

## Chapter 5

# LIP proposals for MTS priority areas and targets

### 5.1 Introduction

5.1.1 This Chapter outlines the proposals that the Borough proposes to undertake in order to meet the priority areas of the Mayor's Transport Strategy. The Borough is committed to undertaking the various schemes and believes that their implementation will contribute strongly and positively to the Mayor's Transport Strategy as well as many of the aspirations contained within the Borough's own policies. The Borough recognises the importance of a London-wide strategy and the benefits of the flow-down effect that implementation of such a strategy has.

5.1.2 It is noted that the proposals listed in this chapter and detailed in Appendix A, are in many cases subject to the approval of Council Committees and consultation with different community stakeholders and residents.

### 5.2 Structure

5.2.1 The structure of the Chapter provides a brief outline of the context that the Chapter should be considered; a brief commentary on each of the proposal areas and what the Borough intends to achieve; and lastly a table showing some of the actions that the Borough proposes with a cross reference to the Borough's own Transport Strategy. All proposal forms are contained within Appendix A and the LIP Matrix is contained as Appendix B. **Appendix B should be read in tandem with this chapter as it contains additional relevant information.** Table ES1 in the Executive Summary may also be useful.

### 5.3 Context

5.3.1 Many of the proposals are directly linked to the priority areas of the Mayor's Transport Strategy and the priority areas are detailed as follows:

- i) Improving Road Safety
- ii) Improving bus journey times and reliability
- iii) Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures
- iv) Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas.
- v) Improving accessibility and social inclusion on the transport network. Plans should have regard to safety and security for women and vulnerable users.
- vi) Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.
- vii) Encourage cycling by improving conditions for cyclists and through the use of travel demand measures.
- viii) Bringing Transport Infrastructure to a state of good repair.

5.3.2 It is noted that some of the proposed actions appear twice as they are relevant to more than one priority area. Each of the proposed actions listed in this Chapter are categorised according to each of the priority areas. It is not exhaustive and there may be additional schemes detailed in the LIP Matrix contained within Appendix B. The TfL required proposal summary sheet is contained as follows (Table 5.1- Proposal Summary Sheet) and also at the start of Appendix A. Table ES1 in the Executive Summary may also be useful.

**Table 5.1: LB RICHMOND UPON THAMES LIP PROPOSAL SUMMARY SHEET**

CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS					
	Priority Area	Proposal	Policy	Target	FORM 1 Ref	Topic
Strategies			3.Po5		5a	Travel Awareness
			3.Po6		5b	Environmental Measures
			3.Po7			
			3.Po8		3a	Area Based Schemes
			3.Po9		1d1	Work Travel Plans (Business Travel Plans)
					1e	Community Safety, Security and Partnerships
					2d	Pedestrian Crossing Programme
					3d	Taxis and Private Hire Vehicles
					4a	Local Area Accessibility
					5a	Travel Awareness
					5a1	STAN Study
	V	3.Pr1		10, 11	3a	Area Based Schemes
	VI	3.Pr2		7, 12	1d	School Travel Plans/Safer Routes to Schools
					3a	Area Based Schemes
					3c	Parking & Enforcement Plan Action Plan
					4b	Walking
			5b	Environmental Measures		
			5c	Water		
VI	3.Pr4		7, 12	1d	School Travel Plans/Safer Routes to Schools	
				3a	Area Based Schemes	
				3c	Parking & Enforcement Plan Action Plan	
				4b	Walking	
		5b	Environmental Measures			
		5c	Water			
VI	3.Pr5		7, 12	1d	School Travel Plans/Safer Routes to Schools	
				3a	Area Based Schemes	
				3c	Parking & Enforcement Plan Action Plan	
				4b	Walking	
		5b	Environmental Measures			
		5c	Water			
VI	3.Pr6		7, 12	1d	School Travel Plans/Safer Routes to Schools	
				3g	Freight	
				3a	Area Based Schemes	
				3c	Parking & Enforcement Plan Action Plan	
		4b	Walking			
		5b	Environmental Measures			
		5c	Water			
	3.Pr7			4a	Local Area Accessibility	
Underground		4C.Pr12			5a1	STAN Study

CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS				FORM 1 Ref	Topic
	Priority Area	Proposal	Policy	Target		
DLR & Tramlink		4D.Pr3		-		
		4D.Pr4				
		4D.Pr5				
	V	4D.Pr6		-		
		4D.Pr7				
Rail		4E.Pr7				
		4E.Pr8				
	V	4E.Pr9		10, 11	3a 5a1 7	Area Based Schemes STAN Study Sweltrac Programme
		4E.Pr10			7 7a	Sweltrac Programme Non-Borough specific Sweltrac proposals
	V	4E.Pr13		10, 11	3a 7	Area Based Schemes Sweltrac Programme
		4E.Pr14				
			4E.Po3			
Bus	II	4F.Pr2		3, 4	2f 4d	Bus Priority Bus Stop accessibility
	II	4F.Pr3		3, 4	2f 4d	Bus Priority Bus Stop accessibility
	II	4F.Pr6		3, 4	2f 3a 4d 6	Bus Priority Area Based Schemes Bus Stop accessibility Parallel Initiatives
	II	4F.Pr7		3, 4	2f 4d	Bus Priority Bus Stop accessibility
	III	4F.Pr8		3, 4	2f 4d 6	Bus Priority Bus Stop accessibility Parallel Initiatives
	V	4F.Pr11		10, 11	3a 4d	Area Based Schemes Bus Stop Accessibility
	IV	4F.Pr21		7, 9		See Appendix I
Streets	IV	4G.Pr1		7, 9	3c1	Provision of Secure Motor-Cycle Parking Facilities and Motor- Cycle Signing
	III		4G.Po2		2b 6	Local Roads Maintenance Parallel Initiatives
		4G.Pr2			2c	Street Lighting
		4G.Pr3			2d	Pedestrian Crossing Programme
	II	4G.Pr4		3, 4	2f 3a 4d	Bus Priority Area Based Schemes Bus Stop accessibility

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CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS				FORM 1 Ref	Topic
	Priority Area	Proposal	Policy	Target		
	I	4G.Pr7		1, 2	1a 1b 1c 1d 2c 3b	Local Safety Schemes Speed Reduction Road Safety Education and Training School Travel Plans/Safer Routes to Schools Street Lighting Signs, lines & street clutter rationalisation
	I	4G.Pr9		1, 2	1a 1b 1c 1d 2c 2e 3b	Local Safety Schemes Speed Reduction Road Safety Education and Training School Travel Plans/Safer Routes to Schools Street Lighting Bridges and Structures Signs, lines & street clutter rationalisation
	VI	4G.Pr10		7, 12	1d 3a 4b 5b 5c	School Travel Plans/Safer Routes to Schools Area Based Schemes Walking Environmental Measures Water
	VI	4G.Pr11		7, 12	1b 1d 2c 3a 3b 4b 5b 5c 7 7a	Road Safety Education and Training School Travel Plans/Safer Routes to Schools Street Lighting Area Based Schemes Signs, lines & street clutter rationalisation Walking Environmental Measures Water Sweltrac Non-Borough specific Sweltrac proposals
	III	4G.Pr12		5, 6, 7, 8	1b 1d 6	Road Safety Education and Training School Travel Plans/Safer Routes to Schools Parallel Initiatives
	III	4G.Pr14		5, 6, 7, 8	1d 3b	School Travel Plans/Safer Routes to Schools Signs, lines & street clutter rationalisation
			4G.Po5		3c	Parking & Enforcement Plan Action Plan
		4G.Pr15		7, 9	6	Parallel Initiatives

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	Priority Area	Proposal	Policy	Target		
			4G.Po6		2a 2b 3c	Principal Road Maintenance Local Roads Maintenance Parking & Enforcement Plan Action Plan
	IV	4G.Pr16		7, 9	3c	Parking & Enforcement Plan Action Plan
	IV	4G.Pr17		7, 9	3c	Parking & Enforcement Plan Action Plan
	III	4G.Pr18		5, 6, 7, 8	1d 6	School Travel Plans/Safer Routes to Schools Parallel Initiatives
	III	4G.Pr19		5, 6, 7, 8	1d 5b 6	School Travel Plans/Safer Routes to Schools Environmental Measures Parallel Initiatives
	III	4G.Pr20		5, 6, 7, 8	1d 6	School Travel Plans/Safer Routes to Schools Parallel Initiatives
		4G.Pr22			4a2	Local Area Accessibility- signage deficiencies
		4G.Pr23				
	III	4G.Pr24		5, 6, 7, 8	1d	School Travel Plans/Safer Routes to Schools
	VIII	4G.Pr25		14	2a 2b	Principal Road Maintenance Local Roads Maintenance
		4G.Pr26		14		See Appendix L
Car		4H.Pr1				
	IV	4H.Pr2		7, 9		See PEP- Chapter 7
	III	4H.Pr3		5, 6, 7, 8	1d 1d1	School Travel Plans/Safer Routes to Schools Work Travel Plans (Business Travel Plans)
Walking	VI	4I.Pr2		7, 12	1d 1d1 1e 2c 2d 3a 3b 4a 4b 5a 5a1 5b 5c	School Travel Plans/Safer Routes to Schools Work Travel Plans (Business Travel Plans) Community Safety, Security and Partnerships Street Lighting Pedestrian Crossing Programme Area Based Schemes Signs, lines & street clutter rationalisation Local Area Accessibility Walking Travel Awareness STAN Study Environmental Measures Water

