trips that the Borough wishes to achieve and that the potential lies in maximising the benefits for cyclists and vulnerable road users generally, from all traffic management schemes. The objective is to increase cycle usage, not just as method of transport in its own right but also as a means to reduce:

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

And to improve

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

3.2.13 Walking

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

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

There are three strategic walking routes within the Borough and they include sections of the London outer Orbital Path, the Capital Ring and the Thames Path.



Fig 7: The Thames Path through Richmond

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

3.2.14 Bridges and Structures

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

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

3.2.15 Noise and Air Pollution

The whole of the Borough is designated as an Air Quality Management Area. The primary pollutants are nitrogen dioxide (NO₂) and particulates (PM10), these are largely caused by road traffic which means the worst conditions are along the main road corridors. Most of the Borough suffers from noise from aircraft landing and taking off from Heathrow Airport, night flights are a particular concern.

3.2.16 National / international Transport Issues

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

Although changes in Central government policy on airports mean that the long standing proposal for a third runway at Heathrow Airport will not proceed, we must continue to monitor

the operation of the Heathrow to ensure that all impacts on our residents are kept to a minimum level.

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

MOVING TRANSPORT FORWARD IN RICHMOND

4.1 Our Approach

The Borough's Local Implementation Plan (LIP2) is intended to reflect local priorities for both residents and businesses. It is aimed at improving traffic conditions, enhancing quality of the local environment, providing choices in transport and improving safety for all. The Council's vision for a new direction in the Borough will undoubtedly have an impact on the types of transport projects that are undertaken, but also on the way in which they are delivered.

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

Listening to the Communities

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

All Modes of Transport are Important

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

Staying Within our Means

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

Working in Partnership

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

4.2 Our Transport Objectives

The four Objectives that follow will guide the way we will deliver transport improvements across Richmond over the lifetime of Richmond's second LIP. Each of the four Objectives is broken down into different work streams that Richmond will undertake in order to deliver the Objectives. The Objectives are:

1. Supporting the local economy, environment and quality of life for all residents
2. Improving safety for all road users
3. Enhancing travel choice and reducing congestion
4. Developing a transport system that is resilient and reflective of local needs and aspirations

4.2.1 Supporting the local economy, environment and quality of life for all residents

This will be achieved by working closely with residents and businesses in parking and traffic management policies. The key themes emerging will encompass.

Humane parking enforcement

Efforts will be made to educate and train Civil Enforcement Officers (Traffic Wardens) to not be over zealous in issuing fines on minor infringements of traffic rules.

Parking in local High Streets

All efforts will be made to ensure that traffic improvement schemes do not disproportionately impact on availability of parking to local businesses.

De-cluttering of streets

Rationalising traffic signs and markings, and seeking the removal of excessive guard-rails.

Promoting Richmond as a visitor's borough

Ensuring that the Borough's many key visitor attractions are well served by all modes of transport.

Monitoring of air pollution

Continue monitoring of air quality at strategic locations to raise awareness on air pollution and recommend remedial actions, where practical.

4.2.2 Improving Safety for all Road Users

Road safety is and will remain a priority in Richmond's transport objectives. We will achieve a careful balance in deploying available means: Enforcement, Education, and Technology to ensure we not only meet our causality reduction targets but also help in reducing perception of danger in our roads. The details on our causality reduction targets and record are given in Annex B. The themes emerging from road safety will include:-

Reduction in personal injuries

Adequate resources will be directed at locations which have been highlighted, in accident investigation analysis, to redress causes of the collisions. The schemes will be prioritised using Department of Transport and TfL's approved guidelines.

Use of technology in managing speeds

It's generally agreed that the traditional engineering measures (road humps or road narrowing etc) have probably achieved their full potentials and we now need to move towards a system which inspires compliance from motorist and does not completely rely on penal and/or engineering measures. The resources will be earmarked to install (moveable) interactive speed indicative devices to alert motorists on their speeds.

Education

We'll continue to invest in road safety education programmes, particularly the most vulnerable sections of the community e.g. children, older people and those with disabilities. We will continue to work with our partners: Police, schools and transport providers, to raise awareness about safety as well as combating anti-social behaviour on public transport.

Personal safety

In terms of personal security, traffic management and neighbourhood proposals will be designed to create safer and more secure environments for people. Use of CCTV at key transport interchanges will be considered.

