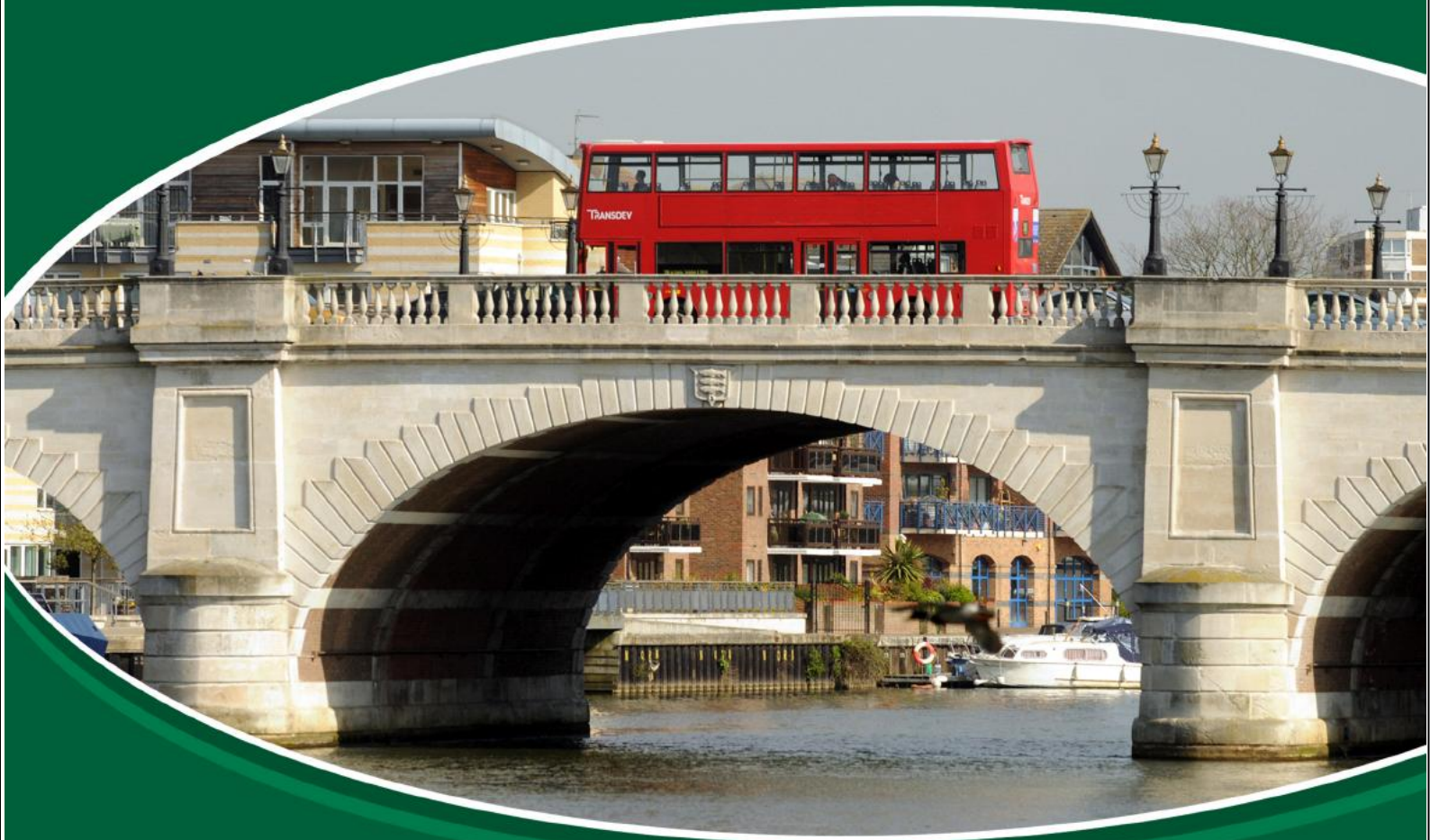


Appendices

(The Royal Borough of Kingston upon Thames
Second Local Implementation Plan)

2011-2031



APPENDIX 1 – Documents & Policy that Influenced LIP2

National Influences:

National Transport Policy

Although RBK transport policy is predominantly influenced by the Mayor's Transport Strategy, it is worth noting what the national transport policy position is.

Under the previous Labour Government, national transport policy was encapsulated in the strategy document 'Delivering a Sustainable Transport System (DaSTS) in November 2008, in which five strategic transport goals were identified:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

Until the new Coalition Government defines a new transport strategy it has suggested that these goals are still acceptable, but with perhaps a greater emphasis on the first two Goals.

Network Management Duty

The Traffic Management Act 2004 places a statutory duty on RBK as the highway authority to 'secure the expeditious movement of traffic' on the Borough's road network and the road network of neighbouring authorities. The Act defines the term traffic to include pedestrians and cyclists, as well as motorised modes of transport. Section 18(2) of the Act also requires the highway authority to indicate in their LIP the arrangements they have established to ensure compliance with the Network Management Duty and to demonstrate how they have taken it into account when preparing their Delivery Plans. Please refer to Page 56 for details as to how the Council is fulfilling their Network Management Duty.

Regional (London-wide) Influences:

Mayor's Transport Strategy

The Mayor's Transport Strategy was published in May 2010. It is framed within the Mayor's vision for London for the period to 2031: *'London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'*

MTS Goals, Challenges and Outcomes:

The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the six overarching goals. Each goal has associated challenges and outcomes which are outlined in Table 1.1 below. Those outcomes the Council has a key role in delivering are shown in **bold**.

Table 1.1: Desired Mayoral Outcomes

Goals	Challenges	Outcomes
Support economic development and population growth	Supporting sustainable population and employment growth	<ul style="list-style-type: none"> • Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel
	Improving transport connectivity	<ul style="list-style-type: none"> • Improving people's access to jobs • Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow
	Delivering an efficient and effective transport system for people and goods	<ul style="list-style-type: none"> • Smoothing traffic flow (managing delay, improving journey time reliability and resilience) • Improving public transport reliability • Reducing operating costs • Bringing and maintaining all assets to a state of good repair • Enhancing use of the Thames for people and goods
Enhance the quality of life for all Londoners	Improving journey experience	<ul style="list-style-type: none"> • Improving public transport customer satisfaction • Improving road user satisfaction (drivers, pedestrians, cyclists) • Reducing public transport crowding
	Enhancing the built and natural environment	<ul style="list-style-type: none"> • Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives • Protecting and enhancing the natural environment
	Improving air quality	<ul style="list-style-type: none"> • Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
	Improving noise impacts	<ul style="list-style-type: none"> • Improving perceptions and reducing impacts of noise
	Improving health impacts	<ul style="list-style-type: none"> • Facilitating an increase in walking and cycling
Improve the safety and security of all Londoners	Reducing crime, fear of crime and antisocial behaviour	<ul style="list-style-type: none"> • Reducing crime rates (and improving perceptions of personal safety and security)
	Improving road safety	<ul style="list-style-type: none"> • Reducing the numbers of road traffic casualties
	Improving public transport safety	<ul style="list-style-type: none"> • Reducing casualties on public transport networks
Improve transport opportunities for all Londoners	Improving accessibility	<ul style="list-style-type: none"> • Improving the physical accessibility of the transport system • Improving access to services
	Supporting regeneration and tackling deprivation	<ul style="list-style-type: none"> • Supporting wider regeneration
Reduce transport's contribution to climate change and improve its resilience	Reducing CO2 emissions	<ul style="list-style-type: none"> • Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025
	Adapting to climate change	<ul style="list-style-type: none"> • Maintaining the reliability of transport networks
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 Games	<ul style="list-style-type: none"> • Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London • Physical transport legacy • Behavioural transport legacy

MTS Proposals:

The MTS also includes a number of proposals setting out how the Mayor intends to work with partners, including boroughs, to deliver the MTS Goals. A range of tools or interventions are considered for achieving these goals; however the key actions the Mayor intends to take are summarised into 17 broad proposal areas (RBK is unlikely to have involvement or influence of those highlighted in *italics*):

- *Implementing Crossrail*
- Improving suburban and National Rail links
- *Carrying out major upgrades to the Underground and potential extensions*
- Keeping the bus network under review

- Improving interchange between bus, Underground, rail and other forms of transport
- Promoting strategic interchange between Inner and Outer London rail to facilitate more orbital movement
- Smoothing traffic flow with new traffic control systems, better coordinated roadworks, management of unplanned events and asset management
- Providing new links to support development – both rail and road including new east Thames river crossings
- Making more use of the river for transporting people and goods
- Improving the accessibility of the transport network
- Bringing about a revolution in cycling in London
- Making walking count
- Creating better, more attractive streets
- Promoting and encouraging new, cleaner technologies such as electric vehicles
- Improving the management of freight and servicing
- Providing Londoners with better information to help them plan their journeys
- *Removal of Western Extension zone and continuation of central London Congestion Charging*

MTS Outputs:

The MTS also identifies six specific outputs where boroughs have a critical role to play, as follows:

- *Cycle Parking* - to help achieve the Mayor's aim by 2012 of 25,000 spaces in schools, workplaces and stations, 20,000 short-stay spaces on-street or otherwise in a public place, 1,000 spaces in secure cycle parks and 20,000 spaces at home - including new developments
- *Cycle Superhighways* - to help achieve the Mayor's aim of implementing 12 radial routes in London. None of the initial route proposed enter RBK.
- *Electric Vehicle Charging Points* - to help achieve the Mayor's aim of achieving 25,000 electric vehicle charging points in London by 2015
- *Better Streets* - improving the public realm, such as de-cluttering.
- *Cleaner Local Authority Fleets* - monitor the number of vehicles in the RBK fleet which are Euro compliant and electric
- *Street Trees* - monitor the number of trees which are planted, replaced, and felled

The Council will be required to monitor and report on the scale of delivery of these outputs on an annual basis, to enable the Mayor and TfL to monitor the scale of implementation across London.

Other Mayoral Strategies

Other relevant Mayoral Strategies of most relevance in the context of RBK are:

- the Draft London Plan (Oct 2009) – RBK is identified as a Metropolitan Town Centre and a Strategic Outer London Development Centre – encapsulated as being a leisure/tourist and higher education destination of “greater than sub-regional importance”. Strategic Industrial Locations have also been identified (Barwell Business Park & Chessington Industrial Estate);
- the Mayor's Economic Development Strategy (May 2010);
- the Mayor's Draft Air Quality Strategy (March 2010);
- the Mayor's Public Realm Vision (November 2009);
- the Mayor's Cycle Safety Action Plan (March 2010);
- Electric Vehicle Delivery Plan for London (May 2009);
- Cycling Revolution London (May 2010); and
- The Mayor's Great Spaces (November 2009) - Tolworth Broadway and Kingston Ancient Market Place Major Schemes

TfL Business Plan and Investment Programme

TfL's Business Plan and Investment is updated each year and sets out how the revised MTS aspirations will be delivered by TfL through its core programmes and operating units. The current Business Plan covers the period 2009/10 to 2017/18. There are no specific interventions in the

Business Plan that involve RBK; however there are strategic interventions which would benefit the borough. For example TfL are in the process of reviewing traffic signals to ensure they make a more significant contribution to smoothing traffic flow. TfL are working towards converting 1,000 more traffic lights to SCOOT, which they claim could allow an extra 80-160 vehicles per hour through each traffic light without affecting pedestrians.

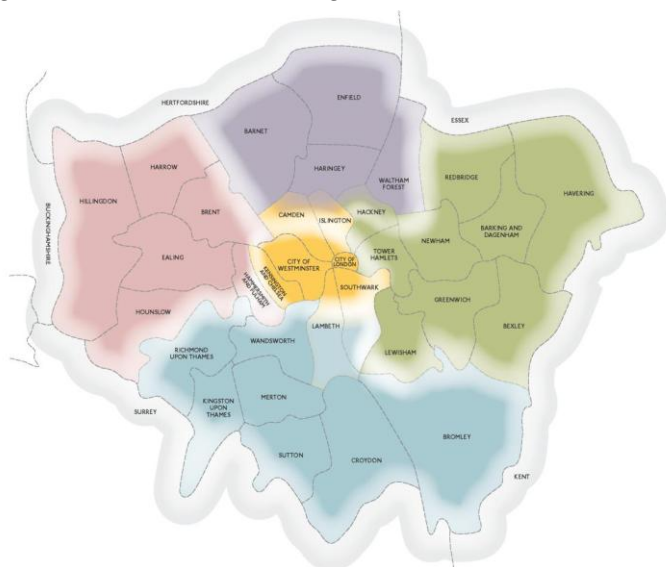
The Business Plan also references LondonWorks, which is a computerised pan-London view of activities on the road network, and provides a tool that will assist in improving street works planning and coordination to reduce their impact on traffic flows.

The Council has taken these initiatives into account in preparing the LIP.

Sub-Regional Influences:

Following his election in 2008 the Mayor set out his desire for TfL to “*listen and learn from the boroughs....help them achieve their objectives and....negotiate solutions that will benefit the whole of London*” (Way to go, November 2008). To achieve the Mayor’s aspirations TfL have embarked on a new collaborative way of working with boroughs based on sub-regions. London has been divided into 5 sub-regions (north, east, south, west, and central); RBK is located in the South London Sub-region, as shown in Figure 1.1 below:

Figure 1.1: London Sub-Regions



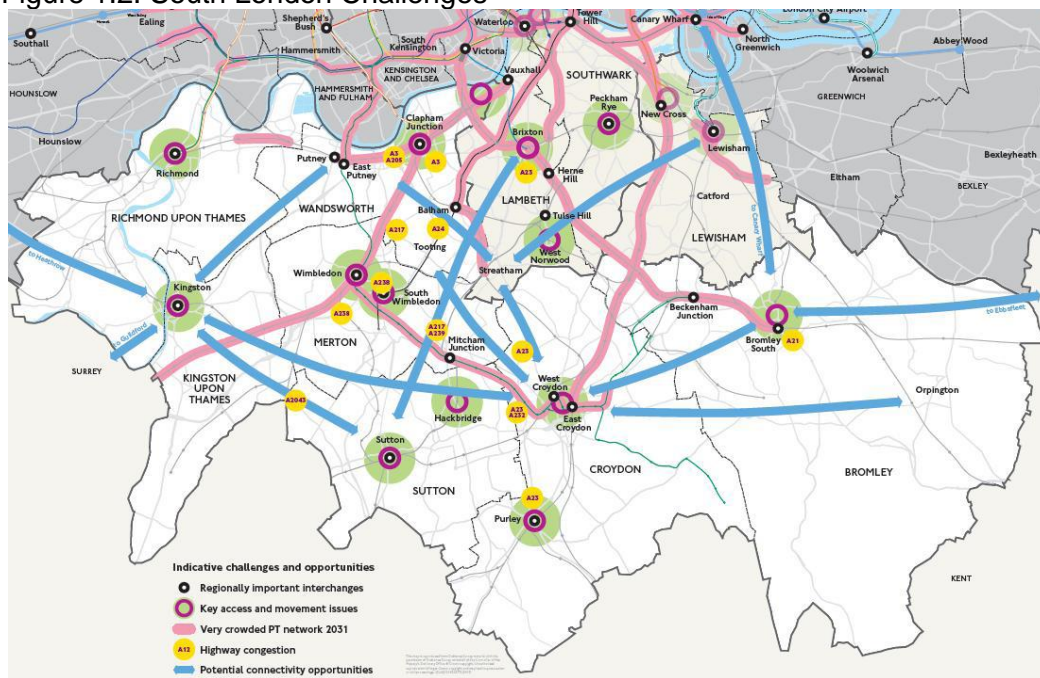
Source: South London - Developing a Sub-regional Transport Plan Interim report on Challenges & Opportunities - February 2010

To cement these working relationships and translate the MTS at a more local level each sub-region has develop Sub-regional Transport Plans (SRTP). The south London SRTP is being developed and is structured around meeting the MTS Goals at a sub-regional level. The SRTP looks at infrastructure and attractions of sub-regional importance, considers challenges and opportunities facing the sub-region, and develops sub-regional priorities for transport improvements (such as Tramlink extensions).

The SRTP should be used by Councils to identify infrastructure, attractions, challenges, and opportunities of sub-regional importance within their borough; and then provide a greater/ appropriate level of priority to these areas in their LIP’s. Effectively the SRTP should help guide the development of boroughs LIPs.

As part of the ongoing sub-regional engagement process an Interim Report on Challenges and Opportunities in each of the London sub-regions has been produced in February 2010. A summary of the key challenges facing South London are shown in Figure 1.2 below:

Figure 1.2: South London Challenges



These challenges have been encapsulated into the following themes:

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

The potential opportunities and solutions initially identified for the South London sub-region are identified below (those identified in *italics* are relevant to Kingston):

- Domestic and international High Speed Rail – Improving domestic and international High Speed Rail links.
- *National Rail and Underground service and station capacity enhancements* – Of relevance to RBK is the significant programme of trains and platform lengthening being delivered across National Rail network in south London as part of HLOS (complete in 2014).
- Potential London Underground, Tramlink, and DLR extensions – Could potentially serve parts of south London, although none of the priorities identified to date benefit RBK.
- *Strategic interchanges* – Potential strategic interchanges have been identified in the south London sub-region, including Clapham Junction. Improving these interchanges and the services that connect to them will improve connectivity across the region.
- *Smoothing traffic flow* – Measures to smooth traffic flow and ensure congested areas of sub-regional interest are addressed.
- *Proposals to encourage more walking and cycling* – Encourage people to walk and cycle through infrastructure improvements and promotional activities; such as Cycle Superhighways.
- *Better streets* – Improving the public realm, such as de-cluttering. Better streets programmes are planned for Kingston Market Place, Surbiton, Kingston Station Access, and Tolworth Broadway.

Translating the emerging SRTP to RBK, the key areas of relevance are as follows:

- Kingston Town Centre (KTC) is recognised as a ‘key place’ and of sub-regional importance.

- Rail crowding between Surbiton and London Waterloo after HLOS1 is identified as an issue. Waterloo International platforms and 12 car carriages are identified as potential solutions.
- The SRTP identifies that bus demand in KTC is scheduled to increase by 10-20% by 2026.
- Strategic transport corridors of sub-regional importance are identified into/out of KTC.
- Improving X26, 111, 285 bus routes and implementing AIRTRACK are identified as measures to improve access from RBK (KTC) to Heathrow Airport.
- Kingston Station Gateway Major Scheme is promoted.
- Kingston is identified as an area of risk of poor air quality, particularly in terms of exceeding the EU limit values for NO2 in 2015; but locations where EU limits are at risk of being exceeded are not specifically mentioned.
- KTC is recognised as having potential for high cycling rates; the need for high quality cycling routes to and within the area, and improved cycle parking to/at Kingston station is also discussed.

Local Enterprise Partnership (LEP)

LEPs will replace the Regional Development Agencies outside London. Funding for the LEP will be used to stimulate the economy, and can include measures to improve transport. At the time of writing it is unclear whether London will be party to LEPs however a collection of businesses partners in South London has developed a proposal for a South London LEP.

Local Influences:

Community Plan - 'The Kingston Plan'

The borough wide Community Plan (Kingston Plan) outlines the priorities for delivering public services in RBK. The Kingston Plan sets out the vision for the borough in 2020 and outlines how we will get there. It was developed in consultation with a wide range of stakeholders, including various ethnic groups, religions, ages, genders, people with disabilities, volunteers, local businesses, and environmental groups.

The Plan sets out shared ambitions to achieve better outcomes for local people under three themes:

1. A sustainable borough where the environment is protected and enhanced for us and for future generations;
2. A prosperous and inclusive borough where economic prosperity is shared and everyone has the opportunity to achieve their potential and a good quality of life;
3. A safe, healthy and strong borough where people feel safe; where individuals take responsibility; health inequalities are tackled; and where people respect and support each other.

The Kingston Plan can be viewed on RBK's website: http://www.kingston.gov.uk/community_leadership

Kingston's Local Area Agreement

The Council's Local Area Agreement (LAA) sets out local priorities agreed by the Council in partnership with the Local Strategic Partnership (the Community Leadership Forum) and other key partners. The LAA reflects the local Community Plan and extends/focuses its ambitions; in effect, the LAA is the practical expression of the Community Plan and is core to the work of the Local Strategic Partnership. The Council are currently in the process of determining the LAA Targets for 2011/12 to 2013/14, LAA Targets and indicators of most relevance to RBK's LIP are:

National Indicators	Local Targets
NI 20 Assault with Injury crime rate	Reducing our Ecological Footprint
NI 56 Obesity in primary school age children in Year 6	To increase the number of workplaces with a Travel Plan
NI 186 Per capita reduction in CO2 emissions in the LA area	
NI 189 Flood and coastal erosion risk management	
NI 198 Children travelling to school - mode of transport usually used	

The RBK LAA can be viewed on RBK's website: http://www.kingston.gov.uk/community_leadership

Comprehensive Performance Assessment

A Comprehensive Area Assessment provides an independent assessment of how well people are being served by their local public services including councils, health bodies, police forces and fire and rescue services, working in partnership to tackle the challenges facing their communities.

Kingston's Emerging Local Development Framework

The RBK Local Development Framework (LDF) is made up of a number of documents that provide guidance on planning and development in the borough out until 2027. The various documents that make up the LDF are categorised as either:

- Development Plan Documents – Core Strategy, Waste Plan, Proposals Map
- Area Action Plans – Kingston Town Centre Area Action Plan
- Supplementary Planning Documents – These provide further detail to support the policies found in Development Plan Documents.
- Other – Annual Monitoring Report, Statement of Community Involvement, Sustainability Appraisals

RBK's Core Strategy:

This sets out the vision, objectives and strategic policies for managing future growth, change, and development within the borough. For an outline of how the LIP themes support the Core Strategy objectives (Preferred Strategy), please refer to Appendix 2. Please note the Core strategy is due for adoption in 2011 and may have slightly different objectives to those outlined in Appendix 2, however the objectives and policies of this LIP have been influential in determining the transport related objectives and policies of the Core Strategy; as such the LIP and Core Strategy are well aligned. Transport proposals outlined in the Core Strategy have also been integrated into the LIP2 Delivery Plan.

The Core Strategy identifies areas of housing intensification which are mainly focused around KTC, New Malden District Centre, Surbiton District Centre, Tolworth District Centre, and areas either side of Leatherhead Road in south of the Borough. Two key areas of change are also identified in the Hogsmill Valley Area (Thames Water site), and around Tolworth District Centre and train station. The Strategic Industrial Locations of Chessington Industrial Estate and Barwell Business Park are also acknowledged. The Council has taken these development areas into consideration when developing the objectives, policies, and actions of the LIP. In particular there is close alignment between the Core Strategy and the Neighbourhood Actions section of the Delivery Plan; this section focuses Delivery Plan Actions around spatial planning themes that complement the development areas of the LDF.

Kingston Town Centre Area Action Plan (K+20):

This sets out the vision, objectives and strategic policies for managing future growth, change, and development within Kingston Town Centre. For an outline of how the LIP themes support the K+20 objectives, please refer to Appendix 2. Transport proposals outlined in K+20 have also been integrated into the LIP2 Delivery Plan.

For further information on the LDF and its documents please refer to RBK's website:
http://www.kingston.gov.uk/browse/environment/planning/planningpolicy/local_development_framework.htm

Kingston's Air Quality Action Plan

Please refer to Section 2.2.14 of the LIP2 document.

Safer Kingston Partnership and Plan

The Safer Kingston Partnership is made up of Public, Private, and Voluntary Sector organisations in which Kingston Council is one of the statutory partners along with Metropolitan Police, NHS Kingston, Metropolitan Police Authority, and the London Fire Brigade. These organisations work in partnership with the local community, to reduce crime, disorder, and substance misuse in RBK.

The Safer Kingston Partnership Plan 2008-11 contains crime related aims and objectives for RBK and outlines the partnerships: priorities for crime, disorder, and substance misuse over the next three years; performance targets; and objectives. The Plan is updated yearly through a survey-based process of consultation with borough residents.

Low Carbon Management Plan

The Low Carbon Management Plan provides the framework for the Council to reduce carbon dioxide (CO₂) emissions from its own services and operations. Importantly it also reduces the Council's costs allowing it to operate more efficiently. The Plan commits the Council to a target of reducing CO₂ by 24% by 2015 from the 2008/09 baseline, and underpins how the Council can avoid cumulative costs of £8.3 million over the five year period.