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CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS				FORM 1 Ref	Topic
	Priority Area	Proposal	Policy	Target		
	VI	4I.Pr3		7, 12	1d 2c 3a 3b 4b 5b 5c	School Travel Plans/Safer Routes to Schools Street Lighting Area Based Schemes Signs, lines & street clutter rationalisation Walking Environmental Measures Water
	VI	4I.Pr4		7, 12	1d 3a 4b 5b 5c	School Travel Plans/Safer Routes to Schools Area Based Schemes Walking Environmental Measures Water
	VI	4I.Pr6		7, 12	1d 3a 4b 5b 5c	School Travel Plans/Safer Routes to Schools Area Based Schemes Walking Environmental Measures Water
	VI	4I.Pr7		7, 12	1d 3a 4b 5b 5c 6	School Travel Plans/Safer Routes to Schools Area Based Schemes Walking Environmental Measures Water Parallel Initiatives
		4I.Pr8		7, 12	1d 1d1 1e 2c 2d 3a 3b 4a 4b 5a 5b 5c	School Travel Plans/Safer Routes to Schools Work Travel Plans (Business Travel Plans) Community Safety, Security and Partnerships Street Lighting Pedestrian Crossing Programme Area Based Schemes Signs, lines & street clutter rationalisation Local Area Accessibility Walking Travel Awareness Environmental Measures Water
Cycling			4J.Po1		4c 4c1 4c2	Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+

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CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS					
	Priority Area	Proposal	Policy	Target	FORM 1 Ref	Topic
	VII	4J.Pr1		13	1d 3a 4c  4c1 4c2 5a	School Travel Plans/Safer Routes to Schools Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+ Travel Awareness
	VII	4J.Pr3		13	1d 3a 4c  4c1 4c2	School Travel Plans/Safer Routes to Schools Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+
	VII	4J.Pr4		13	1d 3a 4c  4c1 4c2	School Travel Plans/Safer Routes to Schools Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+
	VII	4J.Pr5		13	1a 1d  3a 4c  4c1 4c2 6	Local Safety Schemes School Travel Plans/Safer Routes to Schools Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+ Parallel Initiatives
	VII	4J.Pr6		13	1d 3a 4c  4c1 4c2	School Travel Plans/Safer Routes to Schools Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+
		4J.Pr7		13	1d 1d1 3a 4c  4c1 4c2	School Travel Plans/Safer Routes to Schools Work Travel Plans (Business Travel Plans) Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+

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CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS				FORM 1 Ref	Topic
	Priority Area	Proposal	Policy	Target		
	VII	4J.Pr8		13	1c 1d 3a 4c 4c1 4c2 5a	Road Safety Education and Training School Travel Plans/Safer Routes to Schools Area Based Schemes Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update Cycling- Non LCN+ Cycling- LCN+ Travel Awareness
Freight		4K.Pr1			2g	Freight
		4K.Pr2			2g 7	Freight Sweltrac Programme
	III	4K.Pr3		5, 6, 7, 8	1d 2g	School Travel Plans/Safer Routes to Schools Freight
		4K.Pr4		7, 12	1d 2g 3a 4b 5b 5c	School Travel Plans/Safer Routes to Schools Freight Area Based Schemes Walking Environmental Measures Water
		4K.Pr5			2g 7a	Freight Non-Borough specific Sweltrac proposals
			4L.Po6		7 7a	Sweltrac programme Non-Borough specific Sweltrac proposals
Water		4M.Pr2			5c	Water
			4M.Po2		5c	Water
Taxi			4N.Po2		3c	Taxis and Private Hire Vehicles
		4N.Pr1			3d 5a1	Taxi and Private Hire Vehicles STAN Study
	V	4N.Pr5		10, 11	3a 7 7a	Area Based Schemes Sweltrac Programme Non-Borough specific Sweltrac proposals
Accessible Transport			4O.Po1		1d1 1e 2d 4a 4a2 5a	Work Travel Plans (Business Travel Plans) Community Safety, Security and Partnerships Pedestrian Crossing Programme Local Area Accessibility Local Area Accessibility- signage deficiencies Travel Awareness
	V	4O.Pr1		10, 11	1e 3a 4a	Community Safety, Security and Partnerships Area Based Schemes Local Area Accessibility



CATEGORIES AS PER MATRIX (APPENDIX B)	PROPOSALS, POLICIES & TARGETS				FORM 1 Ref	Topic
	Priority Area	Proposal	Policy	Target		
			4O.Po2		1d1 1e 2d 4a 5a	Work Travel Plans (Business Travel Plans) Community Safety, Security and Partnerships Pedestrian Crossing Programme Local Area Accessibility Travel Awareness
	V	4O.Pr3		10, 11	3a 4a	Local Area Accessibility Area Based Schemes
	V	4O.Pr4		10, 11	1e 3a	Community Safety, Security and Partnerships Area Based Schemes
	V	4O.Pr5		10, 11	3a	Area Based Schemes
	V	4O.Pr6		10, 11	1e 3a	Community Safety, Security and Partnerships Area Based Schemes
	V	4O.Pr9		10, 11	3a	Area Based Schemes
	V	4O.Pr12		10, 11	3a	Area Based Schemes
	V	4O.Pr13		10, 11	3a	Area Based Schemes
		4O.Pr14		10, 11	3a	Area Based Schemes
			4P.Po2		4a2 6 7 7a	Local Area Accessibility- signage deficiencies Parallel Initiatives Sweltrac Programme Non-Borough specific Sweltrac proposals
Integration		4P.Pr3				
	III	4P.Pr4		5, 6, 7, 8	1d 5a 7	School Travel Plans/Safer Routes to School School Travel Plans/Safer Routes to Schools Sweltrac Programme
	V	4P.Pr5		10, 11	3a 3d 5a1	Area Based Schemes Taxis and Private Hire Vehicles STAN Study
Major Projects			4Q.Po1			
		4Q.Pr7				