Secure cycle parking

Cycle parking stands have been provided in many district/town centres and other trip generators throughout the Borough. A scheme (under the Mayor for London's Station Cycle Parking Projects) has been implemented offering secure, weatherproof and CCTV monitored parking at most railway stations in the Borough.

4.2.3 Enhancing travel choice and reducing congestion

Enhancing accessibility by supporting choice in transport

Transport policies and proposals recognise that all modes of transport have a role to play in the movement of people and goods. As an outer London borough that is not extensively served by the public transport system particularly for orbital travel, the car is an important mode of transport in LBRuT. Efforts will be made to ensure that our transport proposals accept the importance of access to private means of transport in the daily life of our residents.

Review of Bus Lanes

We'll keep the number of bus lanes and their operational hours under review to ensure that bus lanes do not cause congestion and do offer tangible journey time savings to buses. New bus lanes will only be considered where absolutely necessary, supported by public and do not impact on other modes of transport.

Cycling and Walking

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 and walking. Smarter Travel Richmond programme has done a valuable work in promoting walking and cycling in the Borough and we'll build on these successes.

Transport Interchange

Better integration of bus and rail services, with an emphasis on access improvements at key transport interchange points.

Electric Vehicles Charging Points

Currently there are two electric vehicle charging points in the Borough. We'll continue supporting the Mayor's plan to encourage electric cars and installation of new charging points particularly in partnerships with local businesses.

Rationalisation of Signals and their Timings

Supporting the Mayor's proposal to review signals' operations and (where practical) de-commissioning of the existing signals to reduce traffic congestion and smooth traffic flows.

Car Clubs

Car club has proven to be a success in Richmond and we'll continue to enhance this initiative in partnership with our residents and businesses.

4.2.4 Developing a transport system that is resilient and reflective of local needs and aspirations

Good state of repair and maintenance of roads and footpaths

We will continue to invest in road infrastructure, street lighting and general street scene improvements to ensure that the Borough remains an attractive place to live, work, visit, shop or study.

Civic Pride

Developing our community's assets and fostering a sense of ownership among residents, by promoting transport schemes and improvements that reflect the aspirations of end-users, will remain our priority. We'll work closely with other Planning and Urban Design Departments to ensure that traffic schemes are built to the quality and are sensitive to the surrounding natural and built environments.

4.3 Listening to the Communities

4.3.1 Community Engagement

Residents All in One Survey

Central to the new vision of the Council is the commitment to understanding the views of the local people and empowering them to choose the best actions for their local areas. For this reason in November 2010 questionnaires for the "All in One" were sent to every household in the borough. The Initial Topline Results are in Annex G. The survey was designed to provide:

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

The initial findings of the first All in One survey showed that the vast majority of residents are satisfied with their local area as a place to live. When asked 'What three things most need improving in your area', transport issues featured four times in the top five:

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

Businesses All in One Survey

Like All in One survey for residents a similar exercise is being arranged for all the businesses in the borough. This information will help the Council to put in place plans to support local economy.

4.4 Indicative allocation of Resources

A draft indicative allocation of resources is given in Delivery Plan Appendix H, broken down into its nine constituent programmes.

5 EASING CONGESTION

5.1 Traffic Management

After road safety easing congestion on our road network is our top priority. The continued growth in traffic and limited scope to increase network capacity leaves little room to manoeuvre to ease congestion and focus is on managing the existing network, as best as we can. A number of initiatives are being considered for their feasibility development.

- Examination of current road classifications and direction signing in the borough to bring benefits by reducing the number of motorists who have planned their route on Distributor Roads in the Borough and who get lost through poor direction signing with resultant unnecessary increases in journey length, adding to local congestion.
- Improved signing to Car Parks in the borough to help reducing congestion in the town centres
- Route signing for HGVs through the borough both on-street and in map form to limit the adverse effects of HGVs on the local environment by ensuring that they use the most appropriate route to their destination.
- Review of loading bays particularly in town centres to prevent delays to traffic when drivers find they have no other choice than to block the road to carry out their deliveries.
- Review of Strategic Routes in the Borough with TfL to achieve consensus on lorry route network – the A316 is the only suitable road for inclusion in the strategic lorry route network. It will introduce controls on borough roads to protect residents from undesirable noise, vibration and pollution caused by HGVs in appropriate residential areas.
- The Council will work with partners to assist the development of strategic surface access routes to Heathrow to protect the interests of the Borough. Further development of Heathrow will be opposed where it is likely to generate more traffic, increase aircraft noise, adversely affect the local economy and pose increased risk to public safety.