APPENDIX 2 – Compliance Matrices

COMPLIANCE MATRIX - DfT Transport Goals (Delivering a Sustainable Transport System)

LIP2 Themes	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
DfT Goals					
To support national economic competitiveness and growth, by delivering reliable and efficient transport networks		✓✓			✓✓
To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change	✓✓	✓		✓	✓
To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health	✓	✓	✓✓	✓	✓
To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society				✓✓	✓
To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment		✓	✓	✓✓	

COMPLIANCE MATRIX - Mayor's Transport Strategy Themes (& South London Sub-regional Transport Plan)

Please Note: The South London Sub-regional Transport Plan (SRTP) is structured around the MTS Goals and Challenges, as such to some degree compliance with the SRTP is demonstrated below in MTS compliance matrix. For a detailed look at how LIP2 is delivering specific priorities of the SRTP please refer to the end of the LIP Delivery Plan.

LIP2 Themes	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
MTS Goals					
Supporting economic development and population growth		✓		✓	✓✓
Enhancing the quality of life for all Londoners		✓	✓	✓✓	
Improve the safety and security of all Londoners			✓✓		
Improving Transport Opportunities for all Londoners	✓	✓		✓✓	✓
Reduce Transport's contribution to climate change and improve its resilience	✓✓	✓		✓	✓
Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy					

COMPLIANCE MATRIX – South London Sub-regional Transport Plan: Challenges and Opportunities (SLTP)

LIP2 Themes SLTP Challenges	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
Challenge 1 – Reducing public transport crowding					
Challenge 2 – Improve access and movement to/from and within key locations		✓✓	✓	✓	✓✓
Challenge 3 – Improving connectivity to/from and within the south sub-region		✓		✓	✓✓
Challenge 4 - Manage highway congestion and make efficient use of the road network		✓✓			✓

COMPLIANCE MATRIX – Kingston Plan

LIP2 Themes Kingston Plan Objectives	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
Tackle climate change, reduce our ecological footprint, and 'reduce, reuse, and recycle'.	✓✓	✓✓		✓	✓
Ensure the sustainable development of our borough and the promotion of sustainable transport.	✓	✓✓		✓	✓
Protect and improve the quality of our local environment.	✓		✓	✓	
Sustain and share economic prosperity.		✓✓		✓✓	✓✓
Make Communities Safer.			✓✓		
Improve overall health and reduce health inequalities.	✓	✓		✓✓	✓
Support people to be independent.				✓✓	
Encourage people to take an active part in the social and cultural life of the community.				✓	

COMPLIANCE MATRIX – Local Area Agreement

LIP2 Themes	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
LAA Indicators/Targets					
National Indicators					
NI 20 Assault with Injury crime rate			✓✓		
NI 56 Obesity in primary school age children in Year 6		✓	✓	✓✓	
NI 186 Per capita reduction in CO2 emissions in the LA area	✓✓	✓			
NI 189 Flood and coastal erosion risk management	✓				
NI 198 Children travelling to school - mode of transport usually used	✓	✓✓	✓	✓	
Local Targets					
Reducing our Ecological Footprint	✓✓	✓		✓	✓
To increase the number of workplaces with a Travel Plan		✓✓			

COMPLIANCE MATRIX – K+20 Area Action Plan

<p>LIP2 Themes</p> <p>K+ 20 AAP Objectives</p>	<p>Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change</p>	<p>Reduce congestion and traffic levels in RBK</p>	<p>Create safer communities and a safer transport network</p>	<p>Improve transport opportunities and enhance the quality of life for all RBK residents</p>	<p>Sustain and share economic growth and prosperity</p>
<p>Objective 3: To provide a high quality environment with well designed buildings and spaces</p>			<p>✓</p>	<p>✓</p>	<p>✓</p>
<p>Objective 6: To improve transport, access and connectivity</p>	<p>✓</p>	<p>✓✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>
<p>Objective 7: To provide a clean, safe, friendly, well managed and well maintained town centre in the daytime and at night.</p>			<p>✓</p>	<p>✓</p>	

COMPLIANCE MATRIX – Core Strategy

<p>LIP2 Themes</p> <p>Core Strategy Objectives</p>	<p>Reduce transport’s contribution to climate change, and improve its resilience to the effects of climate change</p>	<p>Reduce congestion and traffic levels in RBK</p>	<p>Create safer communities and a safer transport network</p>	<p>Improve transport opportunities and enhance the quality of life for all RBK residents</p>	<p>Sustain and share economic growth and prosperity</p>
<p>Objective 1: Reduce greenhouse gas emissions and the impacts of climate change.</p>	<p>✓✓</p>	<p>✓</p>		<p>✓</p>	<p>✓</p>
<p>Objective 2: Manage and reduce flood risk</p>	<p>✓</p>				
<p>Objective 5: Promote and improve sustainable forms of travel, including through travel awareness and travel planning to reduce the need for car use.</p>	<p>✓✓</p>	<p>✓✓</p>		<p>✓</p>	<p>✓</p>
<p>Objective 8: Protect and enhance local spaces, Green Belt and Metropolitan Open Land.</p>			<p>✓</p>	<p>✓</p>	
<p>Objective 9: Protect and enhance the environment along the Thames and encourage appropriate river based activity.</p>				<p>✓</p>	
<p>Objective 10: Maintain and improve Kingston’s position as a successful metropolitan centre, through the implementation of the K+20 Kingston Town Centre Area Action Plan.</p>		<p>✓✓</p>			<p>✓✓</p>

LIP2 Themes	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
Core Strategy Objectives					
Objective 11: Maintain and improve the vitality of the district and local shopping centres and local shops.		✓✓	✓	✓	✓
Objective 12: Ensure that there is sufficient and appropriately located industrial land and buildings to support economic prosperity.					✓
Objective 15: Maximise opportunities for housing with associated infrastructure to meet London Plan Borough housing target, whilst maintaining Borough character.		✓		✓	
Objective 18: Improve overall health and well-being and reduce health inequalities.			✓	✓✓	
Objective 22: Make Communities safer and reduce the fear of crime.			✓✓		
Objective 23: Ensure the necessary infrastructure and facilities are provided to support new development.		✓			✓
Objective 24: Promote inclusive design of buildings and the public realm to meet the needs of a diverse community.			✓	✓	

COMPLIANCE MATRIX – LIP2 Objectives and Kingston’s Air Quality Action Plan

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
LIP2 Objectives (paraphrased) AQAP Actions (paraphrased)	Reduce CO ₂ emissions from road based transport	Enhance resilience to climate change	Promote sustainable transport modes to key RBK destinations	Reduce congestion and smooth traffic flow	Reduce need to travel	Reduce injuries and deaths on RBK transport network	Reduce crime and fear of crime	Improve sustainable transport links to/from socially deprived areas/poor public transport accessibility	Improve physical access for disabled people	Improve pedestrian and cycling permeability	Protect and enhance the built and natural environment	Improve air quality and reduce impacts of noise and vibration	Improve health and well being	Improve all modes of access to key RBK destinations	Improve public transport links to attractions outside the borough	Better manage and improve freight access	Maintain transport infrastructure
Promote tree species that have a positive impact upon air quality. Consider air quality impacts when selecting Council tree planting schemes.	✓	✓✓									✓✓	✓✓					
Continue to develop planning policies to protect air quality	✓		✓		✓					✓		✓		✓		✓	
To support continuation of a London wide testing programme	✓											✓					
Raise public awareness of programme for roadside testing	✓											✓					
Support LEZ	✓											✓✓					
Seek increased use of alternatively fuelled vehicles	✓✓											✓✓					

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
LIP2 Objectives (paraphrased)	Reduce CO ₂ emissions from road based transport	Enhance resilience to climate change	Promote sustainable transport modes to key RBK destinations	Reduce congestion and smooth traffic flow	Reduce need to travel	Reduce injuries and deaths on RBK transport network	Reduce crime and fear of crime	Improve sustainable transport links to/from socially deprived areas/poor public transport accessibility	Improve physical access for disabled people	Improve pedestrian and cycling permeability	Protect and enhance the built and natural environment	Improve air quality and reduce impacts of noise and vibration	Improve health and well being	Improve all modes of access to key RBK destinations	Improve public transport links to attractions outside the borough	Better manage and improve freight access	Maintain transport infrastructure
AQAP Actions (paraphrased)																	
Traffic calming and management measures	✓			✓		✓✓					✓	✓					
Improve bus services	✓		✓✓					✓✓				✓		✓	✓✓		
Improve and promote cycling and facilities	✓		✓✓			✓	✓	✓✓		✓✓		✓		✓			✓
Improve and promote walking and facilities	✓		✓✓			✓	✓	✓✓		✓✓		✓		✓			✓
Travel Plans and travel plan initiatives for schools, workplaces etc	✓		✓		✓✓							✓	✓				
Promote health benefits of active modes of transport	✓								✓			✓	✓✓				✓✓

COMPLIANCE MATRIX – Maldens and Coombe Neighbourhood Action Plan

LIP2 Themes	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
M&C Community Action Plan Issues					
Improve quality of life by tackling issues such as safety, congestion and parking at hotspots	✓	✓✓	✓✓	✓	✓

COMPLIANCE MATRIX - South of the Borough Community Plan

LIP2 Themes	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
SOB Community Plan Issues					
4) Health and pollution	✓✓	✓		✓✓	✓
5) Traffic Volume	✓	✓✓		✓	✓

COMPLIANCE MATRIX – First Local Implementation Plan

LIP2 Themes LIP1 Objectives	Reduce transport's contribution to climate change, and improve its resilience to the effects of climate change	Reduce congestion and traffic levels in RBK	Create safer communities and a safer transport network	Improve transport opportunities and enhance the quality of life for all RBK residents	Sustain and share economic growth and prosperity
To restrain demand for travel		✓			
To make non-car means of transport more attractive (reduce reliance on the car)	✓	✓✓		✓	✓
To reduce congestion on the road network	✓	✓✓		✓	✓
To improve accessibility to town centres & other important facilities (non- car users)		✓✓		✓	✓
To make efficient use of our limited road space		✓			
To maintain our transport assets at an appropriate level and at least meet national highway condition standards					✓✓
To improve road safety and the quality of streets in respect of security, noise, air quality and visual appearance			✓✓	✓✓	
To make social inclusion and equality considerations central to our transport policies				✓✓	



Equalities Impact Assessment (EQIA)

Royal Borough of Kingston upon Thames

Equalities Impact Assessment (EQIA)

Local Implementation Plan 2

Introduction

The Royal Borough of Kingston upon Thames has recently produced its second Local Implementation Plan (LIP2) for the period 2011- 2030. The LIP is a statutory document prepared under section 145 of the GLA Act 1999, explaining how a London Borough will deliver the Mayors vision and goals for London's Transport system.

The Mayor's vision for London is to 'Excel among global cities – expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change.'

The Mayor's goals are:

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

The Royal Borough of Kingston upon Thames supports the Mayor's vision and goals and is also fully committed to expanding opportunities for all its residents, businesses and visitors while creating a more cohesive community and improving the quality of its local environment, this is set out in our Equality and Community Cohesion Strategy and Kingston's Community Plan (Kingston Plan)

The purpose of the Equality and Community Cohesion Strategy is to contribute to and build on a commitment to be a more equitable and cohesive community. It is the overarching framework for delivering equalities around the six strands of race, gender, age, religion or belief, disability and sexual orientation. This Strategy also contributes to Kingston's vision set out in the Kingston Plan and the shared objectives of Kingston Strategic Partnership. This vision of Kingston is 'a place where people are happy, healthy and enjoy a good quality of life, in a clean, safe and tolerant environment, where business is prosperous and where everyone in our community can contribute to the success of the borough and reach their own full potential.'

This distinctive vision and ambition for Kingston is reflected in three cross cutting themes and ten objectives as set out below:

Theme 1: Sustainable

Objective 1 - Tackle climate change, reduce our ecological footprint and 'reduce, reuse and recycle'

Objective 2 - Ensure the sustainable development of our Borough and the promotion of sustainable transport

Objective 3 - Protect and improve the quality of our local environment

Theme 2: Prosperous and Inclusive

Objective 4 – Sustain and share economic prosperity

Objective 5 – Raise educational standards and close gaps in attainment

Objective 6 – Increase supply of housing and its affordability

Theme 3: Safe, Healthy and Strong

Objective 7 – Make communities safer

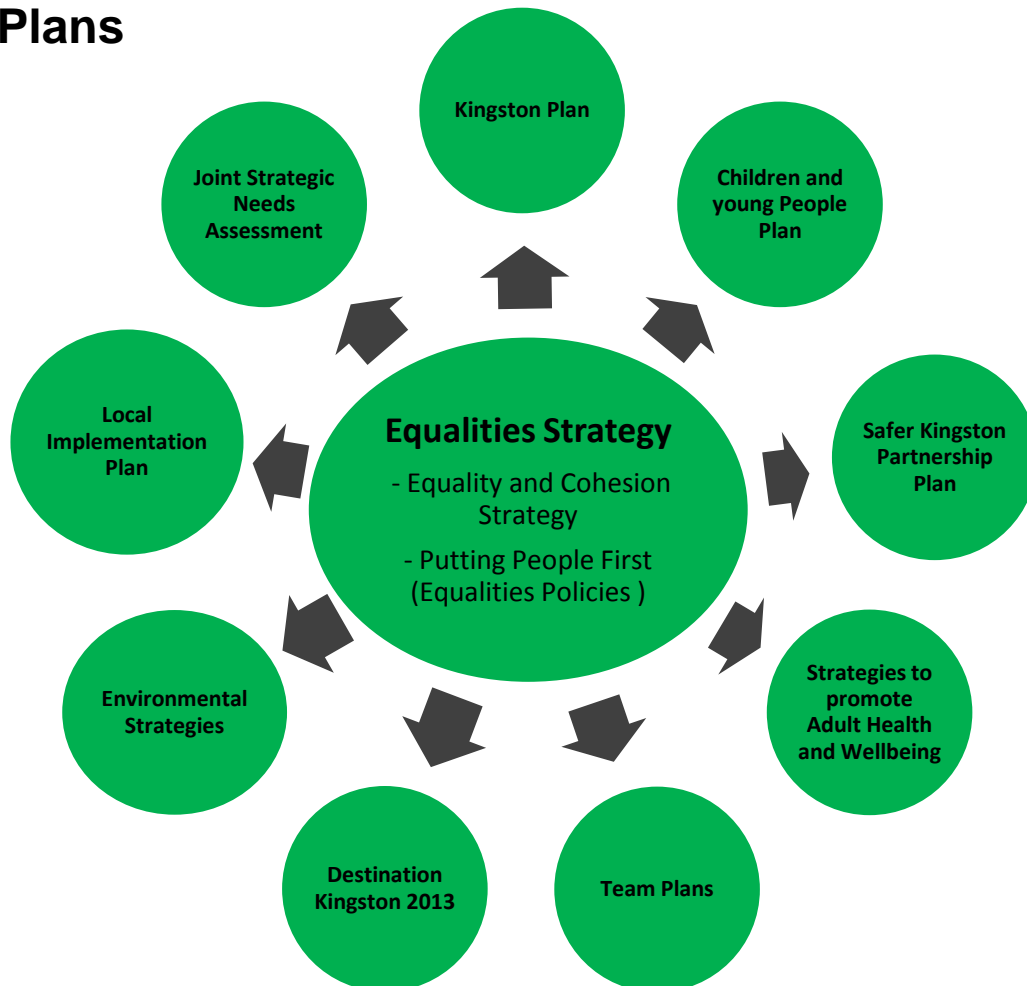
Objective 8 – Improve overall health and reduce health inequalities

Objective 9 – Support people to be independent

Objective 10 – encourage people to take an active part in the social and cultural life of the community

The ten objectives in the Kingston Plan have been enshrined within destination Kingston 2010-2013 which sets out the Council's medium term service and financial plan. The One Council, One Kingston programme will make the necessary changes to how the organisation works in order to achieve the goals and objectives set out in destination Kingston. This will ensure that the Council with its partners conceives plans and delivers as one. It will contribute to achieving the ambition for providing services that residents need and value most, underpinned by equality, diversity and cohesiveness.

How the Equality Strategy links to other Plans



The Purpose of an EQIA

EQIA is a thorough and systematic analysis of the LIP2, ensuring that the proposals presented do not discriminate against any particular groups or communities which are likely to face disadvantage. Equality issues are considered in relation to equality target groups, distinguished by:

- Gender
- Disability
- Race
- Sexuality
- Age
- Faith.

EQIA is also a means of assisting the Mayor's on his statutory duties when assessing LIPs by:

- Demonstrating that the LIP2 does not have a negative impact on a particular equality target group, or that any adverse impacts identified have been appropriately mitigated;
- Demonstrating that the Council is meeting its duties under relevant legislation, such as obligations arising from the Race Relations Amendment Act and the Disability Discrimination Act, 1995.

EQIA Stages

Table 1

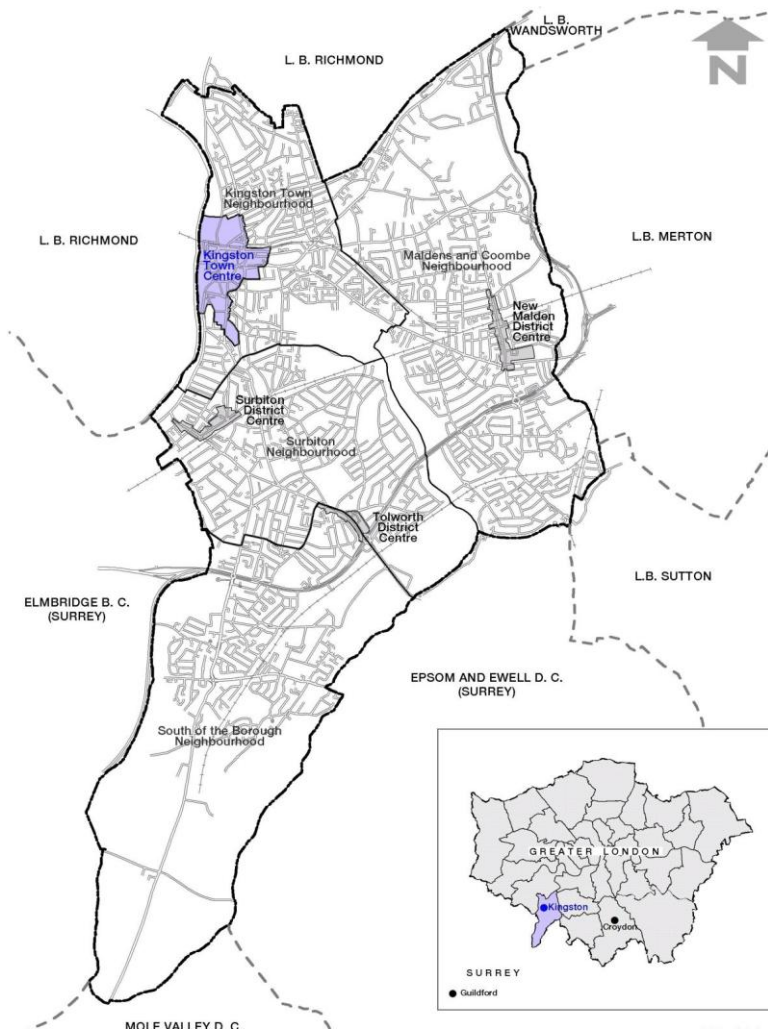
Initial Screening	Stage 1	Baseline data gathering
	Stage 2	Consultation and consideration of the impacts
Full Impact Assessment	Stage 3	Production of Final EQIA with suggested mitigation
Post Screen	Stage 4	Monitor the EQIA impacts of Transport Strategy/LIP2

Table 2

The Nature of impacts upon Equality Target Groups (ETG):
An impact that will have a high positive impact (++) on an ETG or some ETGs which could lead to important opportunities or a series of long term opportunities to enhance or improve the groups relations.
An impact that will have a positive impact (+) on an ETG, improving equal opportunities and /or relationships between groups.
An impact that will have a positive or negative effect (+/-) on an ETG depending on how it is implemented
A negative or adverse impact (-) where the impact could disadvantage one ETG, or some ETGs. This disadvantage may be differential, where the negative or adverse impact on one particular group of individuals or one ETG is likely to be greater than on another. It should be noted that some negative or adverse impacts may be intended. The EQIA provides an opportunity to assess this.
An impact that will have a neutral impact (0) upon people in an ETG, or several ETGs. This impact will neither disadvantage a people in a group nor enhance or improve a group's opportunities or relations.

Kingston Context

The Royal Borough of Kingston is situated in the South West of London and is bordered by Richmond to the west; Wandsworth to the north; Merton to the north-east, Sutton to the south-east and Surrey to the South. The Borough covers an area of 38.66 square kilometres, which makes it the seventh smallest out of the London boroughs in terms of its geographical area. The resident population of Kingston was 157 923 in 2007, an estimate calculated by the Office of National Statistics. The population is expected to grow by 2.7% between 2007 and 2013 and 4.4% between 2007 and 2026.



The six equality 'strands' in Kingston

Gender- Females make up 51% of Kingston's population, males 49%. Men and women often have different transport patterns and needs. They have different level of access to private transport, different patterns of commuting and employment and different lifestyle requirements. On average according to the London travel Report 2007 Women make slightly higher trips than men, but travel less distance than their male counterparts. Unfortunately there are no figures available to confirm that this pattern is repeated in the Borough but it has been assumed that as the population profile for the borough is similar to that of London as a whole, that this is likely to be the case.

Concerns of both men and women are heighten after dark, but women consistently feel more insecure than men. The British Crime Survey indicates that women are four times more likely than men to feel unsafe walking at night, with women aged 60 and over feeling most unsafe. Consequently women reduce the risks by making journey they perceive to be more secure, modifying their journey times or choosing not to travel at all.

Table 3

Main mode	Millions			
	Male	%	Female	%
National Rail	0.6	6%	0.4	4%
Underground/DLR	0.8	9%	0.6	6%
Bus	1.2	13%	1.7	16%
Taxi	0.1	2%	0.1	1%
Car	3.8	40%	3.9	37%
Bicycle	0.2	2%	0.1	1%
Walk	2.7	28%	3.5	34%
Total	9.4	100%	10.5	100%

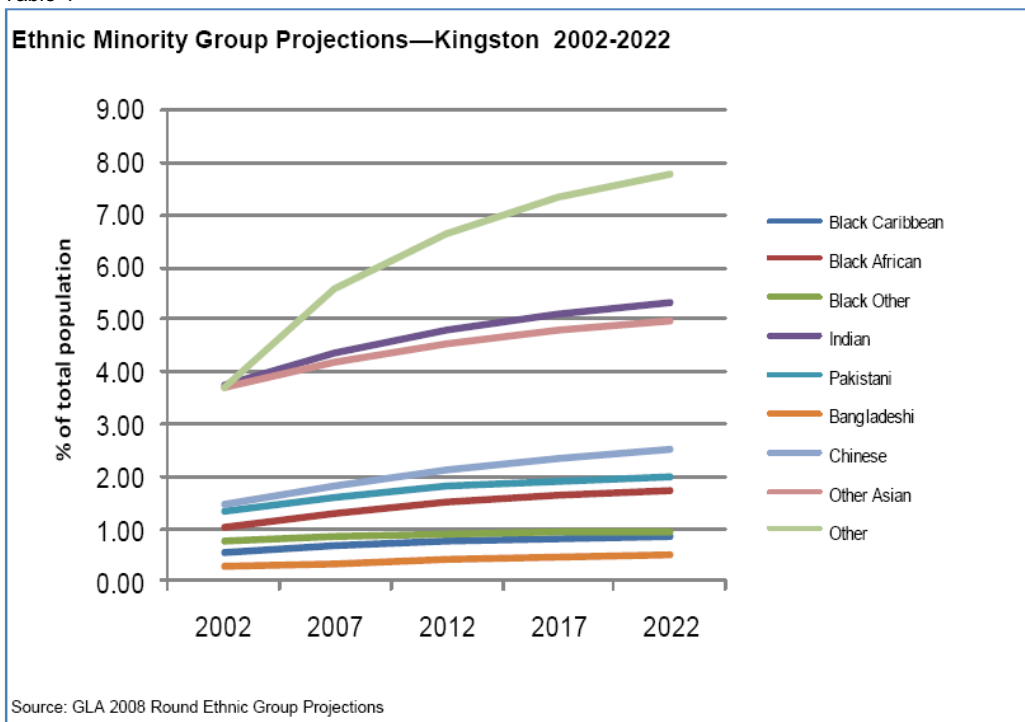
Source: LTDS 2006/2007 Household survey

Ethnicity- In 2001, the proportion of residents in ethnic groups other than white in Kingston was 16%. This figure is lower than the Greater London average (29%) but higher than the figure for England (9%). The largest sub group in the Borough other than the white groups is people of Indian origins (3.61%) followed closely by Other Asian (3.56%) and Other (3.18%).

The largest minority ethnic groups in the Borough are Tamils and Koreans. The Korean population in New Malden is estimated to be the largest in Europe with estimates of 10,000 consisting of residents, visitors, students and business people.

