

LONDON BOROUGH OF RICHMOND UPON THAMES

CABINET

**AGENDA ITEM
NO.**

9

DATE: 12 OCTOBER 2004

REPORT OF: HEAD OF TRANSPORT PLANNING SERVICE

**SUBJECT: RESPONSE TO THE ENVIRONMENT OVERVIEW AND
SCRUTINY VULNERABLE ROAD USERS TASK GROUP
REPORT**

WARDS: ALL

KEY DECISION? NO

1. Summary

This report responds to the vulnerable Road Users Scrutiny Task Group report presented to the Environment Overview and Scrutiny Committee at its meeting held on 2 September 2004. Included is an Action Plan that has been developed to take forward the recommendations, including implementation of many of them. Vulnerable Road Users are defined as pedestrians (particularly those with disabilities, children, those with buggies and the elderly), cyclists, powered two-wheeler riders (motor cyclists, moped and scooter riders) and horse riders.

2. Recommendation

That Cabinet:

- A Welcomes the report of the Vulnerable Road Users Scrutiny Task Group.**
- B Approves the suggested officer response and Action Plan set out in this paper.**
- C Through the Cabinet Member for Traffic, Transport and Parking delegates to officers to implement the Action Plan and report back to the Environment Overview and Scrutiny Panel on progress after 12 months.**

3. Details

3.1 Table 1 below lists each recommendations of the Vulnerable Road Users Scrutiny Task Group. All recommendations are either agreed with or the matter is being addressed by initiatives that the group did not focus on.

Table 1

Rec. No.	Recommendation	Suggested officer response
1a	That higher priority be given to post-	Agreed. A high priority is given to post

Rec. No.	Recommendation	Suggested officer response
	implementation monitoring and communication strategies.	implementation monitoring of schemes, however strategic monitoring of casualties and accidents across the Borough needs to be improved so that road safety improvements and initiatives can be more effectively targeted at locations, areas and population groups in most need of remedial action. Communication strategies are also given a high priority, with Transport Planning benefiting from the use of a proportion of the time of the Communications and Consultation officer based in the Policy and Design Service.
1b	That at least one traffic-calming scheme be identified by Transport Planning Services for borough-wide post-implementation publicity over the next 12 months – with the co-operation of the Communications Team.	Agreed. It is proposed that the Broom Road scheme in Hampton Wick / Teddington where 32 humps have been replaced by speed cushions is the scheme that is selected.
2	That Richmond's Transport Planning Services forwards the Group's recommendation to the Department of Culture Media and Sport that if speeds in Richmond Park are found to be higher than 24mph for 85 percentile averages, the 20mph speed limit should be removed.	Agreed.
3	That efforts by Transport Planning Services continue to find suitable sites for motorcycle storage and locking facilities in the Borough.	Agreed.
4a	That the Police be invited to accompany Council traffic engineers when completed road schemes are inspected.	Agreed.
4b	That clarity be sought with the Police regarding their concerns through contact at senior officer and Cabinet Member level.	Agreed.
5a	That the current Richmond Cycling to Schools Policy be updated.	Agreed
5b	That all possible efforts be undertaken to recruit a successor to the vacant post of School Travel Plan Co-ordinator.	Agreed and already underway in conjunction with our Partner, Mouchelparkman who have sourced a number of potential candidates.
6	That the GLA member for Richmond makes representations to the Metropolitan Police Authority to increase the proportion of local traffic section police time spent on enforcement on Borough roads.	The Borough is also involved in the London Safety Camera Partnership (LSCP) which includes the Metropolitan Police Authority and co-ordinates speed enforcement activities at locations in the Borough which have the highest levels of speed related accidents and casualties. Enforcement is carried out at both fixed camera sites and

Rec. No.	Recommendation	Suggested officer response
		using mobile speed enforcement teams where fixed camera sites are not feasible or appropriate, for example, due to impact on the streetscape. The Borough is therefore adequately covered with respect to speed enforcement activities that are already effectively targeted at the main speed-related casualty hotspots.
7	That the possibility of introducing Community Speedwatch schemes be explored in Richmond upon Thames.	15% of the camera enforcement time allocated to each Borough can be used to undertake speed enforcement using mobile camera teams at locations which do not meet the LSCP criteria for enforcement but where speeding is community concern. This would address the concerns of the task group in this area.
8	That the possibility of introducing volunteer-manned speed indicator devices be explored in Richmond upon Thames.	Agreed. As part of the LSCP each Borough has recently been allocated four portable speed indicating devices that attach to lamp or sign columns. These can be deployed across the Borough and rotated from site to site and would also help address the concerns of the task group.
9	That representations be made to the Department for Transport and the Home Office putting the case for a change in the law to allow agencies other than the Police to carry out traffic policing duties which go beyond those in the Traffic Management Act.	Agreed.