5.2 Parking Management

Road space is a limited resource. Designing and providing for the parking needs of the Borough includes ensuring the provision of safe access to emergency vehicles, pedestrian movements and crossing points forms the basis of the Parking and Enforcement Plan (PEP). The PEP has been designed to balance the needs of all stakeholders. Among the main issues the following are key to producing balanced approach in the Borough:

- Discourage commuter parking – give priority to residents needs
- Manage parking controls to help maintain the vitality and viability of our villages and town centres.
- Work with key visitor attractors in the borough e.g. Kew Botanical Gardens, Twickenham Rugby Stadium, Hampton Court Palace, Richmond and Bushy Park and with other sporting venues to develop travel plans which focus on encouraging visitors by public transport, cycling or walking.

5.3 Reducing the Impact of New Developments

It's the Council's policy that all new developments have appropriate traffic impact assessments and efforts will be made to ensure that new developments either do not result in increased traffic flows and their impact is kept to absolute minimum. The new construction will have a Construction Management Plans to manage the impact of construction activities.

5.4 Walking & Cycling

5.4.1 Walking Network

Walking plays an important part of urban life and is a part of almost all journeys, whether as the complete journey or as a link between other modes of transportation making up longer journeys. There is great potential for increasing walking as a proportion of all journeys. There is generally a good basic walking infrastructure within the Borough including a majority of the Borough's signal-controlled junctions now has pedestrian phases. The majority of the Borough's 305 public rights of way are adequately accessible.

The following are key aspects of walking in the Borough:

- Rights of Way improvement Plan
- Pedestrian Crossings
- Key walking routes – focus on key walking routes to destinations to encourage and facilitate walking. Ensure the needs of pedestrians are taken in account during development of every scheme e.g. they should carry out PERS audit on key walking routes.
- Development of an Improvement plan for pedestrians and cyclists on railway and lock bridges
- Core Strategy: Give priority to pedestrians, including those with disabilities, particularly in Richmond town centre and the district and local shopping centres.
- Strategic Walk Network – three leisure walking routes pass through the borough: Thames Path, London Loop and the Capital Ring.
- Regular weekly health walks provided by the borough.
- Legible London

5.4.2 Cycling Network

Cycling continues to be increasingly popular; particularly in the Richmond area due to the parks and towpath that follows the river Thames. People have realised the advantages of the bicycle for commuting to work or school, visiting friends, trips to local shops, travel to leisure facilities and for recreation. Cycling is cheap, efficient, quicker for local journeys, environmentally friendly and healthy. There are two elements to the cycle network in the Borough, the London Cycle Network (LCN) and the Richmond upon Thames Borough Cycle Routes, National Cycle Network Route 4 (Thames Cycle Route), passing through the Borough running between Hampton Court Palace and the Wildfowl and Wetland Trust at Barnes via Kingston Bridge, Teddington Lock, Richmond Park and Barnes.

The following are key aspects of cycling in the Borough:

- Borough Cycling Network
- Improve cycle parking – over 200 recently installed and commitment to expand this to 450 across the borough.

- Cycle hub at Richmond and Twickenham stations.

Similarly to the pedestrian programme and schemes in Table 3, Table 4 sets out the schemes that we will deliver during the LIP2 period. These schemes cover both new physical works such as new signing and improvements to the network as well as more funding for training to help reduce the number of accidents involving cyclists.

5.4.3 Draft Cycling Strategy

The work is in hand on developing Richmond's draft cycling strategy. An initial draft setting out the direction of travel is given in Appendix C.

5.5 Smarter Travel Richmond

Central to Richmond strategy for sustainable travel is the Smarter Travel Richmond (STR) programme and Legacy Strategy. STR is London's second Smarter Travel programme, developed and delivered in partnership by TfL, LBRuT and key local stakeholders between April 2009 and March 2011.