5.3.3 To enable easy reference, the following summary list of schemes and titles is also provided:

- 1a Local Safety Schemes
- 1b Speed Reduction
- 1c Road Safety Education and Training
- 1d School Travel Plans/Safer Routes to School
- 1d1 Work Travel Plans (Business Travel Plans)
- 1e Community Safety, Security and Partnerships
- 2a Principal Road Maintenance
- 2b Local Roads Maintenance
- 2c Street Lighting
- 2d Pedestrian Crossing Programme

- 2e Bridges and Structures
- 2f Bus Priority
- 2g Freight
- 3a Area Based Schemes
- 3b Signs, lines & street clutter rationalisation
- 3c Parking and Enforcement Action Plan
- 3c1 Provision of Secure Motor-Cycle Parking Facilities and Motor-Cycle Signing
- 3d Taxi's and Private Hire Vehicles
- 4a Local Area Accessibility
- 4a2 Local Area Accessibility- signage deficiencies
- 4b Walking
- 4c Cycling- Cycle Training; Cycle Parking; and Cycling Strategy update
- 4c1 Cycling- Non LCN+
- 4c2 Cycling- LCN+
- 4d Bus Stop Accessibility
- 5a Travel Awareness
- 5a1 STAN Study
- 5b Environmental Measures
- 5c Water
- 6 Parallel Initiatives
- 7 Sweltrac Programme
- 7a Sweltrac- Non-borough Specific Programme

5.3.4 The following actions link to Table 5.1 and also to the MTS priority area, in particular where a response to a policy area is mandatory:

i) **Improving Road Safety**

LIP Scheme Ref/ cross reference (where applic.)	Proposed Actions
Chapter 6	The Council's Road Safety Plan is contained in Chapter 6. It is to be regularly updated to monitor and provide for the analysis of road accidents and casualties. The plan has been designed to provide the best programme to ensure the reduction of road traffic casualties.
RUTLIP form 1c	Safety education will remain an important part of the curriculum of schools, with the comprehensive education and training programme continuing to contribute to the excellent safety record in the Borough, particularly with regard to children.
RUTLIP form 1c	Generally a more proactive approach is to be adopted for publicising the Council's safety education service. This will include education in avoiding points of conflict between different modes.
RUTLIP form 4c1	Further development of training programmes for young pedestrians and cyclists will continue.
RUTLIP form 1c	A safety campaign will be developed for motorcyclists, to support the commercial motorcycle training programmes that run in the Borough.

LIP Scheme Ref/ cross reference (where applic.)	Proposed Actions
RUTLIP form 1a RUTLIP form 1d	<p>The Road Safety Plan is designed to develop measures to protect all stakeholders from accidents. This programme will include measures that will tackle issues of:</p> <p><b>Accident hotspots</b> – single site remedial schemes which may include new or enhanced signal facilities, pedestrian crossings, and re-alignment of road profile to improve sight lines. Will also include safety and red light cameras where the relevant government criteria for justification have been achieved.</p> <p><b>Speed and rat runs</b> – possible 20mph speed limits, width restrictions, traffic calming measures. The Borough is particularly interested in piloting technology for effective but less intrusive traffic management in residential areas e.g. Camera enforcement instead of physical measures.</p> <p><b>Safer Routes to School</b> – A physical measures programme as a direct result of the consultation carried out as part of the introduction of school travel plans. This could include improvements to the safer parking, speed and pedestrian facilities in the school environs. Where possible schools will be clustered to ensure benefits reach a larger target group.</p>
RUTLIP form 2d	Specific engineering measures for pedestrians will include pedestrian crossings where there is a proven demand, reviewing priorities at junctions, reviewing footway parking exemptions and pavement improvement, giving due regard to the overall balance of use of the road.
RUTLIP form 1d RUTLIP form 3a	Consideration will be given to how improvements can be made to the street scene in residential areas through the area based approach, local traffic schemes, safer routes to school schemes. A map is included at the end of this Chapter -Map 5.1, which shows the location of proposed Area Based Schemes in the Borough between 2007/08 and 2009/10, which also shows the deprivation levels in the Borough.
RUTLIP 1d	School travel plans are in the process of being prepared for primary and secondary school in the Borough (independent and state).
RUTLIP form 1d	In addition to the packages of measures included in the safer routes to school programmes, the Council intends, subject to obtaining support from key partners and adequate funding, to pursue specific pilot initiatives such as local hoppla type buses to provide residents with a further safe and secure means of getting their children to school and walking buses at Richmond Station to Richmond Hill
RUTLIP form 1c RUTLIP form 5a	A review of promotion and publicity arrangements is to be undertaken. This will include publicity for walking routes and campaigns to assist residents e.g. Walk to School', Walking Wednesday, Good Going, and Travel Awareness campaigns.
RUTLIP form 5a	Provision of travel awareness information and mounting a number of publicity campaigns to assist residents in making their travel choices.
RUTLIP form 1d	School Travel Plans are in the process of being prepared for every school in the Borough and these include improving road safety as one of the key objectives.
RUTLIP form 2c	The Council programme of maintaining street lighting will enhance road safety by improving lighting at night.
RUTLIP form 2d	The Council programme of new street crossings and making crossings accessible to disabled people will improve road safety
RUTLIP form 3b	The proposal to reduce the number of signs, and the amount of general street clutter will also help to improve road safety.

