

Chapter 10 Consultation Results

10.1 Introduction

- 10.1.1 The Borough undertook consultation on the draft Local Implementation Plan from early May 2005 through until the end of June 2005. Consultation comprised a questionnaire, an evening presentation to interested stakeholders in the community and also a questionnaire to Council Members. Other organisations also provided feedback on the draft LIP and their comments are included as a part of this Chapter. Lastly, Transport for London also provided comments and their feedback forms the basis of most of the changes to the draft LIP. For the sake of space, TfL's comments on the draft LIP have not been included in this Chapter. However, the LIP Matrix in Appendix B includes the TfL comments and the Borough response to those, together with cross-references to updates in the LIP.

10.2 Consultation Questionnaire

- 10.3 A Consultation Questionnaire was prepared that asked residents, businesses and other stakeholders their views on a number of matters pertaining to transport that could be taken into consideration for the final version of the Local Implementation Plan. A copy of the questionnaire is included towards the end of this Chapter.
- 10.4 The questionnaire is based upon a summary of the key issues, policies and proposals described in the LIP and the results form part of the Council's final LIP to be submitted to the General London Authority (GLA) and Transport for London (TfL). The results of the questionnaire are detailed in the following paragraphs together with any changes to the draft LIP.
- 10.5 Question 3 refers to the Council Transport Strategy 'A Clear Road Ahead' and it is noted that recent administrative changes at the Council mean that this Strategy is no longer considered current Council policy. However, for the sake of completeness of the feedback, the response to this question is included.

The Council received 26 responses to the questionnaire and the following paragraphs summarise the responses provided by respondents.

10.6 Question 1: Mayors Priorities

- 10.6.1 A range of views were identified in regard to each respondents preference for the Mayor of London's Transport Strategies, however it was clearly indicated that the priorities could be grouped into categories of high, medium or low priorities as listed on the following page.

High priority	<ul style="list-style-type: none">Improving Road SafetyEncouraging walkingEncouraging cycling
Medium priority	<ul style="list-style-type: none">Improving bus journey time reliabilityImproving accessibility and social inclusion on the transport network
Low Priority	<ul style="list-style-type: none">Bringing transport infrastructure to a state of good repairRelieving traffic congestion / improve journey timeImprove the working of parking and loading arrangements.

- 10.6.2 This was useful for prioritisation purposes and it is noted that the updated LIP contains a number of measures across all of the MTS priority areas.

10.7 Question 2: Funding Priorities

- 10.7.1 Respondents indicated a range of priorities in allocating funds to improve the streets and pavements in the Borough and they can be grouped into categories of high, medium or low priorities as listed below.

High priority	<ul style="list-style-type: none"> • Cleaning and sweeping • Footway and cycle track surfacing repairs • Road resurfacing
Medium priority	<ul style="list-style-type: none"> • Pothole repair • Upgrading the general street furniture • Replacing/repainting street lighting columns
Low Priority	<ul style="list-style-type: none"> • Cleaning road signs and re-painting road markings • Cleaning drains • Grass cutting

- 10.7.2 These results have been used to assist with the formulation of proposals such as non-LCN+ cycling proposals in RUTLIP form 4c1 (Appendix A).

10.8 Question 3: The Council's Transport Strategy 'The Clear Road Ahead, key priorities.

- 10.8.1 A range of views were identified in regards to each respondents preference for the objectives of the Council's transport Strategy, however 'Safety First' and 'Planning for the Future' were clearly identified as the highest and second highest priorities respectively. The priorities in terms of spending resources on the Councils objectives are:

1. Safety First
2. Planning for the Future
3. Civic Pride
4. Free Transport Choice
5. A Clear Road Ahead

- 10.8.2 As discussed earlier, this Strategy is now under review and the results were included for the sake of completeness only.

10.9 Question 4: Balancing the needs of pedestrian, cyclists and public transport.

- 10.9.1 The majority of respondents either agreed or strongly agreed that the Council should aim to make the transport environment equally available to pedestrian, cyclists and public transport users, balancing with existing demands of car users. Five respondents either disagreed or strongly disagreed with this aim.

Additional comments included:

- The approach should be to educate and convert car users to public transport.
- Car use should be discouraged not subsidised; pedestrians, cyclists and public transport users should have greater priority over car users.
- Transport infrastructure is currently biased towards cars.

- A balance needs to be maintained between the competing and sometimes conflicting needs of the various transport users.
- The focus should be on pedestrian and public transport use with less on cars.
- The environmental damage and congestion caused by existing demands of car users is too great and needs to be curbed for the benefit of everyone so pedestrian, cyclist and public transport users need to have a greater share of the transport environment.

10.9.2 Parallel Initiatives have been included in RUTLIP form 6, which is located towards the last few pages of Appendix A. These proposals look at the needs of bus users, cyclists, pedestrians and car users in developing appropriate schemes. This has also been provided in response to comments received from TfL.

10.10 Question 5: Maintaining and improving the environment for all pedestrians.

10.10.1 Nearly all of the respondents either agreed or strongly agreed that the Council should maintain and improve the environment for all pedestrians and seek to develop new routes for direct, convenient, safe and secure movement across the Borough. Three respondents neither agreed nor disagreed.