Population projections for the period 2001-2026 indicate a rise in the ethnic minority populations in both Kingston and Greater London. The total minority ethnic population in Kingston in 2026 is predicted to be 29% (up from 16% in 2001). In Greater London the figure in 2026 is estimated to be 39% (from 29% in 2001). Population projections indicate a gradual rise in numbers of all ethnic minority groups between 2001-2026. A significant increase in the population of Other' ethnic groups is fore-cast with a rise from 3.18% of the total population to 10.25%.

Table 4



Black Minority Ethnic groups are less likely to own cars and more likely to work unsociable hours when public services are sparse, bus travel is the most common mode of transport with 55% using bus travel or more days a week. According to the latest Crime Audit Report, Kingston is one of London's safest Boroughs however crime and fear of crime are still concern for many young people from BME communities particularly concerns about bullying and violence on the transport network, both on vehicles and while waiting at bus stops and stations. These fears can be barrier to them using public transport to access key facilities and employment opportunities.

Whilst the Borough of Kingston is one of the safest boroughs of London, it must be remembered that race crimes still take place in Kingston. A Racist Crime Offence is any incident which is perceived to be racist by the victim or any other person, or any offence where the offender demonstrates hostility based on the victim's membership of a racial group. Recent racist crime figures from the Metropolitan Police website are detailed below:

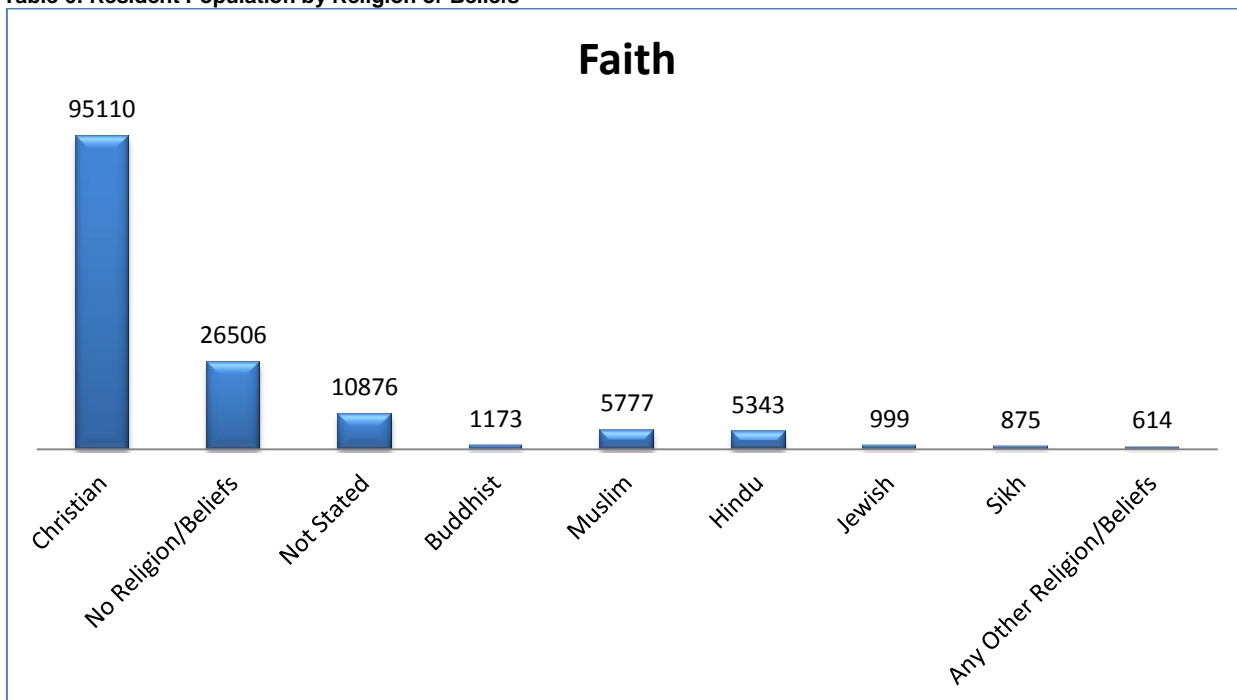
Table 5

Crime Type	12 months to January 2009	12 months to January 2008
Racist Crime	113 incidents	176 incidents

Faith- In the 2001 Census the majority of residents said that they were Christian (64%). This is higher than the London average of 58.2% and below the England and Wales average of 71.7%. The second most popular category was no belief, accounting for 18% of the borough, higher than both the London (15.8%) and England and Wales average of 14.8%. Hindu (4%) and Muslim (4%) is the third largest religious groups and were higher than the other religions of Buddhist, Jewish and Sikh religions (were all below 1%).

People from faiths groups are frequently dependent on public transport but concerns about all aspects of personal security, including when walking or waiting at bus stops or in stations, can be a barrier to them using the transport network to access key facilities.

Table 6: Resident Population by Religion or Beliefs



ONS 2001 Census

Age- 2008 mid-year estimates show that the largest age group in Kingston is composed of people aged 25-35. Kingston has a predominantly young population and only 12% of residents are aged over 65. People of working age (15-64) make up 67.5% of the population. As seen from the table below the 65-84 population will decrease over the next 5 years but that of the over 85s will increase. So in 2011 we can

expect approximately 15,595 65-84 and 3,145 over 85s, meaning that overall over 65s will slightly decrease to approximately 18,740.

Table 7

Age (years)	Under 15	15-64	65-84	85+
RBK	4.97%	4.24%	-2.53%	1.45%
London	4.30%	6.50%	-2.69%	10.17%

(c) GLA 2006 Round Demographic Projects

Older people i.e. those over the age of 70 years tend to make fewer journeys and travel shorter distance than that of the general population, with buses being their preferred form of public transport. Generally they tend to drive less and walk more. Although experiencing some problems due to age related disabilities many older people would not perceive themselves as disabled.

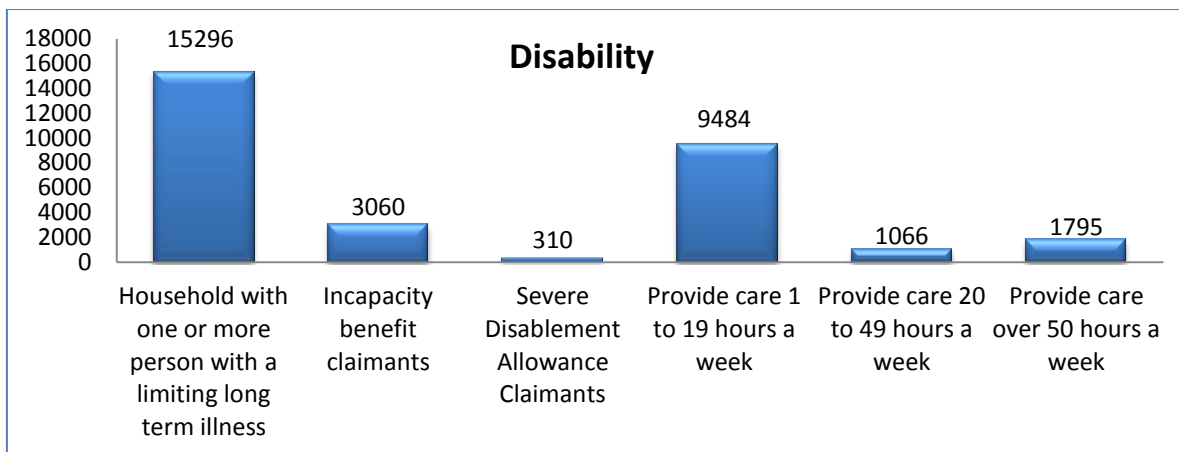
Recent research, as part of the development of Senior Citizen First 2008- 2013 identified the following issues faced by older people:

- Difficulties with buses, patchy services, access, shelters unavailable due to vandalism.
- Train station platforms etc inaccessible for wheelchair users
- Dial a ride service unreliable. Difficulties booking, lack of parking facilities for Dial a ride buses.
- Older People wanted more or better access to a transport service that would enable trips and activities out in the community

Disability- Census data shows that in 2001 there were 19,067 people with a limiting long term illness (12.9% of the community). A limiting life long illness is defined as any long-term illness, health problem or disability which limits a person’s daily activities or the work they can do. Analysis of public transport usage taken from the 2004 edition of Transport Trends indicates that 43% of disabled people use local buses at least monthly, about the same as the general public (41%). A relatively low proportion of people with disabilities use trains for either local or long distance trips in comparison to the general public, concern over overcrowding and poor accessibility both inside and outside station are cited as barriers to use. Many disable people use taxis in preference to the bus or train. Consequently their use of taxis is slightly higher of the general public, 40% using taxis at least once a month compared to 36% of the general public.

People with learning disabilities are among the most socially excluded in our society as recognised in the Government White Paper Valuing People: A new Strategy for Learning Disability for the 21st Century, published March 2001. They experience considerable barriers in using mainstream transport which significantly affects their access to work, healthcare, shopping, leisure and other opportunities. Although facing similar problems experienced by other disadvantaged and excluded groups, physical access is not their principal area of concern. Often they find travel information inaccessible and hard to understand with a lack of suitable trained transport staff able to appreciate their difficulties.

Table 8: Resident population in Kingston living with Limiting Long Term Illness, Carers and Disabled people



Sexuality- Data on same sex couples aggregated by The Office of National Statistics indicates that there were 312 people in same sex relationships in Kingston in 2001. The population in this group will become clearer because of the introduction of civil partnership registrations. There have been 98 registrations in Kingston since services commenced from December 2005 whilst 228 individuals have given notice of intent to form a civil partnership.

Lesbian, gay, bisexual and trans- gender(LGBT) people mirror the general population in terms of ethnic origin and contain representative from all the other target groups. Consequently all the positive impacts resulting from the LIP2 for other target groups are likely to also benefit LGBT people

Research into the needs of Lesbians, Gay men, Bisexual and Trans-gender (LGBT) people carried out in Rotherham, Yorkshire in January 2004, indicated that as with the general public, the majority of LGBT people felt unsafe on the street at time, this may have a bearing on any proposals that intend to increase street security or provide night transport.

Whilst the Borough of Kingston is one of the safest boroughs of London, homophobic crimes still take place and this might have a bearing on any proposals that intend to increase street security or provide night transport. Recent homophobic crime figures for this borough from the Metropolitan Police website are detailed below:

A Homophobic Offence is any classified notifiable offence which is perceived to be homophobic by the victim or any other person (that is directed to impact upon those known or perceived to be lesbians, gay men, bi-sexual or transgender people).

Table 9

Crime Type	12 months to January 2009	12 months to January 2008
Homophobic Crime	12 incidents	16 incidents

Safety and Perception of Risk across the whole equalities strands

Perceptions and experiences of crime on public transport

In April 2004, the Department for Transport published the findings of a major national survey into people's perceptions of security and crime on public transport. Whilst 64% of respondents felt positive about their personal security while travelling, some people can still feel apprehensive. And these apprehensions often reflected the respondent's age, gender and ethnic background; for example:

On the whole men tend to be more positive than women about their personal security on public transport. However over the last few years these differences have narrowed with men becoming less positive, statistics shows that young men are more likely to be victims of crime and felt more fearful of the presence of groups of other men. Women, who were more likely to experience harassment or sexual assault, are more concerned about the behaviour of lone men. Younger people were found to be

most likely to experience being threatened or stared at in a hostile or intimidating manner. Ethnic minority passengers felt further exposed to the wider experience of racial harassment and therefore likely to have concerns, but were less likely to report any incidents. Disabled people felt particularly vulnerable to the threat of crime where access to transport is limited or via poorly lit, isolated routes.

Feedback on improvements

The survey also reveals the measures that help passengers feel more secure. People waiting for or travelling by bus for example, felt that locally monitored CCTV surveillance was the most reassuring form of security; while those who travelled by train felt that the presence of staff on the platform or collecting tickets on board the train made them feel more secure. In both cases, passengers said that the provision of Help Points, clear signage and improved lighting was particularly welcome.

Information about services and delays also improves people's comfort. Passengers felt that accurate, real-time information displays and public address systems help them feel more in control of their situation.

It is also worth noting that people often feel at their most vulnerable during the walk home from the bus or train - especially at night. So having local street maps, clear signage, taxi ranks or private hire operators with public premises nearby helps to reassure passengers, particularly when they are in unfamiliar locations.

Road Safety across the whole equalities strands

The Council has been a high performer in terms of overall casualty reduction. The number of road traffic accidents in Kingston fell by 16% in 2007 compared to 2006. Compared to the 1994 –1998 average, road casualties are down 61% in Kingston, 43% in London and 35% in England. The total number of people killed or seriously injured (KSI) in Kingston's roads fell by 36% between 2006 and 2007. In London, the number of people killed or seriously injured fell by 4.1%

Table 10

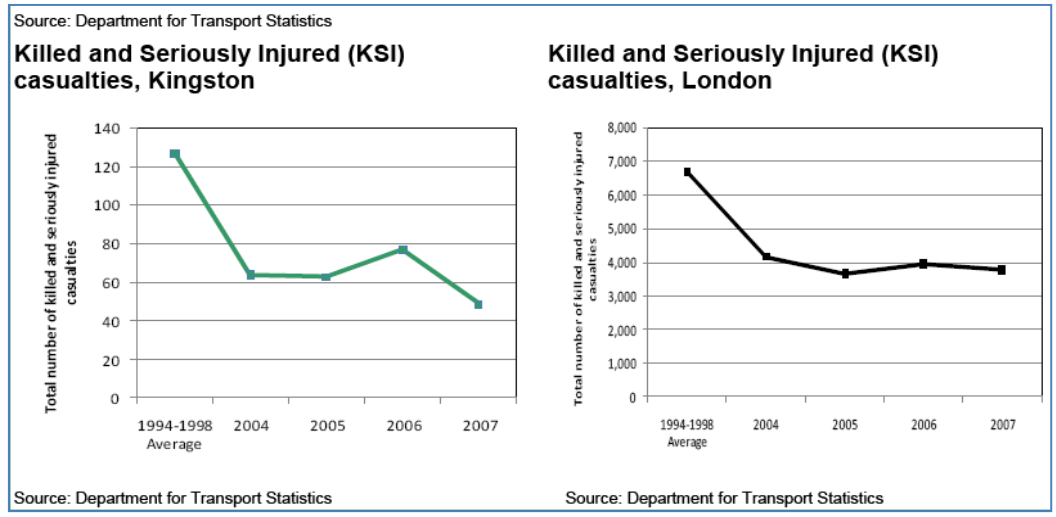


Table 10 shows that the Borough casualties by mode travel , the table shows the tendency for vulnerable road user casualties (pedestrian and cyclist) to be concentrated in the Killed or Seriously Injured (KDI) classes while car occupants suffer predominantly slight injuries.

Table 11

Mode of Travel	Fatal	Serious	Slight	Total
Pedestrian	1 (1)	15 (24)	50 (67)	66 (92)
Cyclist	1 (0)	9 (8)	39 (41)	49 (49)
PTW	1 (0)	15 (19)	58 (90)	74 (109)
Car Occupant	0 (2)	17 (29)	226 (202)	243 (233)
Taxi	0 (0)	0 (0)	4 (2)	4 (6)
Bus or Coach	0 (0)	2 (0)	13 (26)	13 (26)
Goods Vehicle	1 (0)	1 (0)	7 (10)	9 (10)
Other Vehicle	0 (0)	1 (2)	0 (2)	1 (4)
Sum	4 (3)	60 (82)	397 (440)	461 (525)

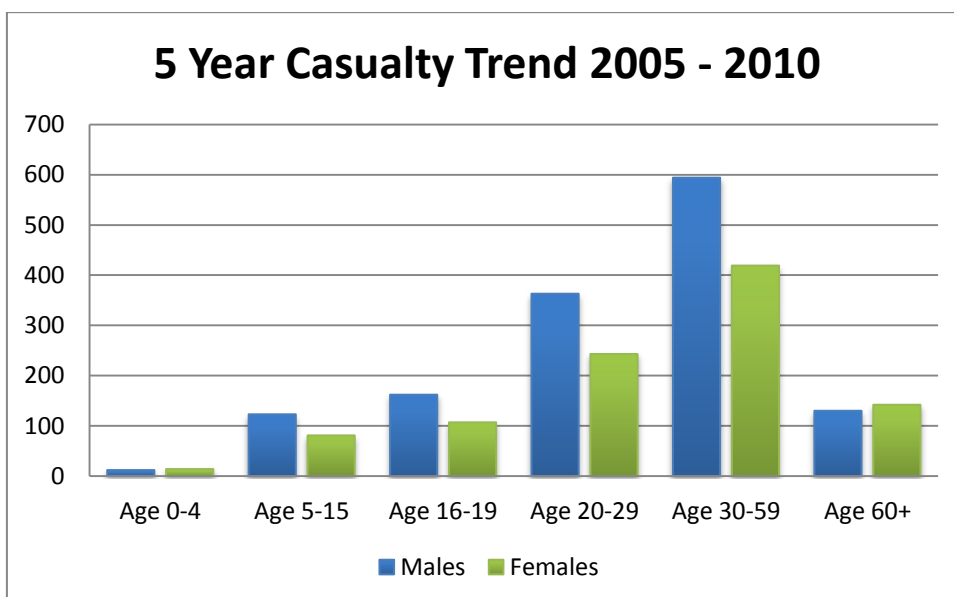
(PTW – Powered two wheeled vehicles)

A fuller breakdown by ethnicity, road user group and vehicle involvement in pedestrian and cyclist casualties is shown in table? Below

Black and Minority Ethnic (BME) people account for 13 of the 57 casualties where ethnicity was recorded i.e. 23 %. This compares with 14% of the population so there is a need to target causality reduction among BME road user.

Table 12: Pedestrian casualties split by ethnic group and severity (2003 figures bracketed for comparison)

Mode of Travel	Fatal	Serious	Slight	Total
White-Skinned European	1 (1)	8 (20)	35 (46)	44 (67)
Dark-Skinned European	0 (0)	1 (1)	3 (4)	4 (5)
Afro-Caribbean	0 (0)	2 (1)	2 (2)	4 (3)
Asian	0 (0)	1 (1)	2 (6)	3 (7)
Oriental	0 (0)	1 (0)	1 (2)	2 (2)
Arab	0 (0)	0 (0)	0 (0)	0 (0)
Not Known	0 (0)	2 (1)	7 (7)	9 (8)
Sum	1 (1)	15 (24)	50 (67)	66 (92)



Health Issues

DEFRA figures estimate that poor air quality from particulate matter pollution reduces life expectancy in the UK by an average of 7-8 months with equivalent healthcare costs of up to £20billion each year. One in five people in the UK are particularly at risk from air pollution. People who already have a lung disease, the elderly and children are likely to be especially affected by high levels of pollutants.

Evidence suggests that air pollution does not kill on its own but instead acts with viruses, bacteria and other allergens to accelerate and exacerbate health problems. For example, research indicates that exposure to vehicle pollution may not cause asthma or similar respiratory diseases but may adversely affect those who have an existing susceptibility.

Table 13: Assessment of Potential Impacts of LIP2 Objectives on Equality Strands

LIP 2 Objectives	Gender		Age		Race					Disabled People	Sexuality	Trans-gender people	Faith Groups	Comments
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)		Lesbian, Gay men and Bisexuals			
Reduce Co2 from Road based transport	+	+	++	++	+	+	+	+	+	+	+	+	+	Measure to reduce emission will have a positive effect for everyone particularly children and older persons who are generally more prone to respiratory problems
Maintain and enhance the resilience of the Kingston's transport system to the effects of climate change	+	+	+	+	+	+	+	+	+	+	+	+	+	Ensuring that new transport scheme are design to withstand the anticipated effect of climate change , will ensure safety and efficiency of transport network for all
Promote and enhance public transport, walking, and cycling as transport modes; particularly for people accessing employment, education, and shopping activities within RBK.	+	+	+	+	+	+	+	+	+	+	+	+	+	Improving sustainable transport modes will benefit all members of the community and will contribute to reducing inequalities for those with physical or socio-economic problems.
Reduce congestion and smooth traffic flow in congestion hotspots	+	+	+	+	+	+	+	+	+	+	+	+	+	Reducing traffic levels will benefit all members of the community
Reduce the need to	+	+	0	+	+	+	+	+	+	0	+	+	0	Reducing the need to travel during peak time will

LIP 2 Objectives	Gender		Age		Race					Disabled People	Sexuality Lesbian, Gay men and Bisexuals	Trans- gender people	Faith Groups	Comments
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)					
travel during peak congestion times														reduce traffic congestion and generally have a positive effect to most members of the community
Reduce serious injuries and deaths on RBK's transport network.	+	+	+	++	+	++	+	+	+	+	+	+	+	Reducing road accidents will benefit all members of the community especially those that have been identified as at risk (road safety)
Reduce crime and fear of crime while in the public realm and on public transport.	++	++	++	+	++	++	++	++	+	++	++	++	++	Reducing the fear of crime will benefit and encourage all members of the community to utilise public transport and other sustainable modes especially those identified as more vulnerable when travelling alone at night i.e women, young men, BME, older people and disable people
Improve sustainable transport links to/from/within socially deprived areas and areas with poor access to public transport	+	+	+	+	+	+	+	+	+	+	+	+	+	All residents of the borough especially those in areas with poor PTAL rating will benefit from increase access to key facilities and improving sustainable transport modes (cycling and walking) will encouraging more active living all the above will help reduce deprivation and inequalities.
Improve the physical	+	+	++	+	+	+	+	+	+	++	+	+	+	This objective will benefit

LIP 2 Objectives	Gender		Age		Race					Disabled People	Sexuality Lesbian, Gay men and Bisexuals	Trans- gender people	Faith Groups	Comments
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)					
accessibility of RBK's transport network, especially for less abled people.														all members of the community especially those likely to have reduced mobility
Improve pedestrian and cycling permeability and connectivity throughout RBK	+	+	+/-	+	+	+	+	+	+	+/-	+	+	+	This objective could have a possible negative impact on older or disable people depending on how it is implemented as local evidence exists that cyclists on pavements and promenades, outside of dedicated cycle lanes, can be intimidating for older or less mobile people.
Protect and enhance the built and natural environment	+	+	+	+	+	+	+	+	+	+	+	+	+	This objective will benefit all members of the community.
Improve air quality and reduce impacts of noise and vibration from transport	+	+	++	++	+	+	+	+	+	+	+	+	+	Improve air quality will benefit all members of the community especially those prone to respiratory diseases.
Improve transports contribution to health and wellbeing	+	+	+	++	+	+	+	+	+	+	+	+	+	This objective will benefit all members of the community by improving access to health and leisure facilities and encouraging more active living through the use of sustainable transport modes (cycling and walking)

LIP 2 Objectives	Gender		Age		Race					Disabled People	Sexuality	Trans-gender people	Faith Groups	Comments
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)		Lesbian, Gay men and Bisexuals			
Improve economic viability of the borough by improving the accessibility of key employment, retail, entertainment, education and growth areas.	+	+	+	+	+	+	+	+	+	+	+	+	+	This objective will benefit all members of the community as increase access to key facilities will reduce deprivation and inequalities
Improve public transport links to key attractions outside of RBK e.g. Waterloo, London's Airports	+	+	+	+	+	+	+	+	+	+	+	+	+	This objective will benefit all members of the community
Better manage and improve freight access to key industrial and commercial areas	+	+	+	+	+	+	+	+	+	+	+	+	+	This objective will benefit all members of the community especially those that live on route to these industrial sites, by reducing traffic congestion and improving air quality.
Bring and maintain all transport infrastructure assets to a state of good repair.	+	+	++	+	+	+	+	+	+	++	+	+	+	Improving the condition of the highways and foot ways will benefit all members of the community especially the older and disable people that have reduced mobility.