The aim of programme has been to increase levels of walking, cycling and public transport use amongst local residents in Richmond, by enabling residents to choose between the full range of travel options available to them and to provide lasting benefits for Richmond including:

- Reduced congestion
- Reduced transport related CO₂
- Reduced local air quality pollutants
- Improved health

In order to achieve this aim, the programme's approach has been to target journey's that can be easily substituted by walking, cycling and public transport and can be demonstrated to be easier, quicker and cheaper than previously by private vehicle. This resulted in an integrated package of travel behaviour change interventions including travel planning and small scale infrastructure which aimed to overcome barriers to the uptake of sustainable travel options and to provide useful information on all travel options.

Year on year, school travel planning has demonstrated effectiveness both regionally and locally. Between 2008 and 2010, schools engaged in travel planning have changed their travel behaviour by:

- reducing single occupancy car travel to/from school by 2.7%;
- increasing the number of pupils walking to school by 7%; and
- increasing car sharing to/from school by 1.5% (iTrace, 2010).

The programmes monitoring framework consists of 20 output and outcome Key Performance Indicators. Programme achievements include:

- 67 per cent of residents being aware of car clubs and 3, 068 car club members, exceeding programme targets
- 8.2 percentage point increase in pupils walking and 6.5 percentage point increase in pupils cycling to school
- Cycle count data showing a 20 per cent rise in the volume of bicycles at count sites across the borough, compared to 12 per cent growth in the TLRN as a whole

- Comparing 2007 (pre-STR) with 2010, there has been an overall reduction of 18 per cent in traffic flows across the monitored sites. This is compared to a much lower 5 per cent drop across the TLRN and 2 per cent across the monitoring Control Area.
- Cycling mode share suggest that cycling in LBRuT is at 3.7 per cent, compared with 1.5 per cent in the Control Area.

The support has resulted in a significant increase in the number of schools who have received national school travel plan (STP) accreditation from two in September 2008 to 48 in September 2010, with the London Borough of Richmond upon Thames having the highest number of 'outstanding' (gold) accredited schools in London (TfL, 2010).

As the Smarter Travel Richmond programme concludes, work has focussed on the legacy of the programme. Already a lot of work has focused on positioning schools to confidently work with their local communities to continue travel planning in the future. The Council's STP web pages have been overhauled to improve the provision of school travel planning information and each school has received their own travel planning toolkit. A Sustainable Schools Forum, where various Council departments and external partners meet to discuss school services, has been established and will continue to improve knowledge sharing, work efficiencies and communications on behalf of the Council to all schools. Support from TfL will continue.

5.6 Bus Public Transport

The well-established partnership and liaison arrangements will continue to be supported. These arrangements have resulted in effective local service development of routes and bus priority provision.

Constraints on road space make it increasingly difficult to introduce further bus lanes and there is a need to maximise the use of road space for the benefit of all. Partial solutions, e.g. Kew Bridge, merely create further problems, which act as a positive dis-benefit for all, including bus users. An overall view will be taken and where effective bus lanes can be developed they will be considered for implementation and subsequent monitoring by the Council.

A review of wider accessibility issues concerning public transport services is to be undertaken particularly with regard to the needs of vulnerable groups. Also the support and development of the Concessionary Fares policy will continue, together with funding and issuing Freedom Passes to residents of the borough.

5.7 Rail Network

5.7.1 Stations

The borough will support work to make railway stations fully accessible in order to comply with the Disability Discrimination Act. Where possible the council will conduct work on the public highway to achieve this as part of the station access programme. The borough will support proposals to improve passenger information and facilities at all railway stations.

5.7.2 Rail Services

The borough will continue working with London Overground, South West Trains and Network Rail to achieve a quality railway service for the borough. The borough supports the proposal to increase capacity by the introduction of ten car trains on the Windsor Lines.

5.8 River Services

The Thames is a unique resource and the preservation of its special character is essential to London as a whole. The character of the Thames within the Borough varies according to the individual reaches. River services could be particularly suited for leisure and freight uses. The borough will examine ways of utilising river services more, where practicable provided that the environmental impacts and urban design are acceptable. We will continue to protect wharfs to safeguard them for future use if not presently used and the land around them in order that they continue to be viable.

6 PUBLIC REALM AND HIGHWAYS MAINTENANCE

Improving the public realm is a priority for the London Borough of Richmond upon Thames. Sustainability, safety and access for all, as well as visual excellence are all part of good design. We particularly recognise the need to reduce carbon emissions and make the Borough more sustainable, through such measures as the careful sourcing of materials, use of native tree and plant species contributing to biodiversity and permeable drainage to reduce water run-off. We are also committed to preserving the special character of the different places that make up our Borough and ensuring the highway infrastructure and associated signage and street furniture are compatible with it.