Additional comments included:

- There are not many new routes needed, current routes should be safe and clean.
- Walking is the best form of transport for the pedestrian and community.
- Safety and security are of particular importance.
- Walkers are already well catered for in Mortlake and East Sheen.

10.10.2 Walking proposals are included in a RUTLIP form 4b, but will also benefit from Station Access proposals detailed in RUTLIP form 7 and improvements to signage proposed in RUTLIP form 3b.

10.11 Question 6: Support for improved public transport

10.11.1 The vast majority of respondents agreed that the Council should support and promote proposals for improved public transport, bus and rail facilities and will continue to lobby the Mayor of London and central government for significant improvements to the public transport network. One respondent neither agreed nor disagreed with this approach.

Additional comments include

- Particularly if plans for mileage charging go ahead and car users move to public transport, as the system will be overloaded.
- The Borough is well served for public transport, overcrowding occurs on buses serving schools during the morning and afternoon peaks.

10.11.2 The Council will continue to lobby rail and bus service providers for improvements to the existing facilities in the Borough. Schemes such as the Station Access proposals in RUTLIP form 7, the programme of Bus Stop Accessibility in RUTLIP form 4d and Bus Priority measures in RUTLIP form 2f will all contribute to improving public transport provision and access in the Borough.

10.12 Question 7: Development or changes in aviation activity

- 10.12.1 The majority of respondents either agreed or strongly agreed that the Council should oppose further developments or changes in aviation activity that is likely to adversely affect residents. Two respondents disagreed and one was unsure.

Additional comments include:

- Airline travel receives unfair subsidies that distort the economy.
- Future aviation requirements should be met by airports located away from residential areas.
- Without the airport, industry in the area would decline and house prices would fall.

- 10.12.2 The Borough continues to monitor the situation in relation to aircraft noise and make representations at various forum in relation to aircraft noise and night time flying. Together with other Boroughs, a proposal has been included in RUTLIP form 5b for aircraft noise monitoring equipment to monitor the noise from aircraft.

10.13 Question 8: Council's policies on car-parking

- 10.13.1 Around half of the respondents agreed with the Council's policies on car parking as set out in the Parking and Enforcement Plan (PEP), whilst, the rest of respondents neither agreed or disagreed or were unsure.

Additional comments include:

- Not enough emphasis on discouraging car ownership and use.
- The Council should not be trying to sell car parks as in North Lane, Teddington.

- 10.13.2 The PEP has been amended to reflect comments from TfL and copy is contained as Chapter 7 of the LIP.

10.14 Question 9: Accessibility of the public realm to all members of the community

- 10.14.1 Nearly all respondents either agreed or strongly agreed that the Council should work to make the public realm in Richmond upon Thames accessible to all members of the community. One respondent disagreed and one was unsure.

Additional comments include:

- Access and inclusion for all.
- The public realm is already accessible to a high degree.

- 10.14.2 In general the public realm is readily available to able-bodied people. Proposals in the LIP aim to improve accessibility for the disabled and those older members of the community who no longer find it as easy to move about as they once did. Measures provided in RUTLIP form 4a- Local Area Accessibility, RUTLIP form 2a- Pedestrian Crossing Programme, and RUTLIP form 3a- Area Based schemes contain some of the proposals aimed to improve access to the public realm. It is noted that the public realm includes footpaths, town centre public areas and parks.

10.15 Question 10: Reduction of casualties from road traffic accidents.

- 10.15.1 The majority of respondents agreed that the reduction of casualties from road traffic accidents is of the highest importance and the Council should continue to implement its Road Safety Plan and design traffic schemes to ensure the safety of all road users. Only one respondent disagreed and another neither agreed nor disagreed.

Additional comments include:

- Reduction in unnecessary deaths and injuries can only be a good thing.
- To prevent blind people falling on the road due to potholes.
- That the Council has not since 2001 placed road safety as its highest importance and casualties from accidents in Richmond have increased.
- Most roads are already reasonably safe but cycle facilities / routes seem to be limited.
- It is not the highest importance but should be very high, eg promote lower average speed reduce congestion.

- 10.15.2 Various measures are proposed in the LIP to enhance the programme of reducing casualties from Travel Awareness proposals in RUTLIP form 3a and Local Safety Schemes in RUTLIP form 1a to Road Safety Education in RUTLIP form 1c and maintenance programmes in RUTLIP forms 2a and 2b. All of these and others contribute to reducing road casualties.

10.16 Question 11: Maintenance and repairs of road network, footways etc

- 10.16.1 The majority of respondents agreed that the Council should invest more money into bringing the road network including footways to a state of good repair, whereas, 2 respondents disagreed and one neither agreed nor disagreed.

Additional comments include:

- Already in quite good condition.
- Current state is sufficient so use the current budget allocation.
- More important to invest in new walking and cycling facilities.
- They are fairly good and there are other priorities on a tight budget.
- Acknowledge there may be other priorities.
- Include towpaths.