## ii) Improving bus journey times and reliability

LIP Scheme Ref (where applic.)	Proposed Actions
RUTLIP form 2f	Bus Lanes – Bus lanes will be subject to continued review and monitored, with the aim of providing new bus lanes where the need is identified and appropriate.
RUTLIP form 2f	Measures to introduce Bus Lanes must be realistic, practical, viable, and not adversely impact on visual amenity and character evident in many parts of the Borough.
RUTLIP form 4d	An ongoing programme of bus stop accessibility is proposed in order to improve access for different equality groups (e.g. disabled and elderly people).
RUTLIP form 6	Parallel Initiatives for busy bus routes and 'A' Roads are proposed to improve bus journey times and reliability as well as improving access for other transport users.
RUTLIP form 3a	The Council is working on a number of Area Based Schemes involving proposals comprising Streets for People, Town Centres and Station Access improvements. A map is included in at the end of this Chapter -Map 5.1, which shows the location of proposed Area Based Schemes in the Borough between 2007/08 and 2009/10, which also shows the deprivation levels in the Borough.

## iii) Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures

LIP Scheme Ref (where applic.)	Proposed Actions
RUTLIP form 2f	Bus Lanes – Bus lanes will be subject to continued review and monitoring, with the aim of ensuring effective use of road space.
	Local road widening at junctions is being considered at a limited number of locations to increase capacity where space can be safeguarded.
	Consideration will also be given to restricting HGVs and through traffic from residential areas and parking controls will be used to maintain safety and access for emergency vehicles.
	A review of traffic signal phasing is also being taken forward to increase efficiency at traffic junctions and to provide real time linkages to improve traffic flows in town centres.
	The Borough supports the use of more advanced technology, to improve efficiency for all road users including emergency vehicles.
	With reference to the Traffic Management Act 2004 issues of temporary congestion should be easier to control by the local authority. The Council will be monitoring the effectiveness of the changes.
RUTLIP form 2a RUTLIP form 2b	Road works undertaken by the Council are planned to take place as far as possible outside peak hours where this is needed to avoid congestion, with due consideration given to local circumstances. However, the Council accepts the need to avoid unnecessary night-time working in residential areas and will provide a justification for cases where this is unavoidable.
RUTLIP form 3b	A review of road classification and the rationalisation of signing in the Borough will help ease congestion.
RUTLIP form 2g	Route signing for HGVs through the Borough both on street and in map form will limit the adverse effects of HGVs on the local environment by ensuring that they use the most appropriate route to their destination.

LIP Scheme Ref (where applic.)	Proposed Actions
	To continue to monitor the on going pilot that extends the use of bus lanes for motorcycles and HGVs to assess both the safety and effectiveness in improving traffic flow.
RUTLIP form 5b	The need to install and maintain permanent traffic counters at the current temporary sites to monitor congestion and air quality.
RUTLIP form 7 RUTLIP form 7a	The Council aims to lobby for improved Rail and Underground services in the Borough, focusing particular interest on the issues of accessibility and over-crowding. The Borough has chosen to undertake Station Access proposals through Sweltrac in the past and this is anticipated to continue into the future.
	Support and development of the Concessionary Fares policy, funding and issuing Freedom Passes to residents of the Borough will be undertaken.
	Consideration is to be given to how best to interact with partners to achieve better rail service provision.
	Richmond upon Thames leads the sub-regional partnership Sweltrac to deliver the overall objectives to improve orbital and radial transport links in South and West London and to Heathrow. The Borough is lead for the SW Sector of the London Bus Priority Network.
	The Borough will continue to develop partnership working with Train Operating Companies, Bus Operators, TfL, SRA (and its successor), Network Rail and developers through the strategic partnerships and the regular liaison meetings.
	The Council will press for early commitments to be given by the partner authorities to major projects that have support within the Borough, e.g. Airtrack to enable work to progress on linked local schemes.
	The Council is looking to produce a Borough wide strategy for coaches having particular regard to routing of journeys, the picking up and setting down of passengers and parked vehicles bearing in mind the large number of tourist attractions in the Borough.
	The Council considers that the A316, A205 and A308 are the only suitable roads 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.
RUTLIP form 2g	Route signing and maps for lorries will be considered to reduce the number of delivery vehicles getting lost on Borough roads,. This is planned to be part of a wider Sweltrac managed Freight Quality Partnership to be developed in consultation with local businesses and the Town Centre Managers.
	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/or pose increased risk to public safety.
	Developers will be expected to pay for mitigating measures such as contributions to public transport, cycling/walking facilities, and junction improvements. Consideration to be given to how such payments (S106 contributions) should be determined in relation to site location and scale of development.
	Transport assessments will be required on all developments where there are significant transport issues to be addressed.