Opportunities exist to improve accessibility and permeability of public spaces for walking, cycling and from public transport, through measures to remove barriers to access such as unnecessary street clutter, uneven paving, restrictive crossing opportunities, bus stop improvements, lighting, signage, seating and landscaping.

We first published our Street Design Guide back in 1995 and this was subsequently replaced in 2006 by a completely new Design Guide building on the previous document. The overall aim is to provide guidance to help deliver the goal of improved streetscape and public spaces. The aims of the current Public Space Design Guide are to:

- Improve the quality of the street scene and public spaces
- Guide changes so that they reinforce the character of the location
- Enhance the townscape and landscape
- Improve and coordinate the management of the public realm to promote integrated townscape management

We have worked hard to ensure a coordinated response across Council departments, ensuring that design is given a high priority. Leading the way in best practice the Public Space Group, comprising of highway and design professionals, meets regularly to review projects that will impact on the Borough's streets and open spaces.

At the heart of our efforts to improve the environment and public realm of the Borough are the schemes set out in our Delivery Plan Appendix I.

6.1 Maintenance

6.1.1 Principal Road Renewal

Running through Richmond there are 49.6 km of A classified road. The Council will continue to maintain the borough's Principal Road Network, street lighting, local roads and footways in a serviceable condition, with action prioritised on the basis of need, objectively identified by survey. We will also continue with enforcement activities to deal with unauthorised signs, highway obstructions and graffiti. The details on potential investments are given in our Delivery Plan, Appendix H.

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

Table 1: Performance Indicators 2007 - 2010

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

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

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

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

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

The schemes selected for major carriageway reconstruction/ resurfacing and associated footway and kerb works included in the 2010/2011 programme area based on sections of roads where Condition Index >70 are.

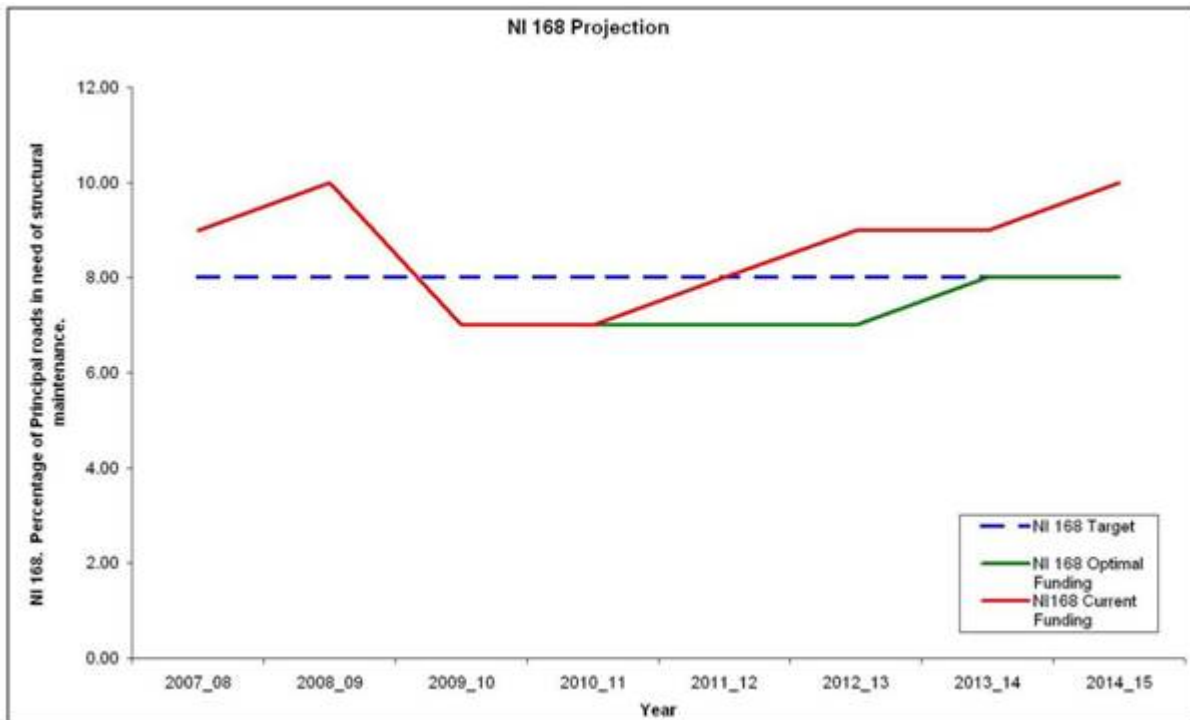


Fig 8: NI 168 Projection (Highway’s Asset Management Plan 2010)

6.1.2 Permit Schemes

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

Richmond Borough will be joining the LoPS in April 2011.