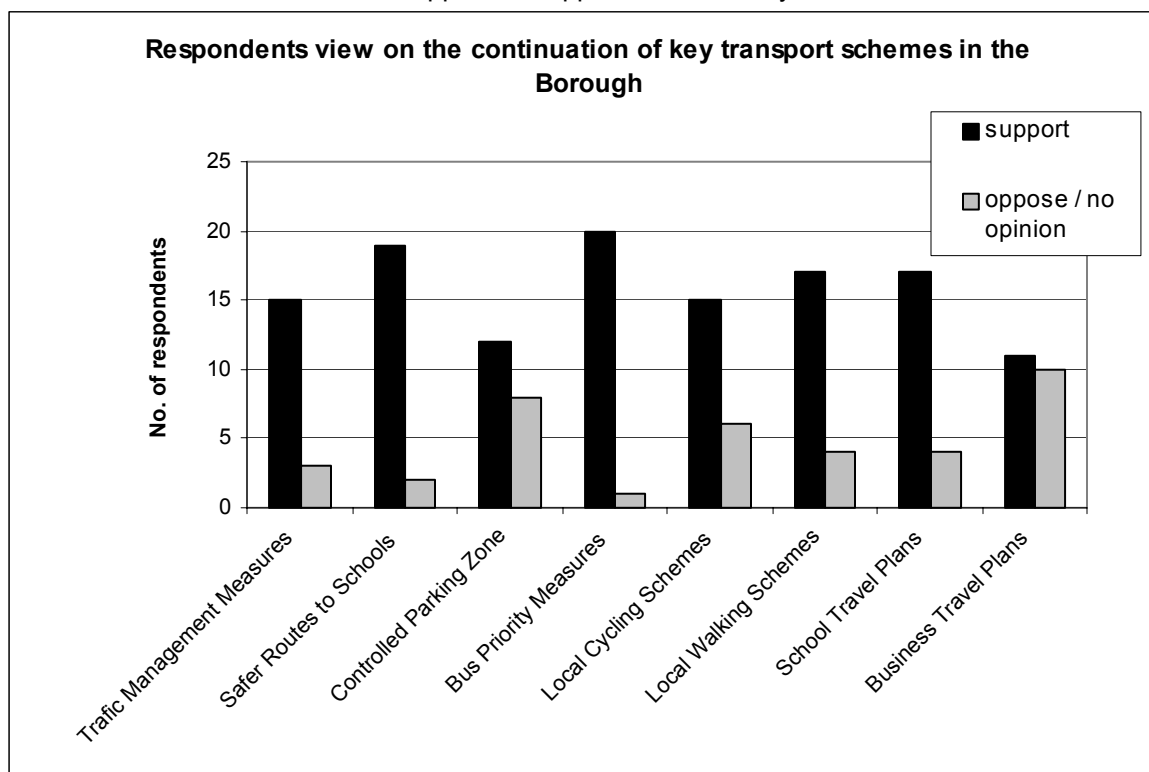
- 10.16.2 RUTLIP forms 2a and 2b contain a programme of maintenance. RUTLIP form 2c relates to street lighting and RUTLIP form 2e relates to bridges and structures. All of these contribute to the maintenance and repairs of the road network.

10.17 Question 12: Continuation of key transport schemes

- 10.17.1 The majority of respondents supported the continuation of the key transport schemes currently operating within the Borough, with strong support for safer routes to school, bus priority measures, school travel plans, and walking and cycling schemes. Initiatives where a few respondents were either opposed or had no opinion include, business travel plans and controlled parking zones.

- 10.17.2 The Table (Table 10.1) on the following page shows the level of support and opposition to the key areas covered by the LIP by the questionnaire respondents.

Table 10.1- Levels of support and opposition to the key scheme areas in the LIP.



10.17.3 All of the scheme areas listed in the above table are covered by scheme areas. See Chapter 5 for further detail.

10.18 Question 13: draft Strategic Environmental Assessment (SEA)

10.18.1 The following comments were provided on the draft SEA

- Very lengthy and rather difficult to extract key points.
- Surely cars should have to pay to enter Richmond Park if carrying able-bodied people.
- It would be desirable to make the bus lane barrier at Hammersmith Bridge work better and be less obtrusive.
- The report misses the detrimental effect that fast moving traffic has on communities and individuals, as well as avoiding the non-sustainable future of motorised traffic due to oil availability and global warming.
- A reduction in motor traffic has a linear benefit but this does not seem to be Council policy.
- Protection of the environment should be at the heart of all services delivered by the Council
- Ensuring a high quality and attractive provision for walking and cycling and continuing to make public spaces more accessible and attractive.

10.18.2 These points are all noted. For a copy of the Environmental Statement which is the final stage of the SEA process, please see Appendix C.

10.19 Questionnaire to Council Members

- 10.19.1 A short questionnaire was also asked of Council Members prior to the drafting of the LIP to help gauge some of the aspects of Transport that they would like to see considered as a part of the Borough proposals between 2005/06 through to 2010/11. This was considered important as it helped identify some of the locations in the Borough that were causing concern to residents and enabled officers to look closely at those areas as a starting point.
- 10.19.2 Councillor comments and feedback have been included where possible. It is noted that with the change in administration in May 2006, some previous approaches to policy have changed, and this is reflected in the updated LIP. Notwithstanding the changes, the answers to the questions at the time have been retained in order to remain an accurate record of the meetings.