LIP Scheme Ref (where applic.)	Proposed Actions
	<p>The Council will require the production of travel plans as a condition of planning permission for significant new non-residential developments and events. Developers will also be required to pay, via a Section 106 agreement, for carrying forward travel plans and making them effective. Particular consideration will be required for major tourist attractions and other special events (i.e. events at Twickenham Stadium) that are responsible for attracting large influxes of people.</p> <p>The production of Supplementary Planning Guidance will help to assist developers and businesses on the development of travel plans.</p>
RUTLIP form 1d1	Travel plans are to be promoted for major businesses, NHS Trusts, schools and educational establishments to help reduce the level of car journeys by providing clear information on alternative modes of transport. Employees could also be offered a range of incentives in some cases. The monitoring of Travel Plans needs to be undertaken.
	The Council supports the use of promotional bookmarks to provide travel information and contact details to assist companies in progressing travel plans. Including the updating of the Travel information CD for the Borough.
RUTLIP form 6	Parallel Initiatives for busy bus routes and 'A' Roads are proposed to improve bus journey times and reliability as well as improving access for other transport users.
RUTLIP form 1d	School Travel Plans are in the process of being prepared for every school in the Borough and these include measures to reduce traffic congestion by encouraging travel to school by measures other than the car.

- iv) **Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas.**

LIP Scheme Ref (where applic.)	Proposed Actions
RUTLIP form 3c	The removal of illegally parked vehicles from the pavement.
RUTLIP form 3c	Provision of loading bays at appropriate locations, particularly in town centres, will reduce the likelihood of delays to traffic when drivers find they have no other choice than to block the road to carry out their deliveries.
RUTLIP form 3c	The Parking and Enforcement Plan (ref. chapter 7) covers the control of parking in the Borough. This will be annually reviewed. The action plan includes monitoring for its effectiveness against congestion problems.
	Richmond and Twickenham Town Centres are being investigated to determine the feasibility of continuing to improve the local environment and public realm by utilising funds from both developer proposals and TfL.
	To support this work the Council is currently updating its Street Design Guide.
	More use of public art is to be included in the street scene where appropriate.

LIP Scheme Ref (where applic.)	Proposed Actions
RUTLIP form 3b	An audit of street furniture, including signs, lamp columns, guardrails, benches, litterbins, road surfacing and markings is being produced with an action plan to tackle the street scene across the Borough. Over the past few years, sign clutter has built up across the Borough, which needs to be improved to improve the visual environment and to assist motorists to reach their destinations safely and efficiently.
RUTLIP form 3b	This will include a more proactive approach when implementing new schemes to ensure that existing street furniture is reviewed and upgraded as necessary.
RUTLIP form 2c	The use of street lighting will be expanded to include up lighting and a variety of softer lighting schemes to complement the environment.
RUTLIP form 3b	The use of guardrails will be approved only where strictly necessary for safety reasons and railing will be removed where found to be superfluous.
	Fundamental to this policy is that the materials used enhance rather than detract from the street scene (e.g. less use of exposed concrete finishes).
	The Council's Parking and Enforcement Plan is contained in Chapter 7. The aim is to implement the plan.
RUTLIP form 5b	The Council will seek funding for the purpose of providing mitigating measures against the detrimental effects of essential transport works on the environment. It would be used to plant trees, rationalise street furniture, protect the localised biodiversity in the environs of a transport scheme.
See Appendix J	The Council will seek funding to deliver the transport elements of its draft Air Quality Action Plan.
See Appendix K	The Council will seek funding to deliver the transport elements of its Waste Strategy Action Plan
	The Council is intending to develop its ambient noise strategy including an action plan.
RUTLIP form 3c1	A proposal is included to provide secure motor-cycle parking facilities and motor-cycle signing.
RUTLIP form 6	Parallel Initiatives for busy bus routes and 'A' Roads are proposed to improve bus journey times and reliability as well as improving access for other transport users.