Table 14: Assessment of Potential Impacts of LIP2 Programme on Equality Strands

LIP 2 Programme	Gender		Age		Race					Disabled People	Sexuality Lesbian, Gay men and Bisexuals	Trans- gender people	Faith Groups
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)				
Strategic Transport Programme													
Holistic Approach to Highway corridors programmes (STRATEGIC ROUTE 1- 13) Works will be prioritise for improvement to all modes of transport on the strategic routes based on current performance trends and scope	+	+	+	+	+	+	+	+	+	+	+	+	+
STRATEGIC CYCLING PROGRAMME – the focus will be on schemes to overcome barriers and safety concerns for cyclist (such as junctions and busy roads) in order to increase cycle use	+	+	+/-	++	+	+	+	+	+	+/-	+	+	+
STRATEGIC WALKING PROGRAMME -the focus will be on scheme to improve access to key facilities and implementation of a signage strategy	++	+	++	++	+	+	+	+	+	+	+	+	+
BUS ROUTE RELIABILITY PROGRAMME ON NON STRATEGIC ROUTES implementation of measures which will enhance bus flows through large residential areas.	++	+	++	+	++	++	++	++	+	++	+	+	++
SUSTAINABLE FREIGHT PROGRAMME - implementation of measures to minimise the impact of freight movements in residential areas	+	+	+	+	+	+	+	+	+	+	+	+	+
BUS STOP ACCESSIBILITY PROGRAMME - implementation of	++	+	++	+	++	++	++	++	+	++	+	+	++

LIP 2 Programme	Gender		Age		Race					Disabled People	Sexuality Lesbian, Gay men and Bisexuals	Trans- gender people	Faith Groups
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)				
bus stop and countdown facilities in suitable locations													
CYCLE PARKING PROGRAMME- support installation of cycle parking in a range of locations	+	+	+	++	+	+	+	+	+	+	+	+	+
20 MPH PROGRAMME- Implementation of 20MPH zone speed limit on highly populated (pedestrian) section of the Boroughs.	++	+	+	++	+	++	++	++	++	++	+	+	+
SMARTER VEHICLES INFRASTRUCTURE PROGRAMME- Funding will be utilised to support the development and promotion of Car Club and Electric Vehicle infrastructure in the borough	++	+	+	+	+	+	+	+	+	++	+	+	++
Neighbourhood Programmes													
KINGSTON TOWN NEIGHBOURHOOD IMPROVEMENTS- improving accessibility and safety for local communities	+	+	+	+	+	+	+	+	+	+	+	+	+
SURBITON NEIGHBOURHOOD IMPROVEMENTS- improving accessibility and safety for local communities	+	+	+	+	+	+	+	+	+	+	+	+	+
SOUTH OF THE BOROUGH NEIGHBOURHOOD IMPROVEMENTS- improving accessibility and safety for local communities	+	+	+	+	+	+	+	+	+	+	+	+	+
MALDENS & COOMBE NEIGHBOURHOOD IMPROVEMENTS- improving accessibility and safety for local communities	+	+	+	+	+	+	+	+	+	+	+	+	+

LIP 2 Programme	Gender		Age		Race					Disabled People	Sexuality Lesbian, Gay men and Bisexuals	Trans- gender people	Faith Groups
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)				
Smarter Travel Programme													
CYCLE TRAINING - training of cyclist of all ages and abilities	+	+	+	++	+	+	+	+	+	+	+	+	+
TRAVEL AWARENESS AND INFORMATION The main focus of activity will be on providing practical travel information on travel options , cycle routes, walking routes, public transport options and smarter driving	++	+	+	+	+	+	+	+	+	+	+	+	+
WORKPLACE SUSTAINABLE TRANSPORT Activity will provide support to business to implement measures to encourage sustainable travel such as cycle parking, showers, cycle training, walking promotion, provision of travel information, car sharing websites	++	+	+	+	+	+	+	+	+	+	+	+	+
SCHOOLS SUSTAINABLE TRANSPORT - activity will focus into giving greater support to those schools that experience the most significant transport	+	+	+	++	+	+	+	+	+	+	+	+	+
Maintenance													
PRINCIPAL ROAD MAINTENANCE - continue to assess and strengthen the Borough's bridges	+	+	+	+	+	+	+	+	+	+	+	+	+
BRIDGE STRENGTHENING & ASSESSMENT PROGRAMME	+	+	+	+	+	+	+	+	+	+	+	+	+
Major Scheme													
TOLWORTH BROADWAY (GREENWAY) - enhance the physical environment and economic vitality of	+	+	+	+	+	+	+	+	+	+	+	+	+

LIP 2 Programme	Gender		Age		Race					Disabled People	Sexuality	Trans-gender people	Faith Groups
	Women	Men	Older People (60+)	Younger People (17- 25) and children	Asian or Asian British	Black or Black British	Chinese and other People	People of mixed race	White People (including Irish People)		Lesbian, Gay men and Bisexuals		
Tolworth District Centre.													
ANCIENT MARKET PLACE, KINGSTON- enhance Ancient Market Place in the Kingston Town Centre and surrounding area	+	+	+	+	+	+	+	+	+	+	+	+	+
KINGSTON STATION GATEWAY- the primary focus is to improve pedestrian and cyclist access across the relief road(A307) between KTC and Kingston Train Station.	+	+	+/-	+	+	+	+	+	+	+/-	+	+	+
SURBITON PROJECT – This is based on Surbiton Public Realm Improvement Strategy. The initiative is to enhance the physical environment and economic vitality of Surbiton District Centre.	+	+	+	+	+	+	+	+	+	+	+	+	+
NEW MALDEN HIGH STREET- comprehensive package of measure along the high street including reconstruction of the carriageway	+	+	+	+	+	+	+	+	+	+	+	+	+

Impact summary of LIP2 Programmes with their relevant policies

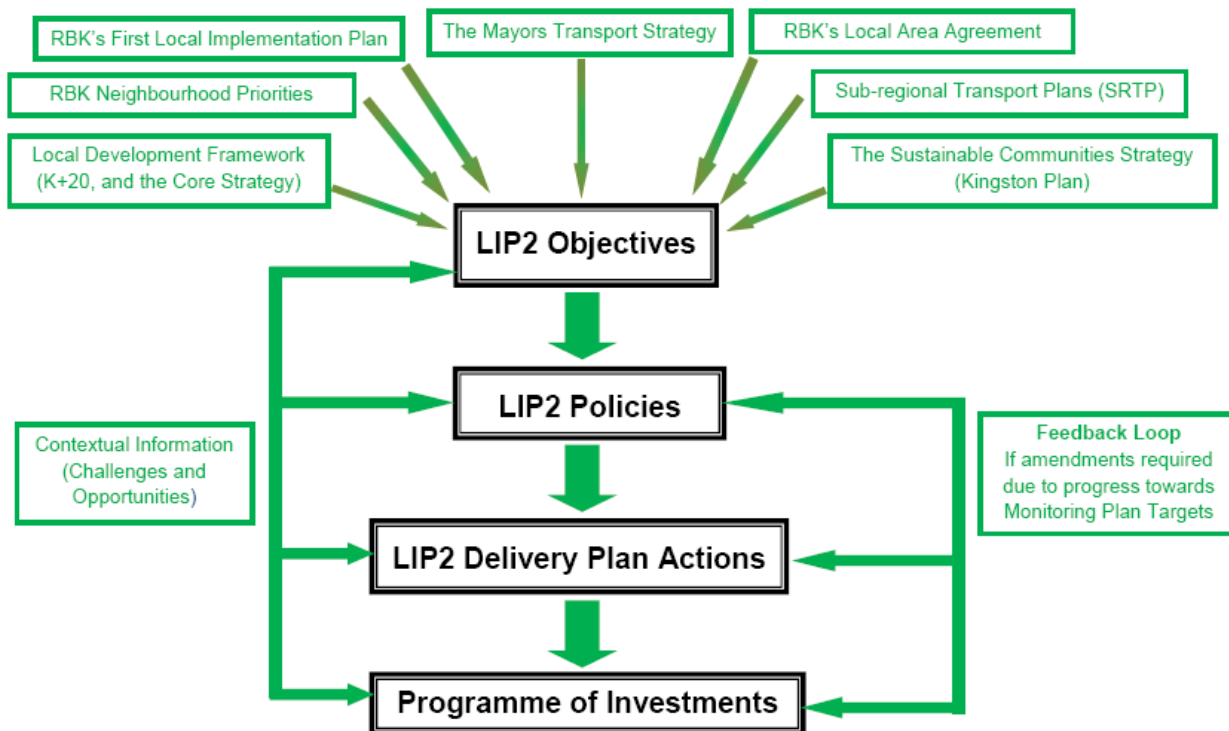


Table 15

Gender- Women			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Bus and Integration	Strategic Transport Programme Policies- PT4, PT5, PT6, IT1	Improvements in bus journey times and the reliability of bus services will improve accessibility by public transport for the general population and in particular groups such as women who travel by bus more than the general population. Accessible bus stops will increase access for women to the bus network and public transport network. Women have lower levels of access to the private car than men and travel by bus more than the general population. Any negative impacts related to bus stop works etc and temporary re-location of bus stops will be short term as set out in policy MV3 and MV4	None
Walking	Strategic Transport Programme Policies- W1, W2, W3, W4, W5, W6, W7, W8	As women make slightly more walking trips than men, schemes to improve footways, pedestrian crossing, public realm improvement and walking signage (way finding) will benefit women in particular	None
Accessibility	Neighbourhood Improvement	Improvements to the public realm and to make the borough's streets more	None

Gender- Women			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
	Programmes	accessible will have a positive impact on the general population including women. Improvements such as dropped kerbs, new paving, reduced gradients, etc., will improve accessibility for women travelling with young children in pushchairs. Older women with mobility problems are also likely to find it easier to walk or to use mobility scooters as a result of accessibility improvements. Accessibility improvements will help to increase the number of walking trips made by women.	
Maintenance	Maintenance Programme Policies- M1, M2, M3, M4	Road maintenance like improvements to footways will make the borough's streets more pedestrian and wheelchair-friendly, which will have a positive impact on women. Women make more walking trips than men. Any negative impacts related to maintenance and repair works Diversion routes and appropriate signage will be put in place where appropriate in accordance with Policy MV3 and MV4	None
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3, S4	Fear of crime reduces women's accessibility, particularly at night. Measures to improve personal safety around railway stations and bus stops, as well as measures to improve personal safety on routes to bus stops and railway stations, will help to make women feel safer. The promotion of safe and legitimate late night travel options and 'night time initiatives' will also benefit women in particular.	None
Smarter Travel Information and Smarter Vehicle use	Smarter Travel Programmes Policies- ST1, SV2	Work place travel plan and Car-sharing schemes can help to make women feel safer and increase accessibility for women. Incentives to use public transport or to walk or cycle can benefit women in particular, as women have lower levels of access to the private car than men	None

Table 16

Black and Minority Ethnic People (BME)			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Accessibility	Neighbourhood programmes	Improvements to make the borough's streets more accessible will improve accessibility by foot for the general population including BME people. Accessibility improvements will help to increase the number of walking trips made by BME people. Any negative impacts related to accessibility works, such as narrowing of footways, will be short term. Diversion routes and appropriate signage will be put in place where appropriate.	People within minority ethnic groups who cannot read English will benefit from any standardisation of street signage that aids non-English readers (such as pictograms)
Bus	Strategic Transport Programmes Policies- PT4, PT5, PT6	Improvements in bus journey times and bus stop and the reliability of bus services will improve accessibility by public transport for the general population particularly BME as this is mostly their common mode of transport. Any negative impacts related to bus stop works, such as narrowing of footways and temporary re-location of bus stops will be short term. Diversion routes and appropriate signage will be put in place where appropriate as set out in policy MV3 and MV4	None
Smarter Travel Information and Awareness	Smarter travel Programmes Policies- ST1, SV2	None	These initiatives can also be tailored to the BME groups to give them other alternatives to public transport. Smarter Choices initiatives should also focus on information and education and should make appropriate provision for speakers of languages other than English.
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3, S4	Measures to improve personal safety around railway stations and bus stops, as well as measures to improve personal safety on routes to bus stops and railway stations, will help to make BME people feel safer whilst using public transport and travelling to and from stations, particularly at night The introduction of a 20mph Zones in residential areas and Measures to improve road safety and reduce casualties will help to reduce the number and severity of road traffic accidents. Despite the low proportion of BMEs in the borough (14%) this group has a high ratio of casualties (23%).	None

Table 17

Children and Young People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Bus	Strategic Transport Programmes Policies- PT4, PT5, PT6	Improvements in bus journey times and the reliability of bus services will improve accessibility by public transport for the general population including children and young people. Children and young people use buses for a variety of trip purposes including travelling to school.	None
Walking and Cycling	Strategic Transport Programmes Policies- W1, W2, W3, W4, W5, W6, W7, W8, C1, C2, C3, C4	The emphasis on walking and cycling and in particular the training for those modes of travel, may have a greater impact on younger people, enabling them to have greater road sense and be fitter and healthier into old age. However, the benefits of improved infrastructure to support walking and cycling are aimed at the whole population.	None
Cycle	Strategic Transport Programmes Policies- C1, C2, C3, C4,	Cycle training and bicycle maintenance courses for Primary and secondary school students will provide children with skills enabling them to: keep their bicycles in a good state of repair and cycle safely thereby reducing the number of child casualties related to cycling Children will also benefit from the schemes that encourage increased activity and exercise	None
Climate Change and Air quality	CC1, CC2, CC3, CC4, CC5, CC6	Extending the LEZ and implementing measure to reduce the borough's Co2 emissions will benefit all members of the community particularly children who suffers from asthma	None
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3	Road safety campaigns targeted at improving safety for vulnerable users will help to reduce the rate of children casualties and severity of road traffic accidents The implementation of 20mph Zones will help to reduce the number and severity of road traffic accidents and lowering vehicle speeds will reduce severance effects and create more favourable conditions for children walking and cycling. Measures to improve personal safety around railway stations and bus stops, as well as measures to improve personal safety on routes to bus stops and railway stations, will help Younger people who uses	None

Children and Young People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
		these facilities particularly at night as they were most likely to experience being threatened or stared at in a hostile or intimidating manner.	
School travel Plans	Smarter Travel Programmes Policies ST1	School travel plans will help to increase the proportion of trips to school made by walking, cycling, and public transport. Increased levels of physical activity related to walking and cycling to school will help to increase levels of physical fitness amongst children. School travel plans will also benefit all members of the community as this would help reduce traffic congestion during peak hours	None

Table 18

Older People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Accessibility	Neighbour-hoods Programmes	Improvements to make the borough's streets more accessible will improve accessibility by foot for the general population including older people. Accessibility improvements will help to increase the number of walking trips made by older people.	None
Bus and integration	Strategic Transport Programmes Policies- PT4, PT5, PT6, IT1	Improvements in bus journey times and the reliability of bus services will improve accessibility by public transport for the general population including older people. Accessible bus stops will make it easier for older people to get on and off buses and will increase accessibility to the bus network and public transport network. Any negative impacts related to bus stop works, such as narrowing of footways and temporary re-location of bus stops will be short term. Diversion routes and appropriate signage will be put in place where appropriate in accordance with policies MV3 and MV4	None
Walking	W1, W2, W3, W4, W5, W6, W7, W8	Improvements to make the borough's streets more accessible will improve accessibility by foot for the general population including older people who tend to drive less and walk more.	
Cycling	Strategic Transport	This can be negative depending on how it is implemented as local evidence exists that	The LIP2 should seek to avoid dual shared use

Older People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
	Programmes C1, C2, C3, C4	cyclists on pavements and promenades, outside of dedicated cycle lanes, can be intimidating for older or less mobile people.	path for pedestrian and cyclist and focus more on separate cycle lane as stated in policy C1 (f) where this is unavoidable, specific education and training should be given to both Cyclist and Older and Less able people to reduce accidents or the fear of accidents
Road Maintenance	Maintenance Programmes Policies- M1, M2, M3, M4	Improvements to footways will make the borough's streets more pedestrian and wheelchair-friendly, which will benefit in particular older people with mobility difficulties. Any negative impacts related to maintenance and repair works, such as narrowing of footways and diversions, will be short term. Diversion routes and appropriate signage will be put in place where appropriate.	None
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3, S4	Measures to improve personal safety around railway stations and bus stops, as well as measures to improve personal safety on routes to bus stops and railway stations, will help to make older people feel safer whilst using public transport and travelling to and from stations, particularly at night.	None

Table 19

Disabled People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Accessibility	Neighbourhood Improvement Programme Policies- D1,D2, D3	<p>Improvements such as tactile paving and dropped kerbs will help to make the borough's streets more accessible for disabled people and will help to increase accessibility and independence for disabled persons.</p> <p>Any negative impacts related to accessibility works, such as narrowing of footways, will be short term. Diversion routes and appropriate signage will be put in place where appropriate.</p> <p>Disabled people and people with learning disabilities will benefit from greater levels of community transport and the provision of</p>	The Council could take a more proactive approach and introduce a number of new initiatives to improve mobility for the elderly, disable or people who are having difficulty walking to key facilities in the borough by the introduction of shop-mobility scheme, which takes mobility scooters to different locations in the borough. This scheme could be funded or partly funded through

Disabled People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
		door-to-door transport services.	<p>the LIP2 process.</p> <p>The Council could work with service providers (e.g Dial- a- ride) to ensure that:</p> <p>The quality of their services are improved</p> <p>Pick-up points are located close to key destinations which will increase accessibility and assist interchange between modes (e.g. car and train).</p>
Bus	<p>Strategic Transport Programmes</p> <p>Policies- PT4, PT5, PT6</p>	Improvements in bus journey times and the reliability of bus services will improve accessibility by public transport for the general population including older people. The commitment to roll out real time passenger information, if and when funding allows, would positively impact on many people with disabilities either mental or physical who feel unsafe using public transport.	The Council could work with TFL to ensure that Bus stop flags and timetables be in large print for visually impaired people.
Cycling	<p>Strategic Transport Programmes</p> <p>C1, C2, C3, C4</p>	This can be negative depending on how it is implemented as local evidence exists that cyclists on pavements and promenades, outside of dedicated cycle lanes, can be intimidating for older or less mobile people.	The LIP2 should seek to avoid dual shared use path for pedestrian and cyclist and focus more on separate cycle lane as stated in policy C1 (f) where this is unavoidable, specific education and training should be given to both Cyclist and Older and Less able people to reduce accidents or the fear of accidents
Road Maintenance	<p>Maintenance Programmes</p> <p>Policies- M1, M2, M3, M4</p>	Improvements to footways will make the borough's streets more pedestrian and wheelchair-friendly, will benefit in particular disable people. Any negative impacts related to maintenance and repair works, such as narrowing of footways and diversions, will be short term.	None
Parking	Policy- P2	Providing suitable and adequate parking facilities for blue badge holders will increase their accessibility options and quality of life.	None

Disabled People			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3, S4, PT6, D1, D2	Measures to improve personal safety around railway stations and bus stops, as well as measures to improve personal safety on routes to bus stops and railway stations, will help to make disabled people feel safer whilst using public transport and travelling to and from stations, particularly at night.	Schemes which include accessibility audits that pay particular attention to the needs of disabled persons should be encouraged and prioritised
		The implementation of 20mph Zones will help to reduce the number and severity of road traffic accidents. Lower vehicle speeds will reduce severance effects and create more favourable conditions for disabled persons to cross roads etc.	None

Table 20

Lesbians, Gay Men, Bisexual and Trans-gender People (LGBT)			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3, S4	Making the approaches to stations more accessible and safer will improve access to the public transport network for the general population including lesbians, gay men, bisexual and trans-gender people (LGBT). Measures such as improved lighting and additional CCTV cameras will help to make LGBT people feel safer whilst travelling to and from stations, particularly at night. Any negative impacts related to station access works, such as narrowing of footways will be short term. Diversion routes and appropriate signage will be put in place where appropriate in accordance with policies MV3 and MV4	None

Table 21

Impacts of LIP Proposals on People from Different Faith Groups			
LIP2 Proposal	LIP2 Programme and Policy	Explanation of Impact	Recommendations
Bus	Strategic Transport Programmes Policies- P1, P2, P3, PT4, PT5, PT6	Improvements in bus journey times and the reliability of bus services will improve accessibility by public transport for the general population including people from different faith groups.	The council could ensure that travel plans proposals reflect current needs rather than outdated patterns of visits to places of worship.
Road Safety and Safety from Crime	Strategic Transport Programmes Policies- S1, S2, S3, S4	Measures to improve personal safety around railway stations and bus stops, as well as measures to improve personal safety on routes to bus stops and railway stations, will help to make people from different faith groups feel safer whilst using public transport and travelling to and from stations, particularly at night. The promotion of safe and legitimate late night travel options will benefit people from different faith groups	None
Smarter Travel Information and Smarter Vehicle use	Smarter Travel Programmes Policies- ST1, SV2	Working with faith organisations to manage travel to their sites through development of travel plans will reduce crime and the fear of crime experienced by faith groups when using public transport	The Council could take a more proactive approach and ensure that appropriate information and education on Smarter Choices initiatives be delivered for speakers of languages other than English to places where they congregate. The LIP2 could look at the feasibility of implementing a programme that can provide on-street parking and enforcement of parking controls at appropriate times of day around places of worship, which can help improve accessibility and patronage

Conclusion

LIP2 EQIA Initial Screening

The matrix in Tables listed above cross references LIP2 objectives and programmes, against the equality target groups. Each of the objective and programme has been considered as to their likely impact on target groups, and the matrix shows if the impact is likely to be either: high positive (++), positive (+), negative (-), positive or negative depending on how it is implemented (+/-), or neutral (0). This assessment has been made:

- Using the professional judgement, knowledge and experience of relevant Council officers;
- Using data and strategies produced by members of an equalities organisation where available;
- Using known research.

The Initial Screening shown in the matrix indicates that the overall impact of the LIP2 on target groups is likely to be positive.

A potential negative impact was identified by the EQIA but this only depends on how it is implemented. The proposal to provide a comprehensive cycle network that enables safe and convenient cycle trips throughout the borough was identified as having the potential to negatively impact older and disabled people if a dual shared use path for cyclist and pedestrian is implemented. Cyclists on pavements and promenades, outside of dedicated cycle lanes, can be intimidating for older or less mobile people therefore a recommendation was made to ensure that LIP2 seeks to avoid dual shared use path for pedestrian and cyclist and focus more on separate cycle lane, where this is unavoidable, appropriate training and education should be provide to reduce accidents or the fear of accidents.

To a large extent the scoring outcomes of the LIP2 were to be expected because:

- The LIP2 is driven by the Council's Community Plan(Kingston Plan) in which the key aim is to be a more equitable and cohesive community
- The LIP2 assesses different ways of improving transport in the borough, and in particular alternatives to the car and reducing social exclusion. These improvements are likely to be of importance to equalities target groups;
- Safety is a key concern of the LIP2 - which is often of particular significance for the welfare of more vulnerable groups, who do not feel positive about their personal security while travelling.
- Objectives such as traffic restraint and cleaner air are also likely to have a more differential impact for target groups e.g. the young and older persons.