3.2 Where officers agree with the recommendations of the task group Table 2 below sets out the suggested Action Plan for addressing the matter. Working with the Cabinet Member for Traffic, Transport and Parking this will be implemented over the next 12 months prior to reporting back to the Environment Overview and Scrutiny Committee.

Table 2

Rec. No.	Recommendation	Suggested Action Plan
1a	That higher priority be given to post-implementation monitoring and communication strategies.	<ul style="list-style-type: none"> • Monitoring of safety schemes and associated reporting in Borough Spending Plan to continue. • Strategic Borough wide analysis of accidents and casualties to be undertaken so that future road safety policy, strategy and initiatives are more “intelligence led”. • Environment Communications and Consultation Officer and Section Managers in Transport Planning Service to liaise monthly to ensure all relevant

Rec. No.	Recommendation	Suggested Action Plan
		schemes and initiatives have appropriate support. Communications and Consultation Officer to attend Transport Planning Service Management Team quarterly to review existing workload and agree forward plan.
1b	That at least one traffic-calming scheme be identified by Transport Planning Services for borough-wide post-implementation publicity over the next 12 months – with the co-operation of the Communications Team.	<ul style="list-style-type: none"> • Traffic and Safety Section Manager and Environment Communications and Consultation Officer in conjunction with the Communications Team to develop material and publicise Borough wide the Broom Road scheme where the traffic calming has recently been modified.
2	That Richmond's Transport Planning Services forwards the Group's recommendation to the Department of Culture Media and Sport that if speeds in Richmond Park are found to be higher than 24mph for 85 percentile averages, the 20mph speed limit should be removed.	<ul style="list-style-type: none"> • Letter to be drafted for joint approval by the Cabinet Member for Traffic, Transport and Parking and the Chairman of the Environment Overview and Scrutiny Committee.
3	That efforts by Transport Planning Services continue to find suitable sites for motorcycle storage and locking facilities in the Borough.	<ul style="list-style-type: none"> • This is an ongoing action and will extend to be explicitly considered as part of all future appropriate transport improvement schemes.
4a	That the Police be invited to accompany Council traffic engineers when completed road schemes are inspected.	<ul style="list-style-type: none"> • Police continue to be invited to all schemes where road safety audits are conducted. • Police continue being involved in existing liaison Borough meetings. • Scheme checklists to be modified to ensure Police invited to inspect all minor schemes not covered by the above.
4b	That clarity be sought with the Police regarding their concerns through contact at senior officer and Cabinet Member level.	<ul style="list-style-type: none"> • Meeting to discuss and resolve issues be held involving the Police, the Cabinet Member for Traffic, Transport and Parking and the Transport Planning Service Management Team.
5a	That the current Richmond Cycling to Schools Policy be updated.	<ul style="list-style-type: none"> • Policy to be reviewed and updated by the Traffic and Safety section in Transport Planning Service.
5b	That all possible efforts be undertaken to recruit a successor to the vacant post of School Travel Plan Co-ordinator.	<ul style="list-style-type: none"> • The Council's Transport Planning Service partner, Mouchelparkman, are working with the Council to fill this vacant post at the earliest opportunity. In the meantime other staff are providing

Rec. No.	Recommendation	Suggested Action Plan
		limited temporary cover for this post.
8	That the possibility of introducing volunteer-manned speed indicator devices be explored in Richmond upon Thames.	<ul style="list-style-type: none"> Officers to work with the Police to establish a pilot programme and implement deployment of volunteer-manned speed indicator devices.
9	That representations be made to the Department for Transport and the Home Office putting the case for a change in the law to allow agencies other than the Police to carry out traffic policing duties which go beyond those in the Traffic Management Act.	<ul style="list-style-type: none"> Officers to liaise with the DfT with a view to a letter being drafted for joint approval by the Cabinet Member for Traffic, Transport and Parking and the Chair of the Environment Overview and Scrutiny Committee.

4. Consultation

4.1 None to date.

5. Financial Implications

5.1 The suggested Action Plan can be implemented using existing sources of funding.

6. Policy and Equality Implications

6.1 The Council's policies on Road Safety are contained in the UDP First Review agreed on 17 December 2002.

TRN 7 The Council will develop and introduce traffic management and other measures aimed at improving road safety.

6.2 The Action Plan will help make travel conditions safer for all vulnerable road users, and will benefit children, elderly people and those with disabilities.

7. Background Papers

Vulnerable Road Users Scrutiny Task Group report presented to the Environment Overview and Scrutiny Committee on 2 September 2004.

8 Contacts

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