**v) Improving accessibility and social inclusion on the transport network. Plans should have regard to safety and security for women and vulnerable users.**

LIP Scheme Ref (where applic.)	Proposed Actions
	The Council has established a Community Safety Team and joint liaison arrangements with the police to deal with safety and security issues, including crime and fear of crime.
	The Council also values its close working relationship with the Richmond Advice and Information on Disability (RAID) and would wish to continue with this helpful liaison arrangement.
	The Council will continue to work with secondary schools, Richmond upon Thames College and the bus operators to eliminate anti-social behaviour on public transport.
RUTLIP form 1e	A comprehensive CCTV Strategy is being developed involving a substantial extension to the CCTV systems in the Borough and the expansion of the control room. This approach will be based on the systems being used jointly for crime and disorder and bus lane and parking enforcement activities. There is the potential to market and offer a joint service to monitor output through the control room.

LIP Scheme Ref (where applic.)	Proposed Actions
	Car crime in the Council's car parks will be tackled in partnership with the Community Safety Team and the Police.
RUTLIP form 4d	The provision of accessible bus stops to reduce the time spent by the bus at the stop and to allow buses to pull up at the kerb, will reduce passenger boarding and alighting time and so reduce delay to other road traffic, as well as improving facilities for disabled people, carers with pushchairs etc.
RUTLIP form 7 RUTLIP form 7a	A station access improvement programme is also being similarly developed to link Stations with town centres and the residential hinterland, such as the recently completed SWELTRAC led Twickenham Station project and Kew Plaza project.
See also EQIA- Chapter 4	The Council aims to engage with the disabled community to identify the barriers to independent mobility and to ensure that all transport improvements meet the needs of all sectors of the community.
RUTLIP form 4d	The accessible bus stop programme is being rolled out across the Borough as funds are made available by TfL.
	The opportunity for taking forward a pilot initiative for dealing with anti-social behaviour on buses, involving the police, public transport operators and education establishments, is being investigated.
	The Council is to seek to establish partnerships with NHS trusts, primary care trusts and private hospitals and is already an active member of the Joint Health Commissioning Board for developing plans and initiatives. Community transport initiatives would be taken forward wherever feasible.
	An independent scheme is operational for teenagers with learning difficulties having been established in partnership with local colleges.
RUTLIP form 3a	The Council is working on a number of Area Based Schemes involving proposals comprising Streets for People, Town Centres and Station Access improvements. A map is included in at the end of this Chapter -Map 5.1, which shows the location of proposed Area Based Schemes in the Borough between 2007/08 and 2009/10, which also shows the deprivation levels in the Borough.
RUTLIP form 5a1	A STAN Study is proposed in 2008/09 to consider the different locations and methods suitable for Safer Travel at Night initiatives. This is proposed for the 08/09 year with implementation to follow due to a high number of proposals in the 2007/08 LIP Funding Submission.

vi) **Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures**

LIP Scheme Ref (where applic.)	Proposed Actions
	A 10-year maintenance plan for the Borough has been produced, seeking to gain a structured approach to improving the roads and pavements across the Borough.
	The Council has tackled the impact of crossovers (dropped kerbs to drives and forecourts) on the street scene and has a clear policy on the provision, design and materials to be used in the future.
See Appendix D	The current Council's Walking Action Plan is contained in Appendix D.
RUTLIP form 4b	Journeys that include walking as part of (or the whole) a journey, will be supported by the provision of identifiable safe pedestrian routes which are well signed. Routes are to be direct, convenient, safe and secure with appropriate levels of lighting.



LIP Scheme Ref (where applic.)	Proposed Actions
	Public rights of way are to be retained or improved, and where practicable consideration is to be given to the shared use of tow-paths with pedestrians.
RUTLIP form 4b RUTLIP form 4d	Subject to funding facilities will be provided, improved and promoted to key destinations such as town centres, schools, leisure facilities, public transport interchanges and along routes primarily for recreation. Also the on-going support of the 'Walk to work Promotion' initiative.
RUTLIP form 4b	Promotion of walking as a safe, healthy and convenient mode of transport will continue. A selection of information leaflets is to be made available for specific routes to supplement those already published for the Crane Valley, Capital Ring and Thames Path.
RUTLIP form 4b	The Council is a partner in the Cross London Partnership for Strategic Walking Routes in London, which is being managed by the Corporation of London as lead Borough. Works carried out through this partnership will be complementary and additional to the other works relating to walking contained in the Borough. This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk. The Council is committed to completing and promoting the six strategic walks and where the Borough has responsibility for maintaining these routes the Borough will continue its maintenance duties following the completion of any works.
RUTLIP form 1d	School Travel Plans are in the process of being prepared for every school in the Borough and these include walking to school as one of the means of getting to school
RUTLIP form 3a	The Council is working on a number of Area Based Schemes involving proposals comprising Streets for People, Town Centres and Station Access improvements. These schemes include provisions to make walking easier. A map is included in at the end of this Chapter -Map 5.1, which shows the location of proposed Area Based Schemes in the Borough between 2007/08 and 2009/10 which also shows the deprivation levels in the Borough.
RUTLIP form 5c RUTLIP form 5b	Proposals are included to improve walking access to important environments such as those involving water.
RUTLIP form 2c	The Council programme of street lighting will contribute to improving the pedestrian environment, particularly at night.
RUTLIP form 2d	The Council programme of new street crossings and making crossings accessible to disabled people will improve road safety
RUTLIP form 3b	The proposal to reduce the number of signs, and the amount of general street clutter will also help to improve road safety.
RUTLIP form 1d1	A programme of work travel plans encourages people to travel by means other than the car and this will help to increase walking
RUTLIP form 1e	A programme of measures to enhance safety in the community such as CCTV, and improved street lighting will enhance the pedestrian environment.
RUTLIP form 4a	A programme of improving local area accessibility such as provision of drop-kerbs, widened footpaths, footbridges and ramps is proposed across the Borough to improve access for all pedestrians.
RUTLIP form 5a	An ongoing programme of travel awareness aims to educate the community about ways of moving about using methods other than the private car.
RUTLIP form 5a1	A Safer Travel at Night study will aim to improve work conditions for pedestrians (amongst other groups) across the Borough.