Integrating EQIA Recommendations into LIP2

No.	Group/ Proposal/ Policy	EQIA Recommendation	LIP2 Response
1	BME Accessibility	People within minority ethnic groups who cannot read English will benefit from any standardisation of street signage that aids non- English readers (such as pictograms)	Agree - that this should be taken forward as part of implementation of signage. Simple signage will benefit all groups (not just BME). However, this is largely an implementation issue and the LIP adequately provides a framework to enable this. No Changes Necessary
2	BME Smarter travel Programmes Policies- ST1, SV2	Smarter Choices initiatives should also focus on information and education and should make appropriate provision for speakers of languages other than English.	Agree - but this is an implementation issue and detail is not required in LIP as it is expected that smarter travel information will comply with Council standards regarding availability in other languages. No Changes Necessary
3	Older People Cycling C1-C4	LIP2 should seek to avoid dual shared use paths for pedestrians and cyclists and focus more on separate cycle lanes. As stated in policy C1 (f) where this is unavoidable, specific education and training should be given to both Cyclist and Older and less able people to reduce accidents or the fear of accidents	Agree - It is the intention of policy C1f) that shared use be avoided where space allows, but it is recognised that this may not always be possible due to space constraints. Agree that in these circumstances the Council should work to provide education and information on responsible shared use. These are implementation details that will be identified on a case by case basis and the LIP adequately provides a framework to enable this. No Changes Necessary
4	Disabled People Accessibility D1-D3	(i) The Council could take a more proactive approach and introduce a number of new initiatives to improve mobility for the elderly, disable or people who are having difficulty walking to key facilities in the borough by the introduction of shop-mobility scheme, which takes mobility scooters to different locations in the borough. This scheme could be funded or partly funded through the LIP2 process. (ii) The Council could work with service providers (e.g Dial-a- ride) to ensure that: <ul style="list-style-type: none"> • The quality of their 	(i) The Council already provides a shop mobility service located in Kingston Town Centre. Funding of this scheme is not within the scope of LIP2. Although this service is likely to continue it is not appropriate for LIP2 to comment on its ongoing delivery. Of note is that the LIP2 document recognises the importance of supporting disabled users and users with special needs. No Changes Necessary. (ii) Agree that the quality of dial-a-ride services should be continuously improved. Council have completed a Review of Accessible Transport for Independence and Wellbeing 2010 which covers these services. LIP2 Policies D2 & D3 outline support for the recommendations of this review and dial-a-ride services. No Changes Necessary. (ii) This is a sub-point of the first bullet e.g. suitable pick up locations is part of ensuring

No.	Group/ Proposal/ Policy	EQIA Recommendation	LIP2 Response
		<p>services are improved</p> <ul style="list-style-type: none"> Pick-up points are located close to key destinations which will increase accessibility and assist interchange between modes (e.g. car and train). 	<p>the quality of the service is improved. The dial-a-ride operators determine where pre-defined drop-off/pick-up points are, and there is a lack of evidence to suggest that existing drop-off points are not satisfactory; as such this is not an issue for LIP2 to specifically comment on. In terms of the Council providing suitable car parks for the service to utilise – the Council already provide disabled parking and taxi ranks in convenient locations; the dial-a-ride service can utilise these. LIP2 acknowledges the importance of continuing to provide convenient and accessible parking for disabled users and users with special needs. No Changes Necessary.</p>
5	Disabled People Bus PT4, PT5, PT6	The Council could work with TFL to ensure that bus stop flags and timetables are in large print for visually impaired people.	<p>Agree that this should be one of issues that RBK work with TFL to achieve. However this is a detailed implementation issue and LIP adequately provides a framework to enable this.</p> <p>No Changes Necessary</p>
6	Disabled People Cycling C1, C2, C3, C4	LIP2 should seek to avoid dual shared use path for pedestrians and cyclists and focus more on separate cycle lane as stated in policy C1 (f) where this is unavoidable, specific education and training should be given to both Cyclist and Older and Less able people to reduce accidents or the fear of accidents	Response per 3 as above
7	Disabled People Road Safety S1, S2, S3, S4, PT6, D1, D2	Schemes which include accessibility audits that pay particular attention to the needs of disabled persons should be encouraged and prioritised	<p>Walking audits completed by the borough utilise the Pedestrian Environment Review System (PERS2), which ensures the needs of disabled users and users with special needs are given particular consideration. Walking audits and PERS2 are discussed in section 2.2.6 of LIP2.</p> <p>No Changes Necessary.</p>
8	Faith Groups	The council could ensure that travel plans proposals reflect current needs rather than outdated patterns of visits to places of worship.	<p>LIP2 is supportive of travel planning initiatives, and considers travel plan support for any organisation that generates a significant amount trips; including places of worship.</p> <p>The Council has already worked with some places of worship to develop travel plans. While Council are keen to work with these organisations to keep their travel plans up-to-</p>

No.	Group/ Proposal/ Policy	EQIA Recommendation	LIP2 Response
			<p>date and to create travel plans for groups that do not yet have them, staff resources allocated to travel planning initiatives must be decided based on the need for travel planning support e.g. travel problems associated with certain locations. As such ongoing travel plan support for religious groups will be determined in context with the all transport issues facing the borough.</p> <p>No Changes Necessary.</p>
9	Faith Groups Smarter Travel	<p>(i) The LIP2 could look at the feasibility of implementing a programme that can provide on-street parking and enforcement of parking controls at appropriate times of day around places of worship, which can help improve accessibility and patronage</p> <p>(ii) The Council could take a more proactive approach and ensure that appropriate information and education on Smarter Choices initiatives be delivered for speakers of languages other than English to places where they congregate.</p>	<p>(i) Parking controls should consider the needs of all the surrounding community including faith groups. However, it is fundamental to objectives of LIP that parking policy should not encourage car journeys that could be made by alternative modes and this includes for faith groups. As with all other community uses (including Schools, Workplaces etc) the focus should be on working with faith groups to firstly improve sustainable travel options to their sites including through travel planning. As such this point is already covered by LIP2; specific locations where parking controls need to be introduced will be determined on a case by case basis, in consultation with the community and other key stakeholders. No Changes Necessary.</p> <p>(ii) Agree that when working on smarter travel initiatives the Council should take a proactive approach to delivering this in other languages. LIP2 provides a framework to deliver this. No Changes Necessary.</p>

APPENDIX 4 – Strategic Environmental Assessment

Due to the length of the Strategic Environmental Assessment (SEA) a full copy of the report has not been included in the Appendices. However, an outline of the key recommendations and how they have been integrated into LIP2 is provided below.

If you would like a copy of the SEA please follow the link below:

www.kingston.gov.uk/Lip2_public_consultation

Alternatively, if you would like to be emailed a copy of the SEA or would like a hard copy, please contact:

Mathew Stewart

Phone: 0208 547 5337

Email: mathew.stewart@rbk.kingston.gov.uk

SEA RECOMMENDATIONS FOR LIP2 OBJECTIVES

LIP2 objective 1: Reduce Co2 from Road based transport

This LIP2 objective is compatible with a number of SEA objectives, in particular biodiversity (SEA objective 5) air quality (SEA objective 8); green house gases (SEA objective 9); and reduce the need to travel and promote sustainable transport (SEA objective 10). However, this LIP2 objective can be strengthened by adding a reference to zero carbon alternatives such as electric vehicles.

SEA Recommendation

'Reduce CO2 emissions from road based transport through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives'

LIP2 Response

Additional text refers to policies and actions to deliver the objective so combining the two could create confusion and is unnecessary as the linkages are shown in compliance check tables.

LIP2 objective 2: Maintain and enhance the resilience of the Kingston's transport system to the effects of climate change

This LIP2 objective is compatible with most SEA objectives in particular biodiversity (SEA objective 5) air quality (SEA objective 8) and green house gases (SEA objective 9).

There is some uncertainty regarding the compatibility with SEA objectives for townscape and cultural heritage (SEA objective 13). These can potentially be remedied by ensuring that this SEA objective is reflected in LIP2 objective 2 so that it has regard to townscape and cultural heritage.

SEA Recommendation

'Maintain and enhance the resilience of the Kingston's transport system to the effects of climate change while taking into account the borough's townscape character and cultural heritage'

LIP2 Response

Unnecessary detail to include in LIP objectives as protecting townscape character would not be a direct objective of LIP but this is protected by other council policies particularly in LDF.

LIP2 Objective 3: Promote and enhance public transport, walking, and cycling as transport modes; particularly for people accessing employment, education, and shopping activities within RBK

The LIP2 objective could encourage healthy lifestyles and reduce health inequalities (SEA objective 1); improve access (SEA objective 3); improve the vitality and viability of town and district centres (SEA objective 4); improve air quality (SEA objective 8); reducing greenhouse gases (SEA objective 9); reduce the need to travel and promote sustainable transport (SEA objective 10); and reduce noise, vibration and light pollution (SEA objective 11). There is some uncertainty regarding the compatibility with SEA objectives for enhancing biodiversity (SEA objective 5) and reducing flood risk (SEA objective 7)

SEA Recommendation - None

LIP2 Objective 4: Reduce congestion and smooth traffic flow in congestion hotspots;

LIP2 Objective 5: Reduce the need to travel during peak congestion times

These LIP2 objectives are compatible with a number of SEA objectives. The LIP2 objectives could reduce health inequalities (SEA objective 1); improve the vitality and viability of Town and District centres (SEA objective 4); protect air quality (SEA objective 8); limit greenhouse gases (SEA objective 9); reduce the need to travel and promote sustainable transport (SEA objective 10); and reduce noise, vibration and light pollution (SEA objective 11).

There is potentially a lot of overlap between these two LIP2 objectives (Objective 4 and 5) as they both refer to reducing traffic congestion. There is the potential to merge them into one objective, also adding the need to encourage sustainable forms of transport and modal shift is strongly recommended.

SEA Recommendation

'Ensure Kingston transport network can accommodate increases in travel demand by reducing congestion, smoothing traffic flow in congestion hotspots, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel.'

LIP2 Response

Disagree that the objectives should be merged - objectives 4 and 5 relate to different areas e.g. reducing need to travel is different from smoothing traffic. Along with objective 3, they all contribute to theme B in different ways.

LIP2 Objective 6: Reduce serious injuries and deaths on RBK's transport network

This LIP2 objective is compatible with only one SEA objective: SEA Objective 1 'Create conditions to encourage healthy lifestyles and reduce health inequalities'

SEA Recommendation - None

LIP2 Objective 7: Reduce crime and fear of crime while in the public realm and on public transport

This LIP2 objective is compatible with a number of SEA objectives, in particular reducing and preventing anti social activity, crime and fear of crime (SEA objective 2); encouraging healthy lifestyles and reducing health inequalities (SEA objective 1); improving the vitality and viability of

Town and District centres (SEA objective 4); reducing the need to travel and promoting sustainable transport (SEA objective 10) and Protecting and enhancing townscape and cultural heritage (SEA objective 13).

SEA Recommendation - None

LIP2 Objective 8: Improve sustainable transport links to/from/within socially deprived areas and areas with poor access to public transport

This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others. The LIP2 objective could encourage healthy lifestyles and reduce health inequalities (SEA objective 1) reduce and prevent anti social activity, crime and fear of crime (SEA objective 2); improve access to key services and facilities (SEA objective 3), improve the vitality and viability of town and district centres (SEA objective 4); and reduce the need to travel and promote sustainable transport (SEA objective 10). There are some uncertainty for environmental impacts, depending on how it is implemented relating to biodiversity (SEA objective 5), the noise, vibration and light pollution (SEA objective 11) and use of natural resources (SEA objective 12).

SEA Recommendation - None

LIP2 Objective 9: Improve the physical accessibility of RBK's transport network, especially for less-able people

This LIP2 objective is compatible with a number of SEA objectives, in particular encourage healthy lifestyles and reduce health inequalities (SEA objective 1) reduce and prevent anti social activity, crime and fear of crime (SEA objective 2); improve access to key services and facilities (SEA objective 3), improve the vitality and viability of town and district centres (SEA objective 4); and reduce the need to travel and promote sustainable transport (SEA objective 10).

SEA Recommendation - None

LIP2 Objective 10: Improve pedestrian and cycling permeability and connectivity throughout RBK

This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others. The LIP2 objective could encourage healthy lifestyles and reduce health inequalities (SEA objective 1) improve access to key services and facilities (SEA objective 3), improve the vitality and viability of town and district centres (SEA objective 4); improve air quality (SEA objective 8), reduce green house gases (SEA objective 9) and reduce the need to travel and promote sustainable transport (SEA objective 10). There are some uncertainty regarding the compatibility with SEA objectives for biodiversity (SEA objective 5); flood risk (SEA objective 6) and use of natural resources (SEA objective 12).

SEA Recommendation - None

LIP2 Objective 11: Protect and enhance the built and natural environment

Although this LIP2 objective is compatible with most SEA objectives it is too vague and should be integrated with LIP2 objective 13

SEA Recommendation

'Protect and enhance the built and natural environment and transports contribution to health and well being'

LIP2 Response

Disagree that these objectives should be combined. Objective 11 specifically refers to how transport schemes can protect or enhance the physical environment e.g. through a public realm

scheme. Objective 13 refers to transports contribution to health mainly through increasing use of active travel modes.

LIP2 Objective 12: Improve air quality and reduce impacts of noise and vibration from transport

This LIP2 objective is compatible with a number of SEA objectives including encouraging healthy lifestyles and reduce health inequalities (SEA objective 1), protecting and enhancing biodiversity (SEA objective 5); improving air quality (SEA objective 8); reducing transport contribution to greenhouse gases emissions SEA objective 9); reducing noise, vibration and light (SEA objective 10)

SEA Recommendation - None

LIP2 Objective 13: Improve transports contribution to health and wellbeing

This LIP2 objective is compatible with most SEA objectives; This LIP2 objective could be integrated with LIP2 objective11

SEA Recommendation

'Protect and enhance the built and natural environment and its contribution to health and well being'

LIP2 Response

See comments under Objective 11 above

LIP2 Objective 14: Improve economic viability of the borough by improving the accessibility of key employment, retail, entertainment, education, and growth areas

This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others. The LIP2 objective could encourage healthy lifestyles and reduce health inequalities (SEA objective 1) improve access to key services and facilities (SEA objective 3) and improve the vitality and viability of town and district centres (SEA objective 4). There is some uncertainty regarding the compatibility with SEA objectives for biodiversity (SEA objective 5); air quality (SEA objective 8), Greenhouse gases (SEA objective 9), reducing the need to travel other than the car (Sea objective 10), and use of natural resources (SEA objective 12).

SEA Recommendation - None

LIP2 Objective 15: Improve public transport links to key attractions outside of RBK e.g. Waterloo, London airports

This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others. The LIP2 objective could encourage healthy lifestyles and reduce health inequalities (SEA objective 1);air quality (SEA objective 8), Greenhouse gases (SEA objective 9), reducing the need to travel other than the car (Sea objective 10). There is some uncertainty regarding the compatibility with SEA objectives for the use of natural resources (SEA objective 12).

SEA Recommendation - None

LIP2 Objective 16: Better manage and improve freight access, particularly to key industrial and commercial areas

This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others. The LIP2 objective could increase vitality and viability of town and district centres (SEA objective 4), improve air quality (SEA objective 8), reduce greenhouse gases (SEA objective 9) and reduce noise, vibration and light pollution (SEA objective 11). There is some

uncertainty regarding the compatibility with SEA objectives for the use of natural resources (SEA objective 12).

SEA Recommendation - None

LIP2 Objective 17: Bring and maintain all transport infrastructure assets to a state of good repair

This LIP2 objective features a mix of scores, some are compatible with SEA objectives but a greater number are dependent on the nature of implementation.

The SEA objectives in broad compliance include improve access to key facilities (SEA objective 3) and increase vitality and viability of town and district centres. There is uncertainty regarding the compatibility with objectives for biodiversity (SEA objective 5), flood-risk(SEA objective 7), air quality (Sea objective 8), greenhouse gases (Sea objective 9), reducing the need to travel (SEA objective 10), reduce noise, vibration and air pollution (SEA objective 11), use of natural resources (SEA objective 12) and townscape and cultural heritage (SEA objective 12) The reasons for this uncertainty sit around the potential that this LIP2 objective could lead to continued private car usage, through improving the condition of the highway network. Though this may be against sustainable development principles, given that most other LIP2 objectives focus on sustainable travel, and given the need to recognise and provide for car users, the only recommendations should relate to minimising visual impacts therefore it is recommended that the public realm is also referenced:

SEA Recommendation

'Bring and maintain all transport infrastructure assets to a state of good repair, having regards to the public realm'

LIP2 Response

Addition of "having regards to the public realm" could be added as it would clarify that good maintenance needs to be sensitive to public realm e.g. avoiding replacing damaged stone paving with tarmac. But this is an implementation issue and adding to the objective may be unnecessary detail. This is also covered by LIP Policy W5, which states that the Council will "implement the principles of public realm improvements into all projects".

SEA RECOMMENDATIONS FOR LIP2 POLICIES

1. **SEA Recommendation** - LIP2 should outline how it intends to address biodiversity considerations in the borough and outlining recommended approaches for securing biodiversity protection and enhancement.

LIP2 Response - Biodiversity considerations are covered by the policies outlined below. Unless there are special biodiversity considerations in the borough that need particular attention, then there is no need for further consideration than this. It is more practical to consider particular biodiversity issues as part of individual transport schemes. The policies below ensure that all transport schemes will consider biodiversity issues during design and implementation.

Policy (NE1) – Where the existing transport network (or certain aspects/locations) is having an avoidable and unacceptable adverse effect on the natural environment, the Council will investigate measures to reduce its impact.

Policy (NE2) – The Council will implement the following measures to minimise the effect of new transport initiatives on the environment:

- a) *Ensure that, during all types of highway works, the latest techniques are used to minimise the risk of contaminating watercourses and soil.*

- b) *Ensure that transport initiatives are designed to avoid adverse effects on, or to have a net positive effect on, the natural environment.*
- c) *Where practical, manage and maintain the network in a manner that favours fauna and flora e.g. green corridors along road verges.*

2. SEA Recommendation - LIP2 maximises opportunities to help facilitate sustainable non-motorised routes, but it should also improve its environments through maintaining and enhancing natural character and landscapes, biodiversity, and climate change adaptation benefits (through additional tree planting) wherever possible.

LIP2 Response - This is reasonably well covered in the following LIP policies: Public Realm Improvements (Policy W5), Safety from Crime (Policy S3), Climate Change (Policies CC2-CC5), Natural Environment and Ecology (Policies NE1 & NE2). However, Policy NE2 could be strengthened to specifically recognise natural character and landscape value of areas, such as tree species, topography etc. Policy NE2 amended as per below:

Policy (NE2) – The Council will implement the following measures to minimise the effect of new transport initiatives on the environment:

- a) *Ensure that, during all types of highway works, the latest techniques are used to minimise the risk of contaminating watercourses and soil.*
- b) *Ensure that transport initiatives are designed to avoid adverse effects on, or to have a net positive effect on, the natural environment [and natural character/landscape](#).*
- c) *Where practical, manage and maintain the network in a manner that favours fauna and flora e.g. green corridors along road verges.*

3. SEA Recommendation - Electric charging points should source electricity from renewable sources to support climate change mitigation.

LIP2 Response - Agree with recommendation but not appropriate to make a commitment in LIP2. LIP2 does not have adequate control over this issue to make a firm commitment, as it would need to be implemented in conjunction with changes to the Council's electricity supplier for a much wider range of activities. [However, it will be mentioned in LIP2 'context' as an consideration/aspiration.](#)

4. SEA Recommendation - LIP2 should be adequately flexible so as to accommodate forthcoming transport technological developments, such as any forthcoming new or improved technologies for buses (green bus) or cars which will contribute to decrease CO2 emissions or noise.

LIP2 Response - LIP does allow for flexibility in the policies by referring to low emission vehicle infrastructure etc rather than specifying electric vehicles.

5. SEA Recommendation - New Park and Ride schemes, where taken forward by the LIP2, should have a focus on improving accessibility for non-car users. This can include through improving local bus services, promoting enhanced walking and cycling links and supporting improvements to the public realm on routes. Full consideration should be given to potential localised environmental effects of new Park and Ride provision, with strategic alternatives considered for location and layout.

LIP2 Response - Park and Ride schemes will be aimed specifically at car users but they will provide improved public transport links that will be of wider benefit to non car users. Any Park and Ride scheme would have to comply with relevant assessments of environmental effects as part of planning process (which includes localised effects).

6. SEA Recommendation - LIP2 should seek to safeguard as much as possible the borough's landscape resources, character, and quality.

LIP2 Response - Nothing in LIP2 is contrary to these aspirations. These aspirations are covered to varying degrees in the following LIP policies: Public Realm Improvements (Policy W5), Safety from Crime (Policy S3), Climate Change (Policies CC2-CC5), Natural Environment and Ecology (Policies NE1 & NE2). Also the suggested amendment to Policy NE2 in point 2 above further strengthens LIP's achievement of these aspirations.

7. SEA Recommendation - Integration should include promotion of car sharing schemes, such as campaigns to promote car sharing for commuters who drive to Surbiton Station to catch the train to other destinations e.g. to promote car sharing for the car part of the journey.

LIP2 Response - Car sharing schemes would fall under Policy ST1 outlined below (particularly point a). Car sharing is a wider sustainable transport issue and as such it is best addressed under smarter transport initiatives (e.g. car sharing is an option to access other destinations such as town centres etc; not just train stations). The Council will consider the possibility of promoting car sharing for commuters to Surbiton Station, and if viable will be added to the Surbiton Neighbourhood Delivery Plan Actions in future.

Policy (ST1) – To encourage more efficient and sustainable transport choices the Council will:

- a) Implement a range of initiatives and campaigns to promote sustainable travel and provide accurate and easily accessible transport information*
- b) Support schools to better implement their travel plans to promote road safety and sustainable travel, prioritising schools for support that have the most significant transport problems and the greatest potential for modal shift*
- c) Work with large workplaces and other organisations to manage travel to their sites through the development and implementation of travel plans*
- d) Develop travel plan networks in areas that generate significant amounts of trips and experience transport problems including town centres and industrial estates.*
- e) Work with housing estates and Residents Associations to develop residential travel plans and implement measures to encourage sustainable travel such as communal cycle parking and local travel information*

8. SEA Recommendation - LIP2 should periodically review the role which traffic and demand management measures assume in promoting both a modal shift towards public transport as part of the wider package of measures aimed at tackling the carbon footprint of transport.

LIP2 Response - LIP2 schemes will be regularly monitored. Also the LIP2 Monitoring Plan outlines mode share targets, key deliverables to achieve targets, risks to achieving targets, and performance monitoring mechanisms to review the effectiveness of schemes in achieving the targets. However, it can be difficult to assess the exact contribution of various transport measure towards mode shift. Best practice guidance will also be considered when planning future schemes.

APPENDIX 5 – Stakeholder Consultation

The following is a list of key stakeholders who were invited to the LIP2 Stakeholder Workshop and who have been directly served with notification of the LIP2 public consultation. *Please note: This is not an exhaustive list of stakeholders who have been directly served with notification of the public consultation, but it does cover all those stakeholders invited to the LIP2 Stakeholder Workshop.*

Kingston Strategic Partnership (Environment Group) - Sustainable Communities Partnership	Kingston Pensioners Forum
Ellerton Road Residents Association	Age Concern Kingston
Bond Road Residents Association	Kingston Youth Council
The Malden Rushett Residents Association	Youth Participation Co-ordinator
Surbiton Central Area Residents Association	Save the World Club
Groves Resident Association	Licensed Taxi Driver Association
Chessington District Residents Association	South London Freight Quality Partnership (TTR - Ltd)
Korean Association	Road Haulage Association
Transport for London	Freight Transport Association
South London Partnership	Network Rail
Surrey County Council	South West Trains
LB Wandsworth	Richmond and Kingston Accessible Transport (RaKAT)
LB Sutton	Kingston Centre for Independent Living
LB Richmond upon Thames	Kingston Association for the Blind
LB Merton	Eye Contact
Royal Parks	Learning and Skills Council
London First	Kingston Primary Care Trust
Business Link In London	NHS
South London Business	Kingston Voluntary Action
Chamber Planning & Transport sub-committee	Kingston Race & Equalities Council (KREC)
Kingston Chamber of Commerce	RBK Sensory Impairment Team
Local Economy and Skills Group	RBK Team for Disabled Children
Transition Town Kingston	RBK People with Learning Disabilities Partnership Board
Kingston First (KTC Management)	Mind in Kingston
Chessington World of Adventures	RBK Mental Health Partnership Board
Kingston College	RBK Information Officer for Disabled Children
Kingston University	Disability Equality Group
Metropolitan Police	EnhanceAble
London Fire Brigade	Disabled Ramblers
Fulham Football Club	Ramblers Association
Kingston Arts Council	Walk London
Street Car (Car Club Provider)	Sustrans
Job Centre Plus	CTC South London
Street Pastors Kingston	Kingston Wheelers Cycling Club
RBK Crime Prevention	

APPENDIX 6 – Compliance Check: How are the LIP2 Objectives Being Delivered?