10.20 Evening Presentations

- 10.20.1 Two evening presentations were held in the Borough on the 12th and 19th May at Twickenham and Sheen with respective attendance at 9 and 8 stakeholders plus Council Officers and Councillors. Both events were publicised in local newspapers and the Council website. Given the relatively low attendance, no further evening presentations were scheduled. The main points raised at each session are detailed in the following paragraphs.
- 10.20.2 The key points from the evening presentation on the 12th May include:
- Importance of Green Travel Plans
 - The traffic lights on London Road / Whitton Road cause delays
 - Pedestrian crossings are inadequate at the London Road roundabout and the roundabout at Whitton Road and Chertsey Road near the Rugby Ground
 - The LIP should be more of a Strategy and should include the key areas where grid lock traffic occurs and what are causing it; unsafe areas for pedestrians; and, difficult bus stops / routes
 - The 5 policy proposals, which were taken from A Clear Road Ahead, need to be prioritised
 - Possible solutions to help curb speeding included:
 - A greater respect of speed limits and more stringent enforcement (issue of police resources)
 - The use of mobile real time speed limits is an effective way of achieving speed reduction
 - The need to improve the uptake of cycling, the cycle network including the possibility of shared use between cyclists and pedestrians, cyclist safety and better cycle routes.
- 10.20.3 The key points from the evening presentation on the 19th May include:
- Safety is currently based on injuries and fails to record slight accidents such as minor shunts and conflict between pedestrians and cyclists, which are important issues that shouldn't be overlooked.
 - By focusing on safety the issue of improved health and quality of life is also overlooked and this is an issue that should be addressed through improvements to the transport network as a whole.

- If the Thames acts as a barrier to good connections across the Borough, then shouldn't an additional footbridge be provided in the LIP from 'Kew Side to Strand on the Green'
- What is Richmond doing about aircraft noise?
- Why has the Borough not included Local Safety Schemes details in the LIP? The response was that these change year to year and need to be assessed on a yearly basis
- There is an ongoing safety issue with powered two wheelers
- There isn't a clear relationship between the LIP and the emerging LDF
- Improved access to Richmond Park was raised as an issue as there is currently poor public transport and cyclist links to the park
- The LIP does not address the issue of conflict between cyclists and pedestrians particularly on shared paths such as the towpath
- Specific projects / concerns that were identified include:
 - Need for improved pedestrian access from the Craneford Way area over the railway bridge to Twickenham
 - The LIP should include Hampton Road / Staines Road to the green as congestion hotspots
 - Concern was raised in regards to the maintenance of highways with no funding being provided for Borough roads

10.21 Submissions

- 10.21.1 Submissions were received from a number of different organisations and individuals. The comments and points made are extensive and for the purpose of the LIP it is considered to be too time consuming to list the details of each submission and therefore, each point raised has been considered and a change made where appropriate.
- 10.21.2 A summary of the submissions and points raised is included at the end of this chapter in Table 10.2 on page 91.

10.22 Submissions from Equality Groups

- 10.22.1 Equality groups are defined as those groups comprising Women; the Black and Minority Ethnic community; Lesbian, Gay, Bisexual and Transgender community; the disabled; faith groups; the young; and, the elderly. Full details on consultation comment from this community are contained within 4.18.1 of Chapter 4- EQIA.

10.23 Summary of Consultation

- 10.23.1 The consultation comments are well received and changes have been made where possible and in consideration of all other comments received as well as keeping in mind the requirements of Transport for London and the Mayor's Transport Strategy.

London Borough of Richmond upon Thames draft Local Implementation Plan for Transport

Consultation Questionnaire

Introduction

Richmond upon Thames Council has recently updated its Transport strategy “A Clear Road Ahead” as part of the process of delivering a Local Implementation Plan (LIP) for the transport environment. The Council is seeking your views on the Consultation Draft.

The LIP is a statutory document which all London Boroughs are required to prepare under the Greater London Authority Act 1999. Under this Act, individual Boroughs are obliged to implement the Transport Strategy of the Mayor of London.

This questionnaire summarises the key issues, policies and proposals described in the LIP. The results of this consultation and the information from your response will form part of the Council’s final LIP to be submitted to the General London Authority (GLA) and Transport for London (TfL).

When completing this questionnaire, please answer each question by ticking (✓) or numbering the relevant box(es). If you wish to make additional comments, please do so in the spaces below the questions or on a separate sheet of paper and attach this to the questionnaire.

Please return your completed questionnaire by **30th June 2005** to the following address or by email to draftlip@richmond.gov.uk.