vii) **Encourage cycling by improving conditions for cyclists and through the use of travel demand measures**

<b>LIP Scheme Ref (where applic.)</b>	<b>Proposed Actions</b>
See Appendix E	The Council's current Cycling Action Plan is contained in Appendix E. An amended post consultation version will be included in the final LIP.
	Journeys that include cycling as part of (or the whole of) a journey will be supported by the provision of identifiable safe cycle routes, which are well signed.
RUTLIP form 4c1 RUTLIP form 4c2	Subject to funding facilities will be provided, improved and promoted to key destinations such as town centres, schools, leisure facilities, public transport interchanges and along routes primarily for recreation. Routes are to be direct, convenient, safe and secure with appropriate levels of lighting.
RUTLIP form 4c1	The development of a local cycle route network (non LCN+) to complement the London Cycle Network (LCN+) and the provision of secure parking areas for cycles in town centre shopping and other local amenities, business areas, leisure centres, public transport interchanges and other public buildings will be pursued
RUTLIP form 1c RUTLIP form 5a	Support will continue to be given to the regular meetings of the Cycle Liaison Group involving members and local cyclists to discuss key local cycling and education issues. Also on-going support for the 'bike week' initiative.
RUTLIP form 4c RUTLIP form 1d1	The 'provision of cycle spaces for employers' and 'business pool bike scheme' are supported by the Council and on-going funding is required.
RUTLIP form 1d	School Travel Plans are in the process of being prepared for every school in the Borough and these include cycling to school as one of the means of getting to school
RUTLIP form 3a	The Council is working on a number of Area Based Schemes involving proposals comprising Streets for People, Town Centres and Station Access improvements. These schemes include measures to enhance cycling. A map is included in at the end of this Chapter -Map 5.1, which shows the location of proposed Area Based Schemes in the Borough between 2007/08 and 2009/10, which also shows the deprivation levels in the Borough.
RUTLIP form 6	Parallel Initiatives for busy bus routes and 'A' Roads are proposed to improve bus journey times and reliability as well as improving access for other transport users such as cycling.

viii) **Bringing Transport Infrastructure to a state of good repair**

<b>LIP Scheme Ref (where applic.)</b>	<b>Proposed Actions</b>
RUTLIP form 2a	The Borough aims to bring its principal road network into a state of good repair in line with BVPI.
RUTLIP form 2b	The Borough aims to bring the condition of local roads into a state of good repair. Funding streams for this programme are currently being sought.
RUTLIP form 2c	The Borough aims to identify funding to improve the Boroughs streetlighting. This would include a programme to upgrade the 7,109 ageing concrete columns that have exceeded their intended design life of 30 years.
RUTLIP form 2b	To work with LOBEG to monitor, assess and improve the strength of the Boroughs 125 bridges and structures.
RUTLIP form 2c	The maintenance and gritting of pavements and the improvement and upkeep of street lighting.

LIP Scheme Ref (where applic.)	Proposed Actions
	The Council is in the process of developing its asset management plan, which will include an updated maintenance plan for the public realm. The Council has also developed plans to improve the co-ordination of works and enable maintenance schemes to be tied closely with Council improvement schemes.
	It is now Council Policy to use road-surfacing materials that reduce the noise of moving traffic. This can reduce noise by 17%.

- 5.3.5 Map 5.1 shows the location of the proposed Area Based Schemes (taken from the proposal forms for Area Based Schemes – RUTLIP form 3a, and the relevant schemes from Sweltrac-RUTLIP form 7) in relation to the indices of deprivation in the Borough. Please note that the lines on the map are approximate only.

**MAP 5.1: Proposed Area Based Schemes for 2007/08 through to 2009/10**