OBJECTIVE		SUPPORTING GENERAL DELIVERY PLAN ACTIONS	SUPPORTING POLICY
1.	Reduce CO2 emissions from road based transport	GA1, GA2, GA3, RTA1, RTA2, PTA1, PTA2, PTA3, PTA6, PTA7, PTA10, PTA11, PTA12, ITA1, ITA2, ITA3, ITA4, ITA5, CA1, CA2, CA3, CA4, CA5, CA7-CA14, WA1-WA6, STA1-STA5, SVA1-SVA4, MVA3-MVA7, MA2, PA3, CCA1-CCA5	GP1, GP2, GP3, RT1, RT2, RT3, PT1, PT4, PT5, PT6, IT1, C1, C2, C3, C4, W1, W2, W5, W7, ST1, SV1, SV2, MV5, MV6, P1, P2, P3, S4, CC1-CC3
2.	Maintain and enhance the resilience of the Kingston's transport system to the effects of climate change	CCA6-CCA9	CC4-CC6, NE1, NE2
3.	Promote and enhance public transport, walking, and cycling as transport modes; particularly for people accessing employment, education, and shopping activities within RBK.	GA1, GA2, GA3, RTA1, RTA2, RTA3, RTA4, PTA1, PTA2, PTA3, PTA4, PTA5, PTA6, PTA7, PTA8, PTA9, PTA10, PTA11, PTA12, PTA13, PTA14, PTA15, PTA16, ITA1, ITA2, ITA3, ITA4, ITA5, CA1, CA2, CA3, CA4, CA5, CA6, CA7-CA14, WA1-WA7, STA1-STA5, MA1-MA3, PA3, SA1-SA3, SA5-SA7	GP1, GP2, GP4, GP4, GP6, RT1, RT2, RT3, RT4, PT1, PT3, PT4, PT5, PT6, IT1, C1, C2, C3, C4, W1, W2, W3, W4, W5, W6, W7, W8, ST1, MV5, P1, P2, P3, S2, S3, S4, D1
4.	Reduce congestion and smooth traffic flow in congestion hotspots.	GA1, GA3, RTA1, MVA2-MVA7, MA1, MA2	GP1, GP5, GP6, RT1, C3, SV2, MV1, MV2-MV4, MV6, P1, P2, P3
5.	Reduce the need to travel during peak congestion times.	GA2, STA3-STA5, PA3	GP1, GP4, C3, MV5, MV6
6.	Reduce serious injuries and deaths on RBK's transport network.	PTA13, CA6, PA1, SA1-SA4	GP1, GP2, GP5, GP6, C1, C4, W1-W3, W5, ST1, MV1, MV5, M1, P1-P3, S1, S2, D1
7.	Reduce crime and fear of crime while in the public realm and on public transport.	PTA7, PTA8, PTA10, PTA13, WA3, SA5-SA7	GP1, GP2, GP5, PT1, PT3, PT6, C2, W2, W5, S3
8.	Improve sustainable transport links to/from/within socially deprived areas and areas with poor access to public transport.	GA2, GA3, RTA2, PTA3, PTA6, PTA7, PTA10, CA1, CA2, HA1	GP1, GP2, GP3, RT2, RT3, PT1, PT4, PT5, C1, W1, W2, S4, H1
9.	Improve the physical accessibility of RBK's transport network, especially for disabled people.	PTA4, PTA5, PTA13, PTA14, PTA15, DA1-DA3	GP2, GP3, GP5, PT2, PT3, PT6, W1, W2, W5, W7, SV2, MV5, P1, P2, P3, D1, D2, D3
10.	Improve pedestrian and cycling permeability and connectivity throughout RBK.	GA2, CA1, CA2, CA3, CA4, CA5, WA1-WA6, SA7	GP1, GP2, GP4, GP5, C1, C2, C3, W1, W2, W3, W5, W6, W7, MV5, M4, P1, P2, S2, S3, D1
11.	Protect and enhance the built and natural environment	PTA5, CA2, WA3, WA7, SA7, CCA9	GP1, GP2, GP5, PT3, PT6, C1, W1, W2, W5, W7, W8, P1, P3, S3, CC6, NE1, NE2
12.	Improve air quality and reduce impacts of noise and vibration from transport	GA2, GA3, RTA1, PTA1, PTA2, PTA3, PTA6, PTA7, ITA1, ITA2, ITA3, ITA4, ITA5, CA1, CA2, CA3, CA4, CA5, CA7-CA14, WA1-WA6, STA1-STA5, SVA1-SVA4, MVA3-MVA7, MA1-MA3, PA3, CCA1-CCA6	GP1, GP2, GP4, GP5, RT1, PT1, PT4, PT5, PT6, IT1, C1, C2, C3, C4, W1, W2, W5, W7, ST1, SV1, SV2, MV1-MV6, P1, P2, P3, S4, CC1-CC3, N1, N2
13.	Improve transport's contribution to health and wellbeing	PTA4, CA1, CA2, CA3, CA4, CA5, CA7-CA10, CA12-CA14, WA1-WA6, STA1-STA5, SVA1-SVA3, MVA3-MVA5, MA2, MA3, PA3, CCA1-CCA5, DA1-DA3, HA1	GP1, GP2, GP3, PT2, PT6, C1, C2, C3, C4, W1, W2, W5, W7, ST1, SV2, MV5, P1, P2, P3, S1, S2, S3, S4, D1, D2, D3, H1
14.	Improve economic viability of the borough by improving the accessibility of key employment, retail, entertainment, education, and growth areas.	GA1, GA3, RTA1, RTA2, RTA3, RTA4, PTA1, PTA2, PTA3, PTA6, PTA7, PTA10, PTA11, PTA12, PTA13, ITA1, ITA2, ITA3, ITA4, ITA5, CA1, CA3, CA4, CA5, CA7, CA9, CA10, CA12-CA14, WA1-WA5, STA1-STA5, SVA4, MVA1-MVA8, MA2, MA3, PA2, PA3, HA1	GP1, GP5, GP6, RT1, RT2, RT3, RT4, PT1, PT4, PT5, PT6, IT1, C1, C2, C3, W1, W2, W6, SV2, MV1- MV6, M4, P1, P2, P3, S4, D3, H1
15.	Improve public transport links to key attractions outside of RBK e.g. Waterloo, London's airports.	GA1, RTA1, RTA3, RTA4, PTA1, PTA2, PTA3, PTA4, PTA6, PTA7, PTA11, PTA12, SVA4, MVA3	GP1, GP2, RT1, RT4, PT1, PT4, PT5, SV2, S4, D1
16.	Better manage and improve freight access, particularly to key industrial and commercial areas	GA1, GA2, GA3, RTA1, STA3, STA4, MVA1, MVA7, MVA8	GP1, GP5, GP6, RT1, MV1, MV6, M4, P1, P2, P3
17.	Bring and maintain all transport infrastructure assets to a state of good repair.	MVA1, MA1, MA2, CCA6-CCA9	GP5, GP6, C1, W2, MV1, MV3, MV4, M1, M2, M3, M4, CC4-CC6

APPENDIX 7 – Royal Borough of Kingston’s Road Hierarchy

TfL Road Network:

- A3
- A243, south of A3 (*Hook Road, Leatherhead Road*)
- A240, south of the A3 (*Kingston Road*)

‘A’ Roads:

- A307 (*Richmond Road/Kingsgate Road/Wood Street/Eden Street/Cromwell Road/Queen Elizabeth Road/Fairfield North/Fairfield West/Wheatfield Way/Kingston Hall Road/High Street/Portsmouth Road*)
- Sopwith Way
- A308 (*Horse Fair/Wood Street/London Road/Kingston Hill/Kingston Vale*)
- A238 (*Coombe Road/Coombe Lane West*)
- A2043 (*Cambridge Road/Kingston Road/Malden Road*)
- A240 (*Penrhyn Road/Surbiton Hill Road/Ewell Road/Tolworth Broadway*)
- Warren Drive North
- A243 north of A3 (*Brighton Road/Upper Brighton Road/Hook Road*)
- B3364 (*Kingsdowne Road*)

‘B’ Roads:

- B351 (*Queen’s Road*)
- B283 (*Traps Lane/Coombe Road/High Street*)
- B282 (*Burlington Road*)
- B3365 (*Surbiton Road*)
- Beaufort Road, west of Lingfield Avenue
- B3363 (*Maple Road/Claremont Road*)
- Lambert’s Road, west of King Charles Road
- B3370 (*St Mark’s Hill/Victoria Road*)
- Ditton Road, east of Hook Road
- B284 (*Church Road*)
- B280 (*Fairoak Lane/Rushett Lane*)

‘C’ Roads

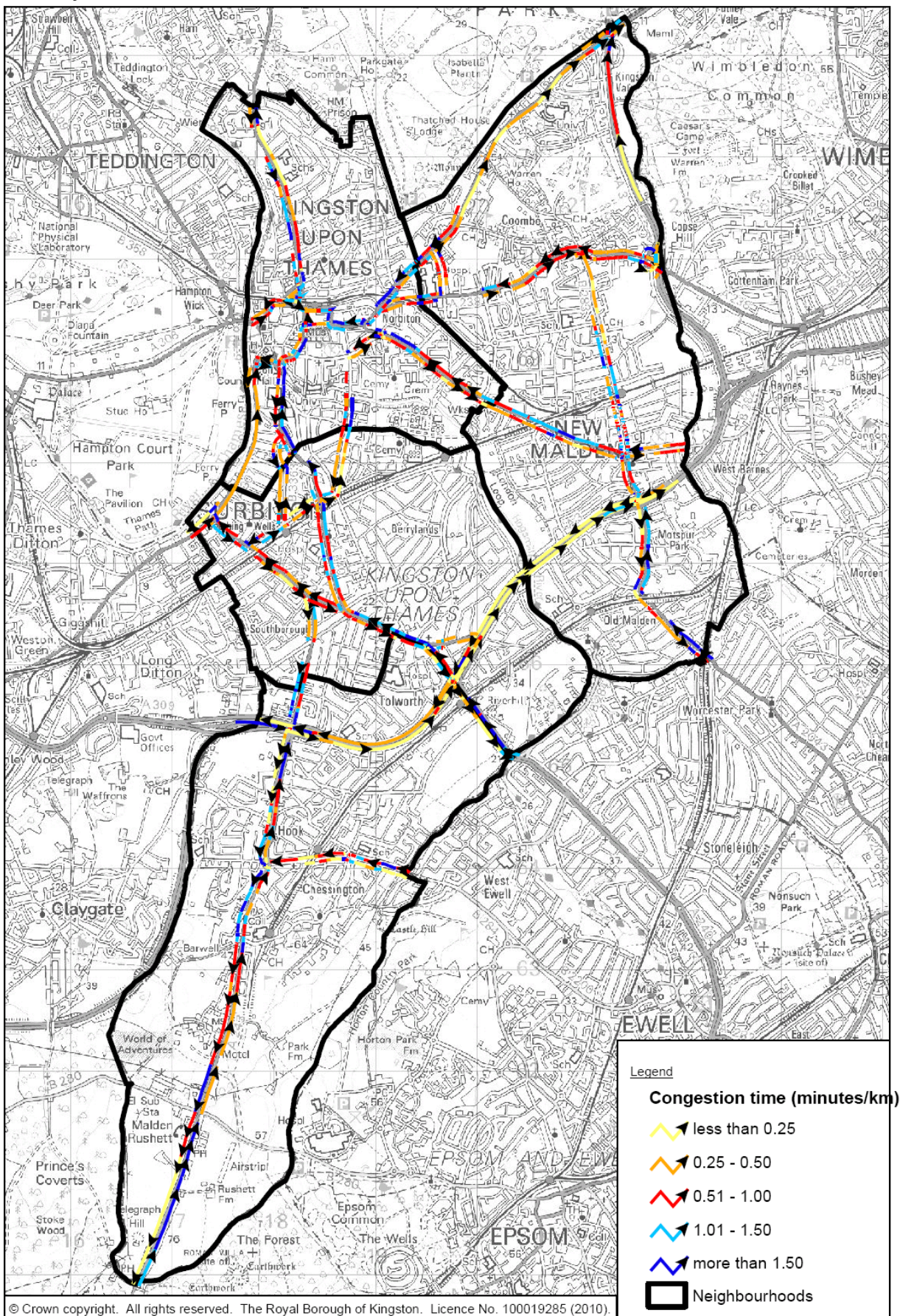
- Park Road/Tudor Drive
- Kings Road
- Galsworthy Road/Gloucester Road
- Birkenhead Avenue
- Fairfield South/Hawks Road
- Villiers Road/Villiers Avenue
- Lingfield Avenue
- Surbiton Crescent
- Cranes Park/King Charles Road
- Maple Road/Balacava Road
- South Lane
- Amberwood Rise/Motspur Park
- Ditton Road, west of Hook Road
- Clayton Road
- Bridge Road/Moor Lane

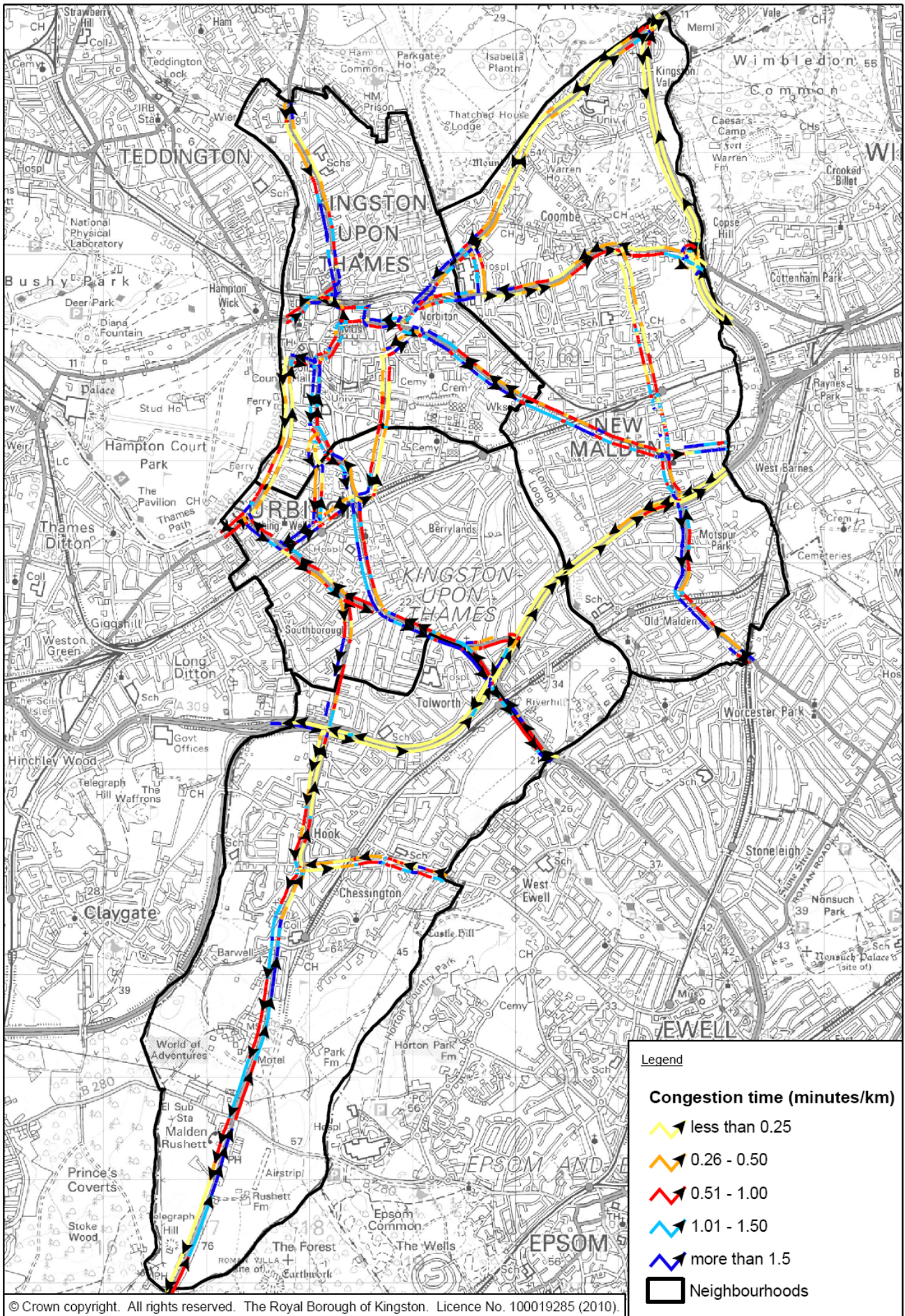
Local Roads and Unclassified Roads

- These are all other roads in the borough (refer to the road hierarchy map)

APPENDIX 8 – RBK’s Journey Time Delays

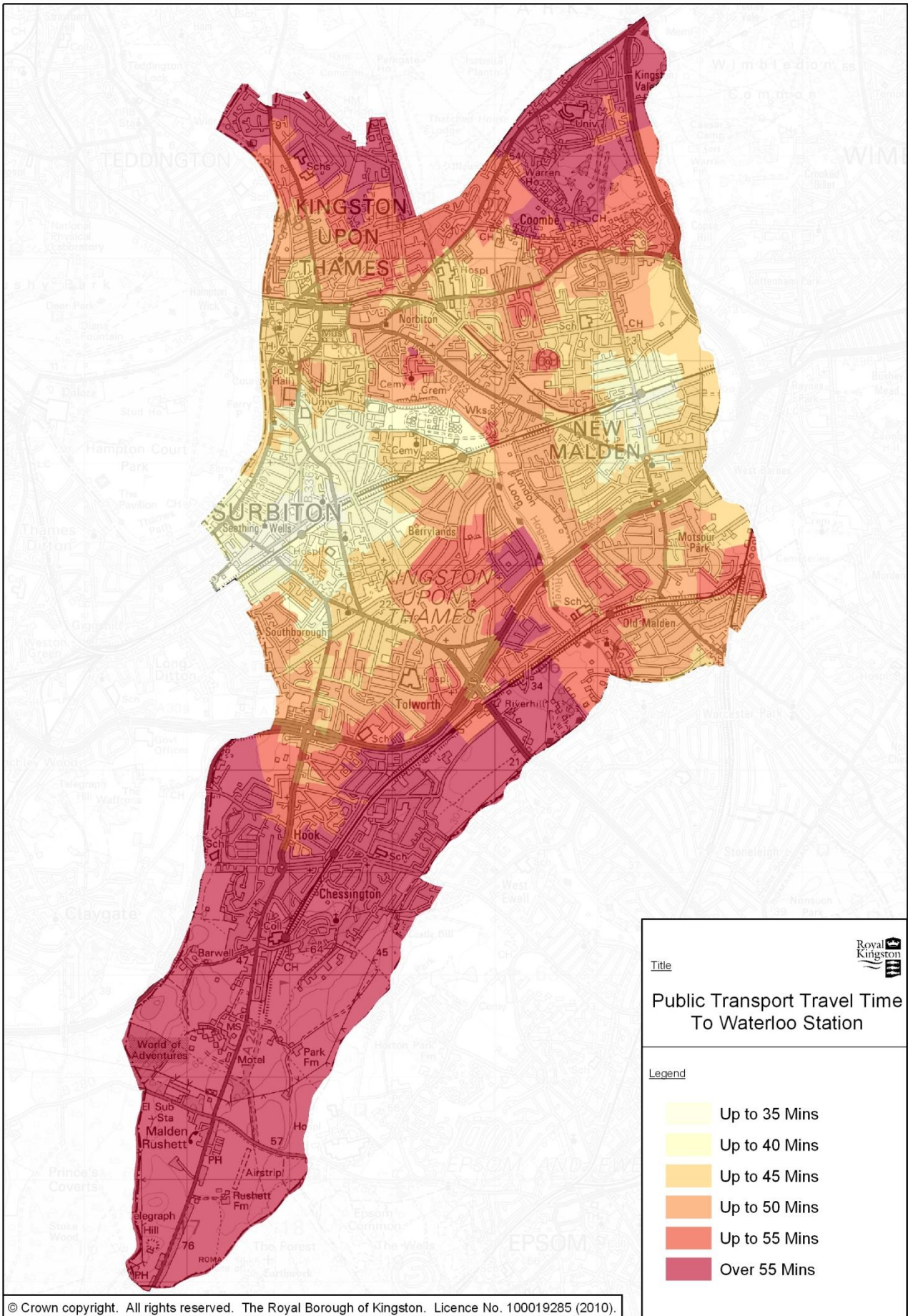
Journey Times: 7am – 10am:

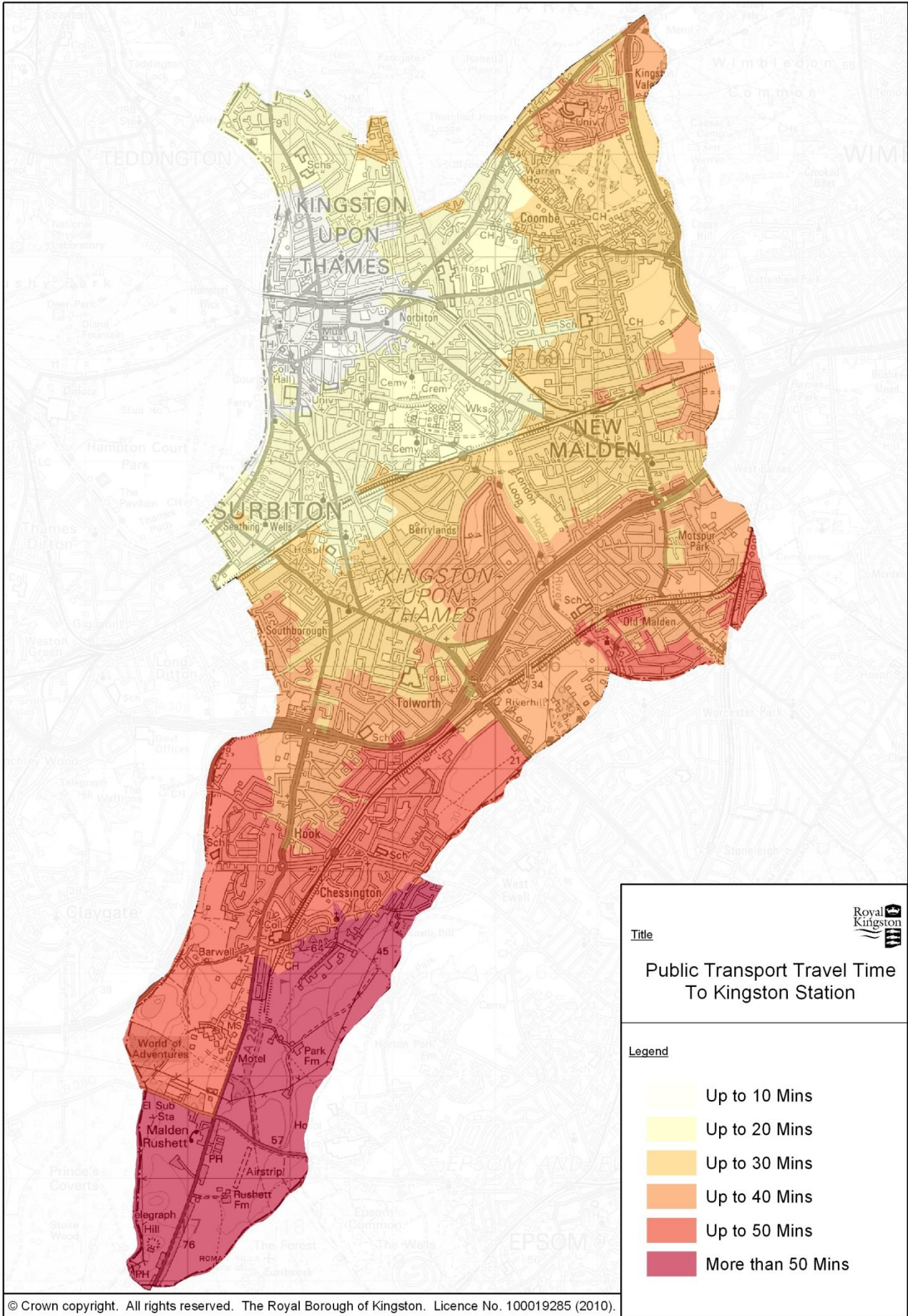




Source: TrafficMaster GPS journey time data supplied by TfL

Appendix 9 – Travel Times to Waterloo & Kingston Train Stations





Title

Royal Kingston

Public Transport Travel Time To Kingston Station

Legend

Lightest yellow	Up to 10 Mins
Yellow	Up to 20 Mins
Light orange	Up to 30 Mins
Orange	Up to 40 Mins
Red-orange	Up to 50 Mins
Dark red	More than 50 Mins

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APPENDIX 10 – RBK Bus Routes

High Frequency Bus Routes (4 or more buses per hour)	Low Frequency Bus Routes	Other Bus Routes
57 (Kingston -Streatham 24hr) 65 (Kingston –Ealing 24hr runs to Chessington overnight) 71 (Kingston - Chessington) 85 (Kingston-Putney 24hr) 111 (Kingston-Hounslow/Heathrow 24hr) 131 (Kingston- Wimbledon 24hr) 151 (Worcester Park- Wallington) 152 (New Malden- Pollards Hill) 213 (Kingston-Sutton 24hr) 265 (Tolworth-New Malden – Putney) 281 (Tolworth-Kingston-Hounslow 24hr) 285 (Kingston-Heathrow 24hr) 371 (Kingston/Richmond) K2 (Kingston-Berrylands-Hook)	216 (Kingston-Staines) 406 (Kingston-Epsom) 411 (Kingston-West Molesey) 418 (Kingston-Epsom) 458 (Kingston – Woking) 459 (Kingston – Staines) 461 (Kingston–Weybridge–Chertsey) 465 (Kingston-Leatherhead-Dorking) 467 (Chessington-Epsom-Hinchley Wood School (School time only)) 481 (Kingston-Isleworth) 513 (Kingston - Byfleet) 514 (Kingston-Hersham) 515/515a (Kingston-Guildford) 965 Kingston-Riverhill Limited Service) E16 (Worcester Park – Epsom) S3 (Malden Manor – Sutton) K1 (Kingston-Tolworth-New Malden) K3 (Roehampton Vale-Kingston-Claygate-Esher) K4 (Kingston-Chessington) K5 (Morden-Kingston-Ham) S3 (Worcester Park – Surbiton Hospital) X26 (Express Croydon-Kingston-Heathrow) N87 (Night Bus Kingston-Central London)	Seasonal Park & Ride K50 (Christmas) – non-stop Chessington WoA - Kingston School Bus Services 613 (Worcester Park – Sutton Common) 627 (Worcester Park-Wallington) 655 (Mitcham- New Malden) 665 (Surbiton-New Malden) 668 (Worcester Park – Ashstead) 671 (Chessington-North Kingston) 691 (Ham-Surbiton) 801 (Hinchley Wood-North Kingston) 868 (Worcester Park-Epsom) University Bus Services Inter-site buses KU1 (Seething Wells – Kingston – Roehampton Vale) KU2 (Clayhill – Kingston – Clayhill) KU3 (Seething Wells – Kingston – Roehampton Vale – Clayhill)
Out of Borough (routes that start at Worcester Park Station and head away from the borough): 151 613 627 668 868 E16		

Appendix 11 – TfL Installation of SCOOT Signal Technology

The following is TfL's indicative list of signals in RBK to be converted to SCOOT:

UTC Group 101 – Tolworth Roundabout.