6.1.3 Bridges and Structures

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

The details on investments in bridges and structure are given in Delivery Plan, Appendix H.

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

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

- A bridge strengthening feasibility study is carried out;
- A bridge strengthening design process is undertaken to design and estimate the costs of any works that are needed; and

- If the estimates are approved then the works are prioritised for implementation.



Fig 9: Richmond-upon-Thames Railway Bridge

6.2 Major Schemes

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

Richmond Town Centre

The work on the £4m town centre project started in 2007/8 and expected to continue in 2011/12, covering works in the town centre, including the area around the railway station.

Twickenham Town Centre

Twickenham town centre is Richmond upon Thames' second largest shopping centre after Richmond, and a major through route for traffic moving east to west (from Richmond to Teddington and to and from the A316). It is also a major tourist hub hosting international and national rugby matches and other events held at the RFU stadium. The principle aim of any future scheme is to improve the town centre by enhancing the street scene, reduce accidents and making it more pleasant for all users.

Whitton Town centre (High Street)

The Council is currently undertaking some environmental improvement work to the High Street in Whitton, as part of a wider upgrade of the centre. A further upgrade, phase 2, is also being considered.

7 LBRUT DELIVERY PLAN 2011 – 2014

7.1 Financial Settlement

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

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

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

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

Cumulatively, these changes in the LIP funding processes have resulted in a significant reduction in funding available for transport programmes in LBRuT, from a high of £6.9m in 07/08 to an expected £3m this financial year and falling further to an expected £2.3m by 2013/14.

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

	2010/11	2011/12	2013/14
Previous indicative allocation	2111	2115	2115
Revised indicative allocation following CSR	2023	1941	1664
Reduction in indicative allocation	£88K	£174K	£451K

7.2 Maintenance

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

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

Summary of expected LIP funding for LBRuT following CSR

	2011/12	2012/13	2013/14
Revised indicative allocation following CSR	2023	1941	1664
Principal Road Maintenance	800	800	800
Bridge Maintenance	100	100	100
Borough discretionary funding	100	100	100
Total	£3023K	£2941K	£2664K

7.3 Major Schemes

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

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

7.4 Delivery Plan

The detailed Delivery Plan is given in Annex H.

8 PERFORMANCE MONITORING PLAN

8.1 Introduction

The monitoring of LIP objectives, the Delivery Plan and the outcomes of the Mayor’s Transport Strategy at a local level is measured through a number of targets and indicators. Through this, the success of the LIP can be measured.

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

- Core targets - locally specific targets set inline with the five Strategic Indicators as outlined in the Mayor’s Transport Strategy.
- Local targets – additional targets as part of Richmond’s local priorities and initiatives.
- Monitoring Indicators – National Indicators and local performance indicators that measure and monitor progress on the listed core and local targets. Each of these is already being monitored by the Council.

8.2 Target setting

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

Indicator	Description
Mode share	The proportion of personal travel made by each mode
Bus service reliability	Excess wait time for all high-frequency services running within a particular borough
Road traffic casualties	The total number of KSIs and total number of casualties
CO ₂ emissions	Tonnes of CO ₂ emanating from ground-based transport per year
Asset (highway) condition	The proportion of principal road carriageway where maintenance should be considered

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

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

Each of the Indicators is described in greater detail below:

Mode Share

This indicator measures the proportion of personal travel made by each mode. Boroughs are required to set targets on (1) walking mode share and either (2a) cycling mode share based on LTDS or (2b) cycling levels based on their own data. TfL has not considered what might constitute appropriate targets / milestones for targets based on cycling levels as data will be provided by individual boroughs.