Tim Hogan
Senior Transport Planner
London Borough of Richmond upon Thames
The Civic Centre
44 York Road
Twickenham
London TW1 3BZ

Q. 1 The Mayor of London's Transport Strategy contains the following eight priorities that should inform the formulation of Richmond upon Thames' LIP proposals. The Council would like to know your preferences. Please indicate by numbering each of these priorities, from 1 (most important) to 8 (least important):

Mayors of London's Transport Priorities		Your Priority
1	Improving road safety	
2	Improving bus journey times and reliability	
3	Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures	
4	Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations	
5	Improving accessibility and social inclusion on the transport network	
6	Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures	
7	Encourage cycling by improving the street improvement, conditions for cyclists and through the use of travel demand measures	
8	Bringing transport infrastructure (highways and bridges) to a state of good repair	

Q. 2 If you had £5000 to spend on improving the streets and pavements in each of the following situations, please indicate how you would divide it up between the items suggested (please ensure that you use up all the money – each column should add up to £5000).

	In the street where you live	In the street(s) between home and work	In the street(s) where you shop and spend leisure time
Cleaning and sweeping	£	£	£
Replacing/repainting street lighting columns	£	£	£
Road resurfacing	£	£	£
Pothole repair	£	£	£
Cleaning drains	£	£	£
Cleaning road signs and re-painting road markings	£	£	£
Upgrading the general street furniture (litter bins, guard rails, seats, planters etc.)			
Footway & cycle track surfacing repairs	£	£	£
Grass cutting	£	£	£
TOTAL	£ 5000	£5000	£5000

Q.3 In “The Clear Road Ahead” the Council’s Transport Strategy, the Council has set out 5 key objectives for Richmond upon Thames’ transport strategy. (Refer to Chapter 3) Which of these five do you consider top priority in terms of spending resources? Please number one to five in order of your priority.

- | | |
|-------------------------|--------------------------|
| Safety First | <input type="checkbox"/> |
| A Clear Road Ahead | <input type="checkbox"/> |
| Civic Pride | <input type="checkbox"/> |
| Free Transport Choice | <input type="checkbox"/> |
| Planning for the Future | <input type="checkbox"/> |

Q.4 The Council will aim to make the transport environment in Richmond upon Thames equally available to pedestrian, cyclist and public transport users, balancing with the existing demands of car users. Do you agree with this approach?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don’t know | <input type="checkbox"/> |

If you disagree or disagree strongly, please give reasons.

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Q5 The Council recognises walking as the primary mode of transport and therefore will maintain and improve the environment for all pedestrians. It will seek to develop new routes for direct, convenient, safe and secure movement across the Borough. Do you agree with this approach?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don’t know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.6 The Council will support and promote proposals for improved public transport, bus and rail facilities and will continue to lobby the Mayor of London and central government for significant improvements to the public transport network including overcrowding on all public transport modes. Do you agree with this approach?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don't know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.7 The Council will oppose further developments or changes in aviation activity that will be likely to adversely affect residents. Do you agree with this approach?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don't know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.8 The Council's policies on car parking are set out in the Parking and Enforcement Plan (Chapter 7). Do you agree with this approach?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don't know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.9 The Council will work to make the public realm in Richmond upon Thames accessible to all members of the community. Do you agree with this proposal?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don't know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.10 The Council considers the reduction of casualties from road traffic accidents is of the highest importance and will continue to implement it's Road Safety Plan and design council traffic schemes to ensure the safety of all road users.. Do you agree with this proposal?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don't know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.11 Would you agree that Richmond upon Thames Council should invest more money in bringing its road network, including footways, to a state of good repair?

Please ✓ **one** answer only:

- | | |
|-------------------------------|--------------------------|
| 1. Agree strongly | <input type="checkbox"/> |
| 2. Agree | <input type="checkbox"/> |
| 3. Neither agree nor disagree | <input type="checkbox"/> |
| 4. Disagree | <input type="checkbox"/> |
| 5. Disagree strongly | <input type="checkbox"/> |
| 6. Don't know | <input type="checkbox"/> |

If you disagree or disagree strongly, please briefly give reasons.

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Q.12 Please give your views on the continuation of the following transport schemes in the Borough:

Please ✓ **one** box per topic.

	Support	Oppose	No opinion
Traffic management measures (such as, junction improvements, removal of street clutter, one-way streets and traffic calming)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safer routes to schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Controlled Parking Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus priority measures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local cycling schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local walking schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School Travel plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business Travel Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q. 13 Appendix C contains a draft Strategic Environmental Assessment of the main document. This is a new legal requirement for the Council. The Objective is to ensure the best possible care is taken of our environment while implementing the Council's Transport Strategy. Do you have any comments to offer on the Environmental Report?

Yes: ☐
No: ☐

If the answer is 'yes', please specify your comments below:

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Q.14 Equalities and Diversities

Please indicate your ethnic background

- A White**
- ☐ British
 - ☐ Irish
 - ☐ Albanian
 - ☐ Any other White background,
please specify.....
- B Mixed**
- ☐ White and Black Caribbean
 - ☐ White and Black African
 - ☐ White and Asian
 - ☐ Any other Mixed background,
please specify.....