- J23/054 Tolworth Roundabout / Kingston Road.
- J23/055 Tolworth Roundabout / Tolworth Rise South. (Southbound Up Slip)
- J23/056 Tolworth Roundabout / Hook Rise North. (Northbound Up Slip)
- J23/057 Tolworth Roundabout / Broadway.
- J23/174 Kingston Road Northbound By Lansdowne Close.
- J23/175 Kingston Road Southbound By Lansdowne Close.
- P23/077 Tolworth Broadway Northwest Bound 30 Metres North Of Roundabout.
- P23/078 Tolworth Broadway Southeast Bound 30 Metres North Of Roundabout.

UTC Group 337 – Kingston Road / Jubilee Way

- J23/106 Kingston Road / Old Kingston Road / Jubilee Way.

UTC Group 364 – Shannon Corner

- J23/090 A3 Eastbound Up-Ramp Peds X.
- J23/091 A3 Shannon Corner Westbound Off-Slip Northside.
- J23/121 Peds X A3 Up-Ramp.
- J23/122 A3 Shannon Corner Eastbound Off Slip Southside.
- J23/189 Stores Access Ped X.
- J23/190 Eastbound Exit / Burlington Road.
- J23/191 Burlington Road Westbound Ped X.
- J23/192 Burlington Road By Rockwood Avenue

APPENDIX 12 – Summary of LIP Policies and Supporting MTS Goals

SUMMARY OF POLICIES		
Policy No.	Policy	Supports MTS Goals
Guiding Policies		
GP1	To maintain and enhance the efficiency and sustainability of the borough's transport network the Council will: a) Implement and support initiatives that reduce the need for travel, particularly in peak periods. b) Make walking, cycling, and public transport use more attractive. c) Improve accessibility to, through, and within the borough's main trip generators and other important facilities for non-car users; and manage access by car and freight to these locations. d) Manage vehicle use. e) Work with TfL, sub-regional partners, and Surrey County Council to address local transport issues of sub-regional importance, improve cross boundary transport routes and services, and improve cross boundary communication.	1, 2, 4, 5
GP2	The Council will promote and prioritise the interests of transport network users based on the user hierarchy outline below: 1) Pedestrians, including those with disabilities 2) Cyclists 3) Public Transport users 4) Public and Community Transport Vehicles, Emergency Vehicles, Blue Badge Vehicles, Car Club Vehicles, and Taxis 5) Powered Two Wheelers 6) Freight Vehicles 7) Alternatively Fuelled Vehicles 8) Private Cars	1, 2, 3, 4, 5
GP3	Safety, social inclusion, and equality considerations will be central to all transport policies and initiatives.	3, 4
GP4	The Council will ensure that new development promotes sustainable transport and manages vehicle use (including encouragement of car free developments), and will develop Planning Policy Guidance on Sustainable Transport.	1, 2, 5
GP5	The Council will take a comprehensive approach to upgrading highway corridors, implementing projects that improve multiple modes.	1, 2, 3, 4, 5
GP6	The Council will use the RBK Transport Hierarchy to help determine priority locations for improvements to the boroughs transport network.	1, 2, 3, 4
Policies by Topic		
Regional & Interregional Transport Policies		
RT1	The Council recognises the regional importance of transport and will work with neighbouring authorities and other partners to: a) Seek increased transport investment to improve access to Kingston Town Centre in order to support its important sub-regional role as a Metropolitan Town Centre and enable sustainable future growth (in accordance with MTS Policy 8). b) Improve transport links (particularly orbital) between neighbouring centres and the Boroughs major trip attractors (in accordance with MTS Policy 7) c) Investigate ways to reduce car trips to Kingston Town Centre from Surrey particularly by improving cross boundary bus services, frequencies, and pricing d) Seek investigations into the feasibility of extensions to the Tramlink network to improve orbital transport links in the South London sub-regional and to the borough (in accordance with MTS Proposal 16)	1, 2, 4, 5
RT2	The Council will promote a permanent park and ride facility to serve Kingston Town Centre as a sub-regional priority and will seek sub-regional support and funding to further investigate the feasibility of park and ride sites.	1, 2, 4, 5
RT3	The Council will work with Kingston First and other partners to operate the seasonal park and ride service to Kingston Town Centre, subject to funding availability	1, 2, 4, 5
RT4	In order to improve access to Heathrow and Gatwick Airports the Council will: a) Support projects to improve rail based access to Heathrow Airport b) Work with TfL and neighbouring authorities to improve bus journey times, reliability, and frequencies to Heathrow Airport c) Work with partners to investigate the feasibility of a bus link to Gatwick Airport	1, 4
Rail		
PT1	The Council will work with and lobby partners including TfL and Train Operators to seek: a) Delivery of improvements and capacity increases on the Borough' train services as set out the DFT's High Level Output Specification for the period 2009 to 2014 b) Prioritisation of RBK routes for further medium term rail capacity increases to address projected over-crowding (as set out in MTS proposal 8) c) Increased peak hour train frequencies d) Improved late night service and increased off peak train frequencies e) Fairer pricing of services in particular the reclassification of Kingston and Surbiton Stations f) High service standards including the availability of staff and the cleanliness and comfort of services g) Improved facilities and arrangements for accommodating bicycles on train services	1, 2, 3, 4, 5
PT2	The Council will work with Network Rail and Train Operating Companies to ensure all train stations and platforms in RBK are accessible by disabled users.	3, 4
PT3	The Council will work with Network Rail and Train Operating Companies to ensure that train stations are attractive, safe, and comfortable and will seek to improve entrance points/areas to make stations inviting and accessible.	2, 3
Buses		
PT4	The Council will work with partners including TfL and Surrey to provide a network of local bus services that meets the needs of RBK residents, commuters, and visitors including: a) New or improved services in areas with low transport accessibility b) Improved service provision to key local trip generators including District Centres, Schools and Healthcare facilities. c) Explore opportunities to improve cross boundary bus service routes, frequencies, and pricing from Surrey d) Increased bus capacities and frequencies on busy routes e) Ensure that night bus services are maintained at current levels, and where appropriate provide new/increased services to accommodate increasing demand. f) Consistent fair pricing and easy to use ticketing (e.g. Oyster Card); including lobbying TfL for introduction of a one hour bus ticket.	1, 2, 3, 4, 5
PT5	In order to improve bus journeys times and reliability the Council will: a) Implement schemes that give priority to buses over other vehicles on the road network , including bus lanes and parking restrictions b) Operate all bus lanes in peak traffic periods and periods where congestion is likely to affect bus reliability; also take enforcement action against unauthorised vehicles using or parking in bus lanes c) Ensure that bus movements are not adversely affected when implementing other transport schemes d) Work with neighbouring authorities to address any delays on cross border routes	1, 2, 4, 5

SUMMARY OF POLICIES

Policy No.	Policy	Supports MTS Goals
PT6	To make bus use more attractive by ensuring bus waiting facilities are of a good standard, the Council will work with TfL and other partners to: a) Ensure bus stops are conveniently located and easily accessible by pedestrians b) Upgrade all bus stops in the borough to satisfy Disability Discrimination Act 2005 (or Equalities Act 2010) requirements by 2013/14 c) Provide safe, pleasant, covered and well lit bus waiting facilities d) Review existing hail and ride sections of bus routes and consider providing formal bus stops/waiting facilities or accessible boarding points on these routes e) Provide real time bus information at priority bus stops	2, 3, 4
Integration		
IT1	To ensure efficient integration between Transport Modes the Council will work with partners including TfL and Transport Operators to: a) Improve bus links from rail stations to key destinations and surrounding residential areas b) Ensure that bus timetables integrate efficiently with train timetables particularly on infrequent train and bus routes c) Improve signage between public transport stations/stops and onward destinations e.g. shopping areas, Kingston Hospital etc. d) Ensure Oyster Card top-up facilities are provided at convenient locations throughout the borough, including all train stations. e) Provide safe and attractive pedestrian and cycle routes leading to public transport stations/stops. f) Provide travel information including 'real-time' travel displays at interchanges and key destinations e.g. public transport stations/stops, Kingston Hospital, KTC, and District Centres. g) Ensure adequate and convenient provision of taxi ranks.	1, 2, 3, 4, 5
Cycling		
C1	To provide a comprehensive cycle network that enables safe and convenient cycle trips throughout the Borough the Council will: a) Support the use of the whole highway network by cyclists (with the exception of the A3) and give a high priority to cyclists on the road network b) Protect and improve the boroughs on and off road cycle routes and facilities and give priority to schemes on the strategic cycle network c) Provide infrastructure including continuous cycle lanes, advanced stop lines and crossing facilities to overcome specific barriers to the safety and convenience of cycling, such as the A3, busy roads and junctions, rail and river crossings d) Enhance and promote the Borough's quiet residential roads, traffic free routes and routes through parks as attractive, safe, and convenient routes for cyclists e) Work with partners to implement the "greenway" cycle network to provide better routes to and within parks and green spaces f) Provide segregated cyclist and pedestrian facilities where possible, but if not provide shared use pedestrian/ cycle routes; and give a high priority to facilities that segregate cyclists from traffic on busy roads g) Work with neighbouring authorities to provide continuous cross boundary cycle routes h) Work with partners to investigate, provide, and promote major cycle routes that link RBK to neighbouring authorities and sub-regional destinations, including consideration of cycle superhighways. i) Review and improve signage of cycle routes including provision of "time to destination" information and road surface signage j) Ensure that cycle routes and road surfaces are maintained to a good standard with priority given to the strategic cycle network, and replace non cycle friendly drains and gullies across the cycle network k) Review and implement improvements to methods for surfacing, marking and segregating cycling lanes and facilities	1, 2, 3, 4, 5
C2	To enable the secure and convenient storage of bicycles the Council will: a) Provide adequate and conveniently located on street cycle parking in town centres and near all key shopping, leisure and other facilities b) Provide secure and sheltered public cycle parking facilities in Kingston Town Centre c) Work with train operators to provide fully secure and sheltered cycle parking facilities at all train stations in the Borough and support the reallocation of space in station car parks for cycle parking d) Provide cycle parking at all Council buildings and residential properties and work with other public organisations, including schools, to provide cycle parking at their sites e) Support and encourage workplace, residential, leisure, retail, and other sites to provide cycle parking facilities f) Require all new development in the Borough to provide cycle parking facilities in accordance with minimum standards g) Ensure that planning policies and requirements provide encouragement and supportive for proposals to install cycle parking and storage facilities h) Work with the Metropolitan Police to implement initiatives to tackle cycle theft i) Work with partners to manage cycle parking facilities to ensure they are well maintained and used efficiently to maximise capacity, including through the removal of abandoned bicycles	2, 3, 4, 5
C3	The Council will work with partners including TfL, South West Trains, and neighbouring authorities to the introduce cycle hire schemes in the Borough, including investigating the feasibility of expanding the Mayor's Central London cycle hire scheme to the borough.	2, 4, 5
C4	To increase cycling uptake and ensure road safety the Council will: a) Give a high priority to providing advanced cycle training to secondary school children b) Encourage and support the increased take up of adult cycle training, including through workplace travel plan initiatives c) Continue to work with schools to deliver basic cycle training to primary school children d) Implement a range of measures to support and encourage cycling, such as Dr Bike sessions, bicycle maintenance courses, bicycle recycling schemes. e) Implement campaigns and training that promote safe and responsible cycling and reduce perceptions that cycling is unsafe.	2, 3, 4, 5
Walking		
W1	To maintain and enhance the borough's network of pedestrian routes the Council will: a) Prioritise improvements to the strategic walking network and give high priority to improving pedestrian connectivity across barriers such as major junctions, busy roads, rivers, and rail lines. b) Ensure all highway improvement and maintenance schemes are designed to protect and, if opportunities exist, enhance pedestrian facilities. c) Retain and improve exiting public rights of way and seek to establish new public rights of way to enhance pedestrian accessibility.	2, 3, 4, 5
W2	The Council will implement and continue an annual walking audit program based on the Commuter Walking Strategy prioritised list of walking routes.	2, 3, 4, 5
W3	The Council will retain and where appropriate enhance pedestrian crossing facilities (e.g. upgrade, relocate, or install new facilities). However, where it does not compromise pedestrian safety or accessibility, the Council will consider the appropriateness of replacing traffic signal controlled stand along crossings with zebra crossings or other facilities.	2, 3, 4, 5
W4	The Council supports the implementation of pedestrian countdown facilities, and will seek the installation of facilities in suitable locations.	2
W5	The Council is supportive of public realm improvements (including pedestrianisation, area based schemes, and shared space schemes), will pursue such projects where appropriate (particularly in shopping centres), will implement the principles of public realm improvements into all projects, and where possible will protect and enhance the historic character of the public realm.	2, 3, 5

SUMMARY OF POLICIES

Policy No.	Policy	Supports MTS Goals
W6	The Council will improve way finding for pedestrians throughout the borough, and will implement the Legible London way finding system within KTC and the District Centres.	2, 5
W7	To maintain and enhance access to parks, open spaces, and green spaces the Council will: a) Improve walking and cycling access to/through/within these areas. b) Strive to implement the recommendations of the Rights of Way Improvement Plan and where appropriate secure access routes as Public Rights of Way. c) Work with Walk London to promote and improve the Thames Path and London Loop, and ensure all significant issues along these routes are resolved by 2012.	2, 5
W8	The Council will improve the borough's key gateways, with priority given to schemes that promote sustainable transport modes.	2
Smarter Travel Information and Awareness		
ST1	To encourage more efficient and sustainable transport choices the Council will: a) Implement a range of initiatives and campaigns to promote sustainable travel and provide accurate and easily accessible transport information b) Support schools to better implement their travel plans to promote road safety and sustainable travel, prioritising schools for support that have the most significant transport problems and the greatest potential for modal shift c) Work with large workplaces and other organisations to manage travel to their sites through the development and implementation of travel plans d) Develop travel plan networks in areas that generate significant amounts of trips and experience transport problems including town centres and industrial estates. e) Work with housing estates and Residents Associations to develop residential travel plans and implement measures to encourage sustainable travel such as communal cycle parking and local travel information	1, 2, 3, 5
Smarter Vehicle Use		
SV1	To support and encourage the uptake of low emissions vehicles the Council will work with partners to: a) Provide appropriate infrastructure including electric vehicle charging points on street and in public car parks b) Secure appropriate low emission vehicle infrastructure for new developments in accordance with minimum standards using planning obligations and contributions c) Support organisations to provide low emission vehicle infrastructure in publicly accessible car parks including supermarkets, train stations, and leisure centres, as well as private car parks d) Encourage businesses and other organisations to adopt low emissions vehicles for freight and fleet use through the travel planning process e) Consider introducing a system of emissions based parking charges f) Promote the benefits of low emission vehicles to residents and businesses and increase awareness of the availability of infrastructure including through the provision of signage	2, 5
SV2	To promote and support the use of car clubs the Council will work with partners to: a) Retain existing and provide additional on-street car club bays to provide a borough wide car club network b) Promote car club services to residents and to businesses through travel planning c) Secure car club provision for new developments through planning obligations and contributions	2, 4, 5
Roads and Managing Vehicle Use		
MV1	The Council will review RBK's road hierarchy. If the review recommends changes that will be beneficial from a network management or maintenance perspective, then the Council will work with DfT and TfL reclassify the road hierarchy.	1
MV2	To reduce congestion and smooth traffic flow throughout the borough, the Council will: a) Review the borough's strategic highway network for opportunities to reduce traffic congestion. The priority corridor for improvement is Malden Road (south of the A3), and the Council will work with TfL and the London Borough of Sutton to improve journey times along this route; particularly bus journey times. b) Where it does not adversely affect sustainable modes of transport; support TfL to upgrade traffic signals to SCOOT technology. c) Ensure that, where practical, transport initiatives avoid adverse effects on traffic flow and assist the smooth flow of traffic. d) Convert in-lane bus bays to recessed bus bays; where evidence shows this will significantly smooth traffic flow and will have a negligible effect on the efficiency and reliability of bus services. e) Work with stakeholders to upgrade private vehicle entrances with direct access to congested road corridors; where there is deemed to be a significant benefit to traffic flow and it does not adversely affect the safety of other users; particularly pedestrians and cyclists	1, 2
MV3	The Council will implement a range of measures to plan, coordinate, and raise awareness of road works; including utilisation of the Londonworks system, email bulletins, working with neighbouring boroughs, and working with third parties who are carrying out works.	1, 2
MV4	The Council will investigate the following options to further reduce the impact of road works on traffic flow: a) More variable message signs - to advise users of scheduled road works, road works further up the road, and large events that may disrupt traffic flow. b) Purchase/hire mobile CCTV to set up at road works – to monitor the layout of works, traffic queues, signal timings etc from the office. c) Upgrade Street Works Register IT package – to improve information for the coordination of works. d) Provide RBK highway contractors with IT facility to submit works notices directly to the Street Works register.	1, 2
MV5	The Council will work with partners to ensure that during road works, where possible, safe convenient access routes are also provided for pedestrians, cyclists, and public transport users; particularly on strategic routes.	2, 3, 4, 5
MV6	To improve freight access, and reduce the impact of freight on the transport network and sensitive activities the Council will: a) Improve freight access, loading, and servicing arrangements at key locations in the borough; including the development of freight management plans and delivery servicing plans. b) Investigate measures such as freight restriction areas, increased night time deliveries, increased rail bound freight, and consolidation servicing centres. c) Continue to be an active member of the South London Freight Quality Partnership; or any other successor organisation. d) Work with organisations that wish to use the River Thames for freight transport. e) Safeguard Strategic Freight Sites and ensure that any development on these sites makes effective use of sustainable freight opportunities.	1, 2, 5
Maintenance		
M1	The Council will carry out the following with regards to the maintenance of the borough's transport network: a) Maintain transport assets at an appropriate level of repair. b) Continue to allocate annual maintenance funding to those parts of the transport network highway in greatest need of repair, and will utilise the Asset Management Plan being developed by LoTAG. c) Develop and utilise a Highway Asset Management Plan for the borough d) Lobby TfL to extend maintenance funding to non-principal roads which form part of the TfL bus network.	1, 2
M2	The Council will not join the London Permit Scheme unless conclusive evidence as to its impact on traffic congestion and value for money is produced.	1

SUMMARY OF POLICIES

Policy No.	Policy	Supports MTS Goals
M3	If the lane rental charges scheme is enacted, the Council will await conclusive evidence as to its impact on traffic congestion and its value for money before a decision is made whether to adopt the scheme.	1
M4	The Council will continue to replace street nameplates where missing or damaged, will take opportunities to replace dated street nameplates (i.e. nameplates that do not conform to the Council's 'Street Nameplate Specification'), and where appropriate will rationalise existing street signage through the integration of traffic signage.	1, 2
Parking		
P1	The Council will manage car parking in the borough, including controlling the supply and pricing of parking, in a manner that will contribute to and balance the following objectives: <ul style="list-style-type: none"> o Ensure road safety particularly for cyclists, pedestrians, and children. o Achieve modal shift and reducing the attractiveness of car travel. o Reduce traffic congestion, with a priority to reduce delays to buses. o Improve safety and amenity of residential and shopping streets. o Ensure access at all times for emergency vehicles. o Provide suitable and adequate parking facilities for residents, most importantly for disabled people (blue badge holders). o Retain the economic vitality of the town centres and shopping parades and making adequate provision for the servicing and delivery needs of business. 	1, 2, 3, 4, 5
P2	The Council will manage the provision of parking in accordance with the following hierarchy of needs: <ol style="list-style-type: none"> 1 Road space allocated for schemes that enhance access for pedestrians, cyclists and buses, and reduce congestion. 2= Business delivery and servicing parking (within Kingston Town Centre and the District Centres). 2= Disabled (blue badge) parking. 4 Cycle and Motorcycle parking. 5 Car club and Electric Vehicle Parking. 6 Short stay "shoppers" parking. 7 Taxi Ranks. 8 Residents Parking. 9 Business delivery and servicing parking (not located within Kingston Town Centre and the District Centres; however special consideration will be given to parking at local shopping parades). 10 Commuter, employee and all other parking. 	1, 2, 4, 5
P3	To manage the supply of on and off-street parking in the Borough in accordance with the objectives in Policy P1 the Council will: <ol style="list-style-type: none"> a) Control on-street parking where it compromises the safety and amenity of residents and other road users b) Continue to use enforcement measures to discourage unauthorised parking c) Regularly review parking charges and implement changes where necessary d) Consider the feasibility of introducing emissions based parking charges as a way to support the take up of low emissions vehicles e) Manage the existing provision of town centre and shoppers parking more efficiently in order to support economic vitality; including better provision/management of time limited short-stay parking bays. f) Encourage workplaces and organisations to better manage their private car parking provision including through parking charges g) Require businesses that are allocated parking permits to also develop travel plans to encourage employees to use sustainable travel modes h) Consider the introduction of parking levies in line with national and regional guidance. i) Support the Local Development Framework's position on car-free developments and the issuing of parking permits to new developments in Controlled Parking Zones. 	1, 2, 3, 4, 5
Road Safety and Safety from Crime		
S1	The Council will strive to reduce the number of road accident casualties in the Borough and achieve any new national or Mayoral road safety targets that are set.	3
S2	To improve road safety and reduce road casualties the Council will: <ol style="list-style-type: none"> a) Implement engineering and design measures including junction realignments, crossing facilities, traffic calming, and public realm improvements b) Prioritise schemes aimed at improving safety for vulnerable road users including school children, pedestrians, cyclists, and power 2 wheeler users c) Implement speed restrictions appropriate to the road environment and develop a Borough wide 20mph implementation plan d) Conduct campaigns to raise awareness of road safety issues and improve road user behaviour e) Work with the Metropolitan Police, emergency services, and residents to address localised safety issues, traffic offences and poor road user behaviour including speeding, drink/drug driving and dangerous parking f) Work with employers (including through travel plans) to improve work related road safety and to reduce casualties involving work related vehicles and activities 	2, 3
S3	To reduce crime and improve perceptions of safety in the borough the Council will: <ol style="list-style-type: none"> a) Support the Safer Kingston Partnership and Safer Neighbourhood Wards as well as working with partners, including the Police, Pub Watch, Kingston First, Street Pastors, and Public Carriage Office to support 'night time initiatives' and tackle areas of the borough where crime or perceptions of safety is a concern. b) Support and implement measures identified in the 'After Dark Strategy Implementation Plan – Update 2008' and the 'Kingston Police 24/7 Strategy for Kingston Town Centre'. c) Work with public transport operators to reduce crime and the fear of crime at stations, stops, and on vehicles. d) Implement public realm ('design out crime') and other safety improvements in areas where crime or perceptions of safety is a concern; particular focus will be given to Grove Ward. 	2, 3
S4	The Council will continue to support the 'Safer Transport Scheme' for Kingston Town Centre and will lobby public transport providers for the following: <ol style="list-style-type: none"> a) Ensure that night bus services are maintained at current levels, and where appropriate provide new/increased services to accommodate increasing demand. b) Improved late night train services from Kingston Train Station. c) Provide adequate provision for night time taxi services including supporting the marshalled taxi ranks. 	2, 3
Climate Change and Air Quality		
CC1	The Council will: <ol style="list-style-type: none"> a) Revise the Air Quality Action Plan b) Implement recommendations of the current and revised Air Quality Action Plan 	2, 5