Data source

London Travel Demand Survey

Data availability

Data is available from 2006/07. For reasons of sample size, figures are reported as three (financial rather than calendar) year averages meaning that currently only one set of figures is available (2006/07 – 2008/09). It is thus not possible to look at past trends using LTDS data without compromising the statistical significance of the data.

Base year

2006/07 – 2008/09

Trajectory data

- The milestone to be met at the end of year 2010/11 should be the average of the three years 2007/08 to 2009/10
- The milestone to be met at the end of year 2011/12 should be the average of the three years 2008/09 to 2010/11
- The milestone to be met at the end of year 2012/13 should be the average of the three years 2009/10 to 2011/12
- The interim target to be met at the end of year 2013/14 should be the average of the three years 2010/11 to 2012/13

Bus Service Reliability

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

Data source

Quality of Service (QSI) indicators

Data availability

A mean EWT figure is available by borough by year, going back to 1999/00

Base year

2008/09

Trajectory data

- The milestone to be met at the end of year 2010 should be the figure for 2009/10
- The milestone to be met at the end of year 2011 should be the figure for 2010/11
- The milestone to be met at the end of year 2012 should be the figure for 2011/12
- The interim target to be met at the end of year 2013 should be the figure for 2012/13

Road traffic casualties

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

Data source

Modal Policy Unit, Surface Transport

Data availability

Data is available in three year averages, going back to 1997-1999

Base year

2006 – 2008

Trajectory data

- The milestone to be met at the end of year 2010/11 should be the average of the three years 2007 to 2009
- The milestone to be met at the end of year 2011/12 should be the average of the three years 2008 to 2010
- The milestone to be met at the end of year 2012/13 should be the average of the three years 2009 to 2011
- The interim target to be met at the end of year 2013/14 should be the average of the three years 2010 to 2012

CO₂ Emissions

This indicator measures CO₂ emissions from all sources of ground-based transport (GBT). Where applicable this includes emissions emanating from road traffic (including trunk roads and motorways) and railways.

Data source

GLA London Energy and Greenhouse Gas Inventory (LEGGI)

Data availability

London-wide data is available for 1990, 2005 and 2008, and is planned to be collected on an approximately annual basis going forward

Base year

2008

Trajectory data

- The milestone to be met at the end of year 2010 should be the figure for 2009
- The milestone to be met at the end of year 2011 should be the figure for 2010
- The milestone to be met at the end of year 2012 should be the figure for 2011
- The interim target to be met at the end of year 2013 should be the figure for 2012

Asset Condition

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

Data source

Detailed Visual Inspection data collected by LB Hammersmith & Fulham

Data availability

A mean asset condition figures is available by borough by year, going back to 2002/03

Base year

2009/10

Trajectory data

- The milestone to be met at the end of year 2010 should be the figure for 2009/10
- The milestone to be met at the end of year 2011 should be the figure for 2010/11
- The milestone to be met at the end of year 2012 should be the figure for 2011/12
- The interim target to be met at the end of year 2013 should be the figure for 2012/13

8.3 Indicators

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

They will then feed into Annual Output Monitoring report that we will produce.

Mandatory Indicators

Locally specific targets for mandatory indicators												v1.0
Borough:												
Core indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data				Data source
								2010	2011	2012	2013	
Mode share of residents	% of trips by walking	Calendar	%	2010		2013		2010	2011	2012	2013	LTDS
Mode share of residents	% of trips by cycling / no of trips	Calendar	%	2010		2013		2010	2011	2012	2013	Specify LTDS or borough's own screen line counts
Bus service reliability	Excess wait time in minutes	Calendar	Minutes	2010		2013		2010	2011	2012	2013	iBus
Asset condition - principal roads	% length in need of repair	Calendar	%	2010		2013		2010	2011	2012	2013	Detailed Visual Inspection (DVI) data supplied for each borough to TfL by LB Hammersmith and Fulham
Road traffic casualties	Total number of people killed or seriously injured	Calendar	Number	2010		2013		2010	2011	2012	2013	London Road Safety Unit
Road traffic casualties	Total casualties	Calendar	Number	2010		2013		2010	2011	2012	2013	London Road Safety Unit
CO2 emissions	CO2 emissions	Calendar	Tonnes/year	2010		2013		2010	2011	2012	2013	GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI)

Local Indicators

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

Annual Output Monitoring Report

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

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

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

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

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

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

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

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

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