- C Asian or Asian British**
- ☐ Indian
 - ☐ Pakistani
 - ☐ Bangladeshi
 - ☐ Afghan
 - ☐ Any other Asian background,
please specify.....
- D Black or Black British**
- ☐ Caribbean
 - ☐ African
 - ☐ Any other Black background,
please specify.....
- E Other Ethnic background**
- ☐ Chinese
 - ☐ Vietnamese
 - ☐ Middle Eastern
 - ☐ Any other ethnic background
please specify.....

Disability

Do you consider yourself to have a disability ?

- ☐ YES
- ☐ NO
- please specify**.....

Gender

- ☐ FEMALE
- ☐ MALE

Age

- ☐ Under 16
- ☐ 16- 30
- ☐ 31- 49
- ☐ 50 -64
- ☐ Over 65

Please indicate:

Name:

Organisation you represent (if relevant):

Address:

Please be assured that all responses will be treated in accordance with the Data Protection Act and solely for the purpose of the Council's Local Implementation Plan.
Thank you for your co-operation in this consultation exercise.

Table 10.2: Summary of Submissions received with response:

Submitter	Summary of Comment	Proposed response
The Countryside Agency	Standard submission	Changes made where appropriate. Likely that the final LIP would include most of the measures stated
English Heritage	<ol style="list-style-type: none"> 1. Returned questionnaire 2. SEA- Would like more defined indicators for further assessment and monitoring of the effects of proposals on the historic environment 3. SEA- Arrangements for further monitoring of the environmental performance of the LIP objectives should focus on the need for qualitative assessment 4. The assessment of SEA objectives relating to the historic environment should be assessed on a broader range of historical assets 5. An overall thread should run throughout the LIP programmes that improves and promotes the cultural assets and heritage of the Borough 6. Consultation with English Heritage on site specific proposals is of vital importance 	<ol style="list-style-type: none"> 1. Comments included within paragraph 10.20 2. Changes will be made where possible 3. Noted- will be included in Environmental Statement 4. Noted- will be included in Environmental Statement 5. Noted 6. Noted
English Nature	SEA- Specific mitigation measures should be identified for each plan or project so that there is no loss of habitat and there should be no impact on the conservation status of protected, national, or Richmond BAP priority species	Noted
Wandsworth Council	<ol style="list-style-type: none"> 1. Include caveat that schemes require appropriate committee approvals 2. Welcomes the proposals for improvements around Barnes Station and would like to undertake complementary improvements to Wandsworth side of boundary 3. Would like to be consulted on highways proposals for Rock's Lane, Queen's Ride, Lower Richmond Road 4. Have discussed with Royal Parks the opportunities for new pedestrian/cycle entrances from Roehampton into Richmond Park 	<ol style="list-style-type: none"> 1. Noted and included 2. Noted 3. Noted 4. Noted

Submitter	Summary of Comment	Proposed response
The Royal Parks	Meeting held at Council. Number of matters discussed.	Noted
London Transport Users Committee (now known as London Travelwatch)	<ol style="list-style-type: none"> 1. Schemes- would like to see more of the actual schemes and programmes that flow from the policies 2. Streets for People- would like to see streets for people as an overarching agenda to create a better balance between motor traffic and pedestrians 3. One-way systems and Roads- would like to see a reduction in one-way systems and roads (in general). 4. Managing demand- The PEP policies should acknowledge the need for parking restraint, particularly in town centres. Would like to see policies recognise the issue of congestion/ road user charging as a necessary mix of solutions to tackle traffic growth and congestion 5. Bus Priority- very little support for Bus Priority in the draft LIP 6. Bus Stop Accessibility- remove bus stop lay-bys (if they exist) 7. Consultation- Would like to see consultation with all street users not just frontagers 	<ol style="list-style-type: none"> 1. A full programme of schemes is detailed in the final LIP 2. The Streets for People programme has been expanded for the final LIP 3. The Borough has a limited number of one-way systems and is comfortable with their operation in general although there may be opportunities to improve accessibility for bicycle riders in some locations 4. Noted 5. Bus Priority measures have been provided in the final LIP 6. The Council will remove bus lay-bys where it is practicable and safe to do so 7. Noted. This occurs on a case-by-case basis
Greater London MAG (Motorcycle Action Group)	<p>Standard submission to all London Borough's with the following broad topic areas:</p> <ol style="list-style-type: none"> 1. No provision of motorcycle parking 2. Motorcycles in bus lanes 3. Access to Advanced Cycle Lanes 4. Congestion Charging (should not apply to motorcyclists) 5. Social Inclusion (cheaper form of transport) <p>Specific comments on the Richmond draft LIP were:</p> <ol style="list-style-type: none"> 6. Change RUTLIP form 1c to add MAG to the key delivery partners 7. Other general comments 	<ol style="list-style-type: none"> 1. Provision of secure motorcycle parking and signing is now included as a specific proposal in the final LIP (see RUTLIP form 3c1) 2. Noted 3. Noted 4. The Borough is not within the congestion charge area 5. Noted 6. This has been changed. 7. Noted
British Motorcycle Federation (BMF)	<ol style="list-style-type: none"> 1. The BMF is concerned about the ability of the Borough to meet the 2010 objective for a 40% reduction in PTW KSI's given the increase in use of PTW's 	<ol style="list-style-type: none"> 1. Noted. The Council are on track to meet this target and will continue to aim for this reduction. 2. Noted

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	<ul style="list-style-type: none"> 2. Traffic calming measures in 20mph zones should be designed with motorcycle safety in mind 3. The Council should ensure that there is sufficient, secure motorcycle parking at Stations 4. Welcomes the experiment of allowing PTW's to use bus lanes 5. Would like Boroughs to trial the use of Advanced Stop Lines for PTW's 6. Would like the casualty information for PTW riders to be clarified to ensure that not all accidents are the result of the riders' actions 7. Would like the Borough to consider secure motorcycle parking facilities 8. The Borough Transport Partners list does not include any motorcycling organisation, and the BMF would like to be involved 9. Urge the Borough to repair the roads in the Borough that are in the worst condition 10. Introduce measures to reduce injudicious parking at junctions 11. Use of the new IHIE guidelines might offer assistance with improving safety 12. Urge the Borough to take the Government's new Motorcycling Strategy into account and that a strategy for PTW's be produced by the Council 	<ul style="list-style-type: none"> 3. The Council now has a proposal in the LIP for safe and secure PTW parking. This may or may not extend to Stations 4. Noted 5. This will be considered at appropriate locations 6. Noted 7. See comment in '3' above 8. Noted 9. This is the standard process and will continue to be, subject to funding 10. This is also undertaken but usually on a case-by-case basis 11. Noted 12. The Borough Transport Strategy is under review and a revised version may also consider PTW's as a part of that revision although this is yet to be determined
<p>Friends of the Earth-Richmond and Twickenham Branch</p>	<ul style="list-style-type: none"> 1. Returned questionnaire 2. More specific and measurable targets are needed to track yearly improvements over the period 2006-2016 3. Funding issues must be pursued and finalised is there any likelihood of the EU or other bodies providing support? 4. Effects of delays or lack of funding provisions must be analysed 5. TfL expectations need to be sought and clarified, as some targets are still undefined as are the costs 	<ul style="list-style-type: none"> 1. Noted within paragraph 10.20 2. Noted. The Borough are working towards this. Where it is not possible, updates will be provided on these targets as a part of the annual Funding Submission and Reporting programme 3. The Borough seeks funding from a number of different sources as appropriate to relevant proposals. 4. Noted 5. Linked to response provided in '2' above

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	<ul style="list-style-type: none"> 6. It is not clear how the increased travel needs will not impact on soil and water. It is also not clear how air pollution targets will be measured and met 7. Oppose improvements in traffic flow where they increase dependency on private transport 	<ul style="list-style-type: none"> 6. Pollution targets are difficult to monitor and in the final LIP it has yet to be determined how this will be effectively and accurately monitored. The Borough is working with TfL and other agencies to determine the best way to monitor air pollution and travel impacts on soil and water 7. Improvements to traffic flow can reduce air pollution by allowing traffic to move more efficiently. This will be monitored to ensure dependency on private transport does not increase
Richmond Environmental Information Society	General comments attached to response on questionnaire	Noted
The Hampton Society	<ul style="list-style-type: none"> 1. Glossary of acronyms would be useful 2. Would be good to see a statement that refers to getting roadworks undertaken with a sense of urgency 3. Many of the schemes listed for Hampton in Chapter 11 have been proposed for many years 4. Grammatical error – ‘It’s’ is used when it should only be used when the meaning is actually ‘it is’ 	<ul style="list-style-type: none"> 1. Amendments have been made where practicable to assist with improving readability and understanding of the document 2. Noted 3. Noted. The Chapter layout has been changed in the final LIP to align more closely with the TfL requested layout and individual wards are no longer identified in separate chapters. As for proposals that have been outlined for many years, funding and priorities change and whilst it may still be desirable to have a proposal implemented in a particular location, it is not always possible 4. Noted and changes made as appropriate. ‘It has’ can also be expressed as ‘It’s’
Mortlake with East Sheen Society	<ul style="list-style-type: none"> 1. Responded to questionnaire 2. Concerned about noise from aircraft 3. Continuous dislocation of roadworks- could nighttime working be considered? 4. Commuter parking clogs up roads 	<ul style="list-style-type: none"> 1. Noted within paragraph 10.20 2. A proposal has been put in place as joint proposal with other Boroughs to establish noise-monitoring facilities in relation to Aircraft noise, which will help the Boroughs, keep track of changes in noise from aircraft. The Borough remains opposed to night time flights at Heathrow

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		<p>3. Roadworks are a necessary requirement of keeping the road network in a good condition for a temporary period only. Night-time works are an option but the maximum noise standards are lower at night which can impact on the ability to undertake works</p> <p>4. Noted. Controlled Parking Zones can be adopted in neighbourhoods although these tend to be established only where there is the local support</p>
Friends of Twickenham Green	Numerous grammatical and factual inaccuracies, for which it is considered unnecessary to repeat	These have been amended as appropriate
Friends Of the River Crane Environment (FORCE)	Contains a number of measures that could be undertaken to improve the River Crane Walk within the Borough	Some of the measures such as a Civic Pride Bid have been successful although at the present time the remainder do not feature in Council proposals
Richmond LA21	<ol style="list-style-type: none"> 1. Improved cycle signage would be useful 2. Improved security around bicycle parking areas 	<ol style="list-style-type: none"> 1. Improved signage is proposed in RUTLIP form 4c 2. Improved security is being undertaken on a gradual basis with CCTV provision and through Station Access schemes being lead on by Sweltrac
The Teddington Society	<ol style="list-style-type: none"> 1. Modifications to the Cycling Map in Volume 2 of the LIP are required (list of modifications provided in the submission) 2. Provide details on the acronyms in the Executive Summary 3. Numerous small matters raised in relation to specific paragraphs in the LIP 4. Provides details of a number of 'blue sky' proposals that it believes should be in the LIP (only Borough relevant proposals listed) <ol style="list-style-type: none"> a) Complete the three track layout for the section of line between St Margaret's and Barnes b) Start the Silverlink shuttle service, which currently runs from Clapham Junction to Willesden Junction, from Kingston. To enable a doubling of the inadequate service of two trains per hour between 	<ol style="list-style-type: none"> 1. The suggested changes have been considered by the Cycling Officer and in this case are not considered necessary 2. Yes, this will be done 3. The suggested alterations are noted and minor changes have been made where possible 4. The Borough welcomes the 'blue sky' proposals and has provided comment where possible <ol style="list-style-type: none"> a) This would be a very expensive process with not necessarily the outcomes to match the cost and is not supported at the present time b) This has been tabled previously and is an alternative to an additional North London Line train to Kingston which is being taken forward for further assessment by Sweltrac c) This has potential and would need further

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	<p>Kingston and Richmond</p> <ul style="list-style-type: none"> c) Create a permanent rail link to Heathrow using a pseudo terminus at Twickenham. This would be done by providing a link from Clapham Junction and Wimbledon to Heathrow for which the underused southern section of the loopline would provide much of that link together with reactivation of the spare platforms at Twickenham Station to accept incoming trains from the loopline d) There is no satisfactory mechanism for consultation about bus services e) Introduction of a major computer controlled transport interchange in Twickenham, which limits through traffic to year 2000 levels f) Oppose a reduction in bridge weight limits across the Thames g) Undertake a level crossing study to determine whether any should be removed with monitoring of the effects 	<p>consideration although at this stage no funding proposals have been prepared. It may be a proposal to consider in a future LIP as there is capacity on the line for such a measure</p> <ul style="list-style-type: none"> d) The Council is also keen to see a more defined policy for consultation on bus route changes and hopes to work with TfL to develop a clear set of guidelines on this e) Traffic Management techniques such as this can reduce the impacts of congestion, however, there are major issues that would need to be addressed that would make such a proposition unlikely to proceed f) The Borough understands the sentiments about a reduction in weight limits for some bridges but this is the result of bridges not being designed to cope with the ongoing presence of vehicles with heavy loads. As bridges are upgraded it is anticipated that weight limits may be revised again in the future g) This is proposed as a part of congestion hotspot schemes in the LIP, commencing from 2007/08. (RUTLIP form 5b)
Resident- by email	<ul style="list-style-type: none"> 1. Marked decrease in safety resulting from an increase in cars, more on-road parking, no increase in cycle lanes, more large vehicles, problems of safety around school areas 2. A number of other statements and questions are also included relating to the perceived lack of care for cyclists needs and safety in the Borough 	<ul style="list-style-type: none"> 1. The Borough programme of Cycling measures including the Borough Cycle Network (non LCN+), the London Cycle Network + (LCN+) and a separate programme looking at Cycle Parking together with an update of the Cycle Strategy (including a forward plan) will help to raise the profile of cycling in the Borough. Various other schemes such as Safer Routes to School measures will help to improve safety for cyclists as well as other road users

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		2. The review of the Cycling Strategy is also proposed to include an audit of existing facilities, which will help address, many of the issues and questions raised
Resident- Richmond	<ol style="list-style-type: none"> 1. The Richmond LIP needs more emphasis on tackling traffic congestion, improving air quality and the environment and promoting healthier means of travel 2. Traffic to Heathrow causes local pollution 3. Local roads have deteriorated recently- seems to be more done to main roads 4. Use of the river could be given more emphasis 	<ol style="list-style-type: none"> 1. The revised version of the LIP contains more measures to achieve these points with enhanced bus measures, more station access works as well as cycling and walking schemes 2. Noted. The Council supports the development of Airtrack which is intended to encourage more people onto trains to get to the airport and have a flow on effect of reducing car usage through the Borough 3. There is a limited amount of funding for road improvements each year and the main roads have to take priority. The Borough would like to do more work on local roads and prioritises based on road condition 4. Noted. An additional proposal refers to the investigation of a location for vehicle hard standing in order to transfer waste by river barge
Resident- Hampton	Numerous grammatical and factual inaccuracies, for which it is considered unnecessary to repeat	These have been amended as appropriate