SUMMARY OF POLICIES

Policy No.	Policy	Supports MTS Goals
CC2	The Council will work with partners to extend the LEZ as follows: a) <i>LEZ Interim Solution</i> : extend the LEZ along the A3 to its junction with the A240 (Tolworth Junction), as well as north and south along Malden Road. b) <i>LEZ Preferred Solution</i> : extend the LEZ along the A3 to its junction with the A244 (in Surrey), and along Kingston Road to its junction with Worcester Park Road (in Surrey).	2, 5
CC3	To reduce the borough's CO ₂ emissions the Council will: a) Implement LIP Policies that reduce vehicle use and CO ₂ emissions from transport. b) Promote and raise awareness of fuel efficient driving techniques (e.g. through workplace travel plans and general promotional activities). c) Lobby TfL to ensure bus routes servicing RBK are priorities for the roll out of low emission buses (<i>this is important given RBK's reliance on the bus network</i>).	2, 5
CC4	All transport projects will be designed with improved resilience to severe weather events expected as a result of climate change. To ensure this the Council will develop a climate change adaptation checklist to be used by all project and programme managers to assess, and build, resilience to climate change into all projects.	1, 5
CC5	The Council will conduct a comprehensive risk assessment to determine transport assets, network, and management systems that are vulnerable to the effects of climate change. The Council will use this and other information to develop a Climate Change Adaptation Strategy and a Surface Water Management Plan.	1, 5
CC6	The Council will implement the following measures to improve the resilience of the transport network to climate change: a) Lobby South West Trains to provide improved climate control systems in their train fleet. b) Maintain emergency response capacity to deal with extremes of weather e.g. grit stock piles and potholes repairs. c) Work with Thames Water (and where applicable TfL) to improve drainage in locations where flooding is a significant concern; this will include consideration of Sustainable Urban Drainage Systems. d) Ensure there is a net increase in street trees and explore opportunities for greening the streetscape in all suitable transport projects.	1, 2, 5
Natural Environment and Ecology		
NE1	Where the existing transport network (or certain aspects/locations) is having an avoidable and unacceptable adverse effect on the natural environment, the Council will investigate measures to reduce its impact.	2
NE2	The Council will implement the following measures to minimise the effect of new transport initiatives (including maintenance works) on the environment: a) Ensure that, during all types of highway works, the latest techniques are used to minimise the risk of contaminating watercourses and soil. b) Ensure that transport initiatives are designed to avoid adverse effects on, or to have a net positive effect on, the natural environment and natural character/landscape. c) Where practical, manage and maintain the network in a manner that favours fauna and flora e.g. green corridors along road verges. d) Where feasible the Council will use (and will actively encourage our contractors to use) sustainable and recycled materials in transport initiatives.	2
Noise and Vibration		
N1	To reduce traffic noise, the Council will: a) Continue to use SMA when re-surfacing 'A' Roads, and where it will significantly benefit residents adjoining other roads. b) Ensure new transport projects consider noise mitigation	2
N2	The Council will investigate the benefits of replacing concrete slabs in locations where vibration is a significant issue.	2
Access for Disabled Users and those with Special Needs		
D1	Policy (D1) – The Council will implement the following initiatives to improve the physical accessibility of the borough's transport network for disabled users and users with special needs: a) Improvements to the borough's roads and footways; particularly around key trip generators such as railway stations and town centres. b) Review all formal marked pedestrian crossings (e.g. zebra, pelican etc) to assess DDA compliance, and set up an annual program to upgrade non-compliant crossings. c) Provide dropped kerbs and tactile paving at all road crossings in the borough, and ensure suitable restrictions are in place to make sure these remain clear of vehicles. d) Ensure that all new transport projects meet DDA requirements. e) Set up a disabled user access forum to gain feedback on general transport issues and proposed transport initiatives.	2, 3, 4
D2	Where funding becomes available the Council will implement the recommendations from its Review of Accessible Transport for Independence and Wellbeing 2010.	4
D3	The Council will continue to support (where resources are available): a) Transport to RBK's five day centres b) Independent, volunteer-led local care schemes in the Borough c) NHS Kingston Primary Care Trust transport d) The London Taxicard Scheme e) TfL's Dial-a-Ride service f) RaKAT	4
Contribution to Health		
H1	The Council will work with TfL to improve public transport access to healthcare facilities, in particular Kingston Hospital.	2, 4

APPENDIX 13 – Royal Borough of Kingston’s Transport Hierarchy

To clearly identify transport corridors/infrastructure based on its strategic importance to the borough, and to ensure that schemes to improve access and facilities on the strategic transport network are given priority for funding, RBK’s transport network has been divided into a 4 level transport hierarchy:

- Strategic Transport Network (1st priority)
- Secondary Transport Network (2nd priority)
- Neighbourhood Bus Network (3rd priority)
- Neighbourhood Transport Network (4rd priority)

The borough’s transport hierarchy is outline below.

Please note: Section 3 (the Delivery Plan) outline the transport initiative prioritisation system developed by the Council to score potential transport initiatives against one another; the highest scoring projects receiving priority for funding. To acknowledge the importance of the borough’s strategically important transport routes, the scoring system awards additional points to schemes located on transport routes (or involving infrastructure) ranked higher in RBK’s transport hierarchy.

Strategic Transport Network

RBK’s strategic transport network consists of those corridors and supporting infrastructure of highest importance on a borough wide and neighbourhood level (and may also be of sub-regional importance). Strategic transport corridors are generally those corridors that carry the greatest number of users and serve key destinations in the borough. RBK’s strategic transport network is as follows:

Strategic Corridors

- Strategic Cycling Network
- Strategic Walking Network – ‘Commuter Corridors’
- TfL operated highway corridors:
 - A3
 - A243 (Hook Road/Leatherhead Road (south of A3))
 - A240 (Kingston Road)
- Council operated highway corridors (Strategic Highway Network):
 - Strategic Route 1: A307 (Portsmouth Road/High Street/Wheatfield Way/Fairfield North/Kingsgate Road/Cromwell Road/Richmond Road/Upper Ham Road)
 - Strategic Route 2: A308 (Horsefair/Queen Elizabeth Road/London Road/Kingston Hill)
 - Strategic Route 3: A238 (Coombe Lane West)
 - Strategic Route 4: A2043 (Cambridge Road/Kingston Rd/Malden Road)
 - Strategic Route 5: A240 (Ewell Road/Surbiton Road/Surbiton Hill Road/Penrhyn Road (north of A3), Kingsdown Road, Warren Drive North)
 - Strategic Route 6: A243 (Hook Road/Brighton Road/Upper Brighton Road (north of A3))
 - Strategic Route 7: B283 (Traps Lane/Coombe Road, High Street)
 - Strategic Route 8: B282 (Burlington Road)
 - Strategic Route 9: B3370 (Victoria Rd/St Marks Hill)

- Strategic Route 10: B3363 Claremont Road
- Strategic Route 11: Surbiton Crescent
- Strategic Route 12: Bridge Rd/Moor Lane (part)
- Strategic Route 13: B280 (Fairoak Lane/Rushett Lane)

Supporting Strategic Infrastructure

- Infrastructure located along strategic corridors such as bus stops, lighting etc.
- Cycle parking facilities at train stations and town/District Centres
- Installation of 'real-time' bus information at bus stops.

Secondary Transport Network

RBK's secondary transport network consists of those corridors and supporting infrastructure that do not fall within the strategic transport network but are still of importance on a borough wide and a neighbourhood level. The secondary transport network includes the following:

Secondary Corridors

- Cycling routes not on the strategic cycling network
- Strategic Walking Network – 'Common Commuter Corridors' (walking routes within a linear half mile of train stations and town/District Centres)
- Council operated highway corridors:
 - Clayton Road
 - Cox Lane (west of Oakcroft Road)/ Jubilee Way
 - Fuller's Way North/Red Lion Road
 - Ditton Road (East)
 - Balaclava Road/Maple Road/Beaufort Road/ Lingfield Avenue
 - King Charles Road
 - Villiers Road
 - Orchard Road/Fairfield South/Hawks Road
 - Gloucester Road/Galsworthy Road
 - South Lane
 - Church Road, Old Malden
 - Amberwood Rise/Motspur Park
 - Tudor Drive/Park Road
 - Queens Road
 - Kings Road (west of Park Road)
 - Kenley Road/Clarence Avenue

Supporting Secondary Infrastructure

- Infrastructure located along borough secondary corridors such as bus stops, lighting etc.
- Safety improvements on the neighbourhood transport network.
- Cycle parking at local shopping parades (and attractions only likely to attract visitors from a small catchment area).
- Electronic real time train information in major shopping areas.

Neighbourhood Bus Routes

Neighbourhood bus routes are all those bus routes not contained within the borough strategic or secondary transport network. They are considered of greater priority than roads on the neighbourhood transport network (below), as they provide for bus services in addition to other modes of transport. The neighbourhood bus routes are as follows:

Bus Routes

- Aragon Road/Cardinal Avenue/Latchmere Lane/Staunton Road/Kings Road/Elm Road/Cross Road/Elm Crescent/Cowleaze Road
- Denmark Road/Portland Road
- Lovelace Gardens/Lovelace Road
- Berrylands Road/Park Road/Surbiton Hill Park/Raeburn Avenue/Elgar Avenue
- Porchester Road/Douglas Road
- Robin Hood Lane/Windermere Road/Bowness Crescent
- Franks Avenue/South Park Grove/Green Lane
- Nelson Road / Westbury Road/Sandal Road/Rodney Road/Presburg Road
- Manor Drive North/The Manor Drive/Sheep House Way
- Southwood Drive/Warren Drive South/Barnsbury Lane
- Ewell Road (part Tolworth Tower)
- Hawkhurst Gardens/Orchard Gardens/Elm Road/Gosbury Hill/Cox Lane
- Garrison Lane/Stokesby Road/Gilders Road
- Merrit Gardens/Coppard Gardens/Woodgate Avenue/Ripon Gardens/Holsworthy Way/Stormont Way

Neighbourhood Transport Network

The neighbourhood transport network are those transport routes that are of limited importance on a borough wide level, but are of importance on a neighbourhood level. The neighbourhood transport network includes the following:

Neighbourhood Corridors

- All other walking routes
- All other highway corridors

Supporting Neighbourhood Infrastructure

- Infrastructure located along neighbourhood corridors such as bus stops, lighting etc.

Figure 13.1 – Borough Strategic Transport Network

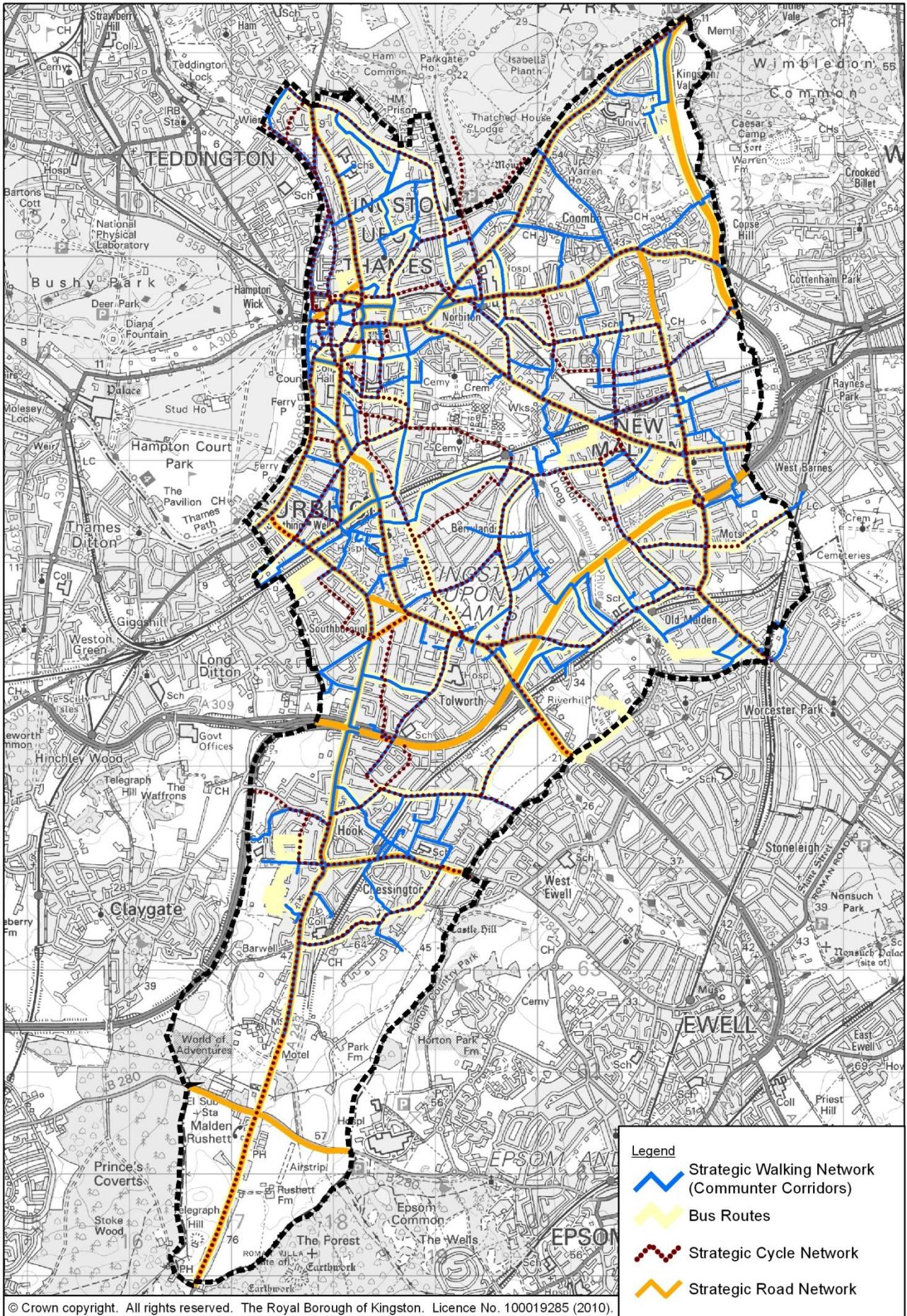
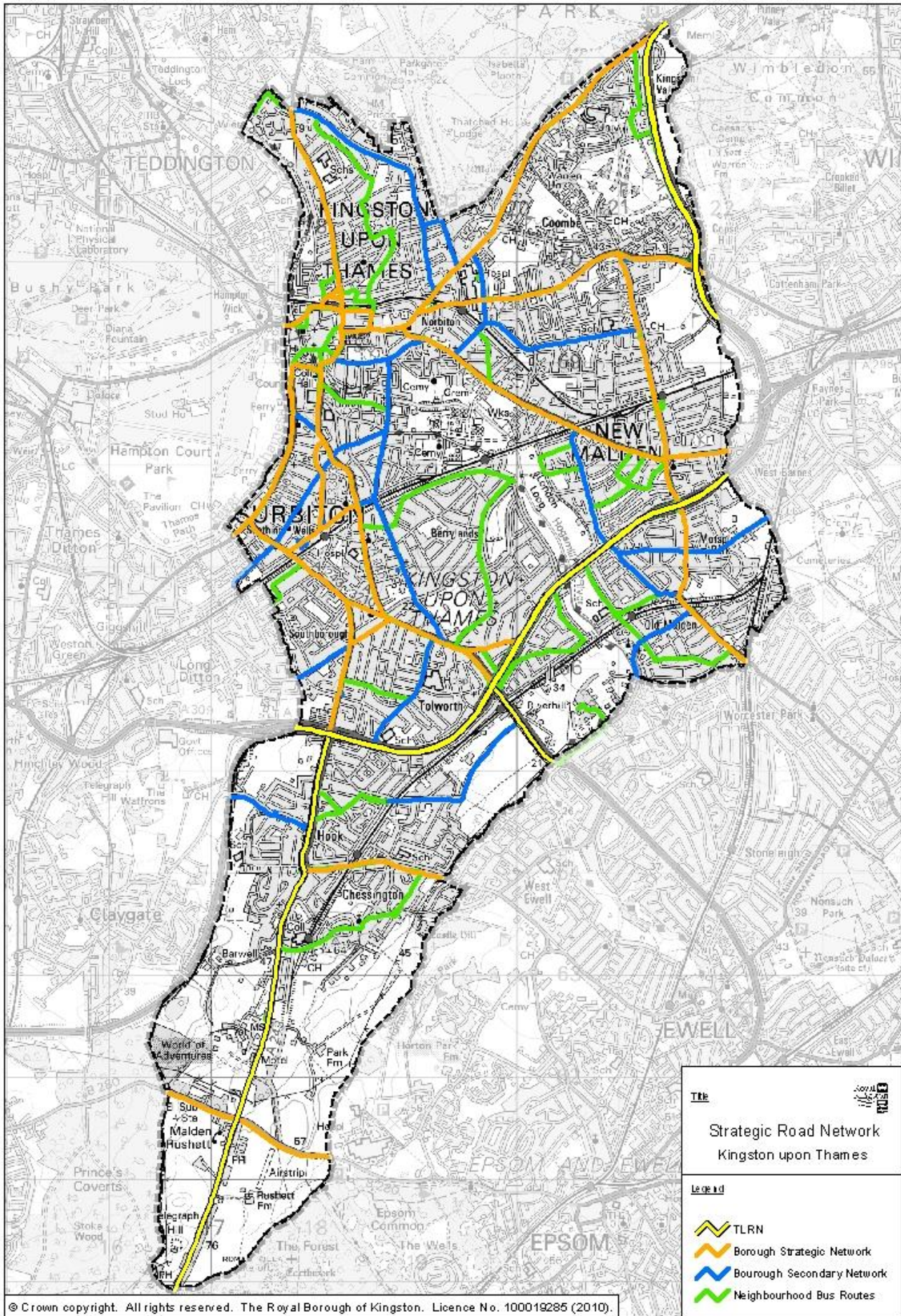
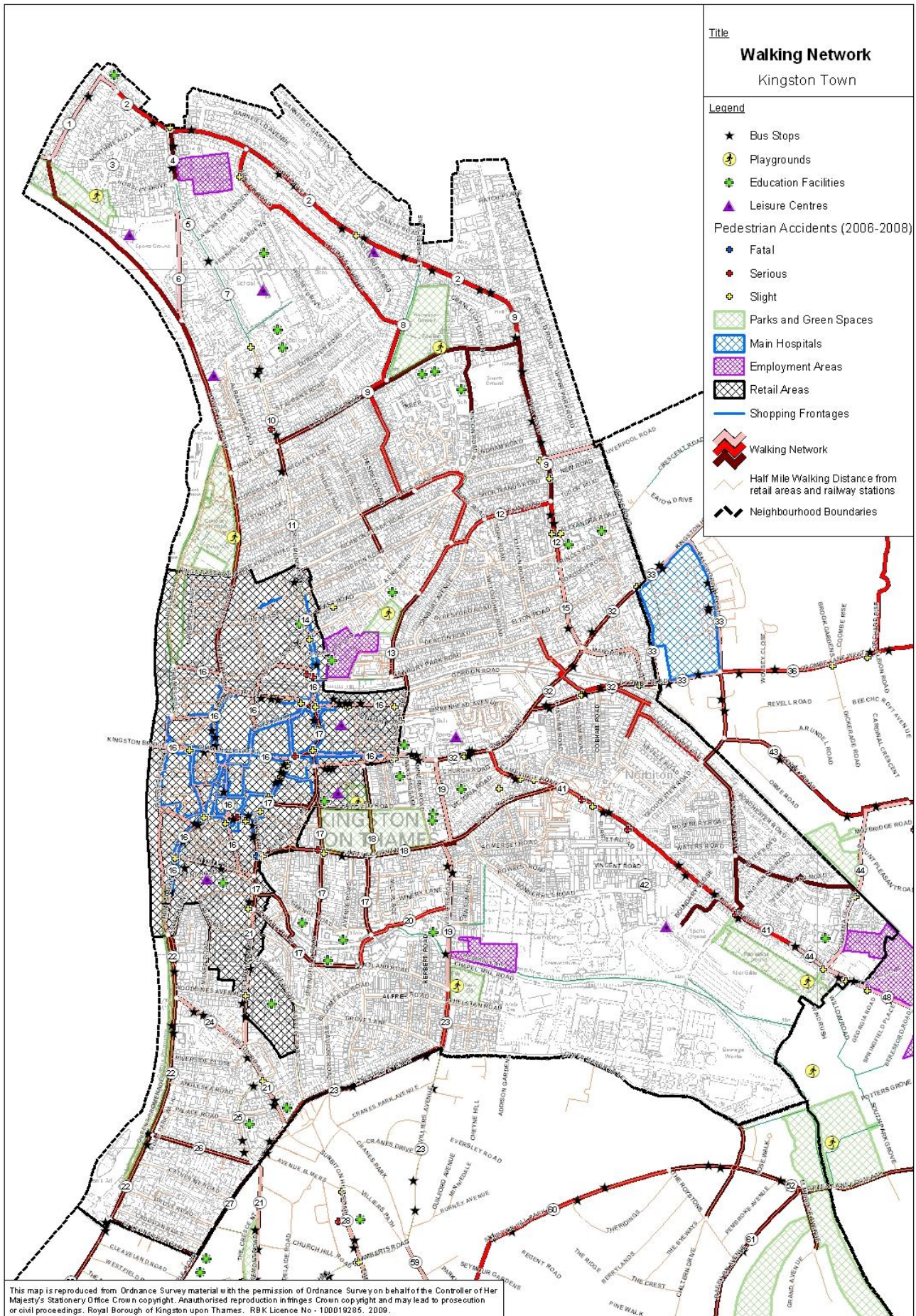


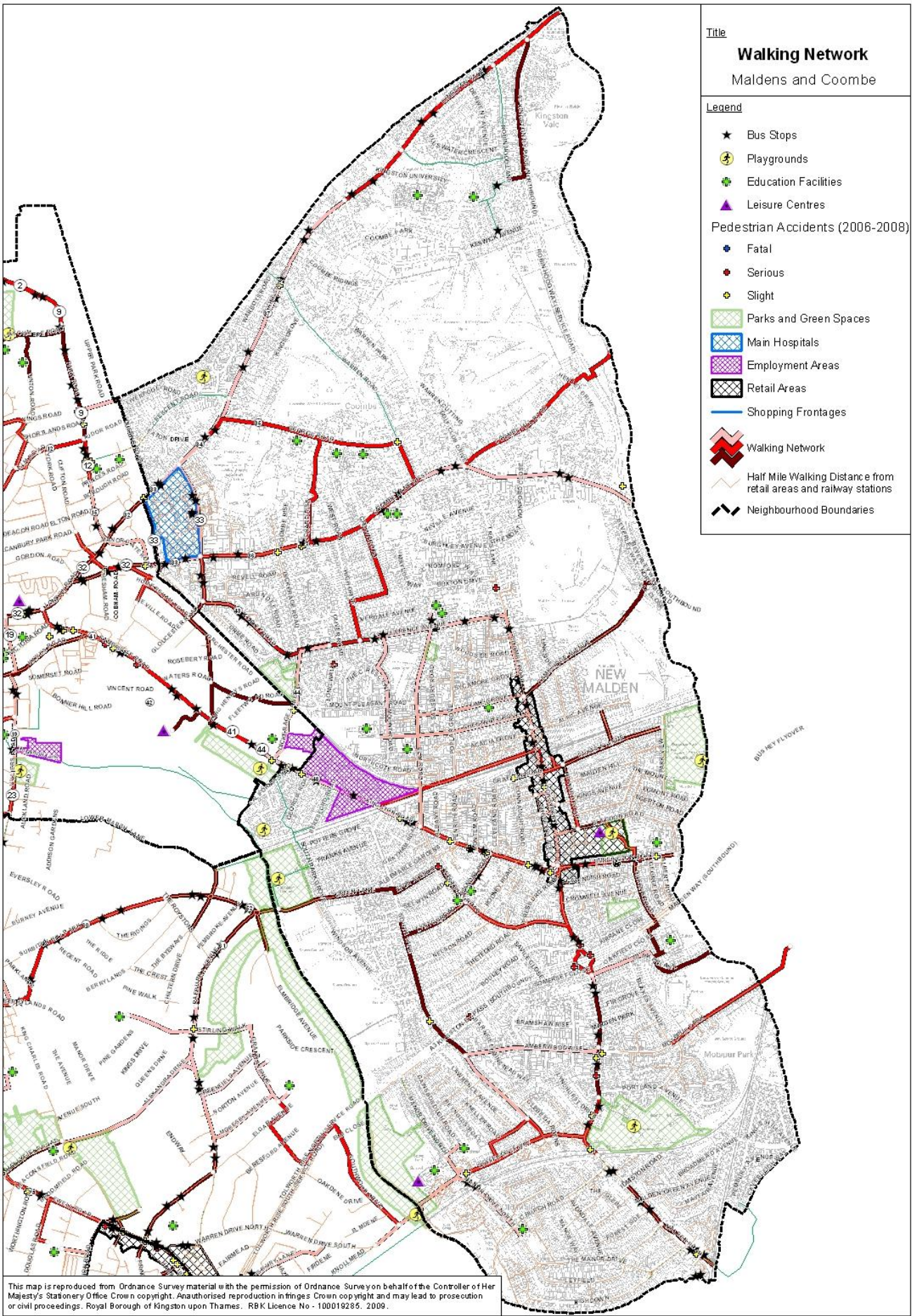
Figure 13.2: RBK Transport Hierarchy – Road/Highway Network

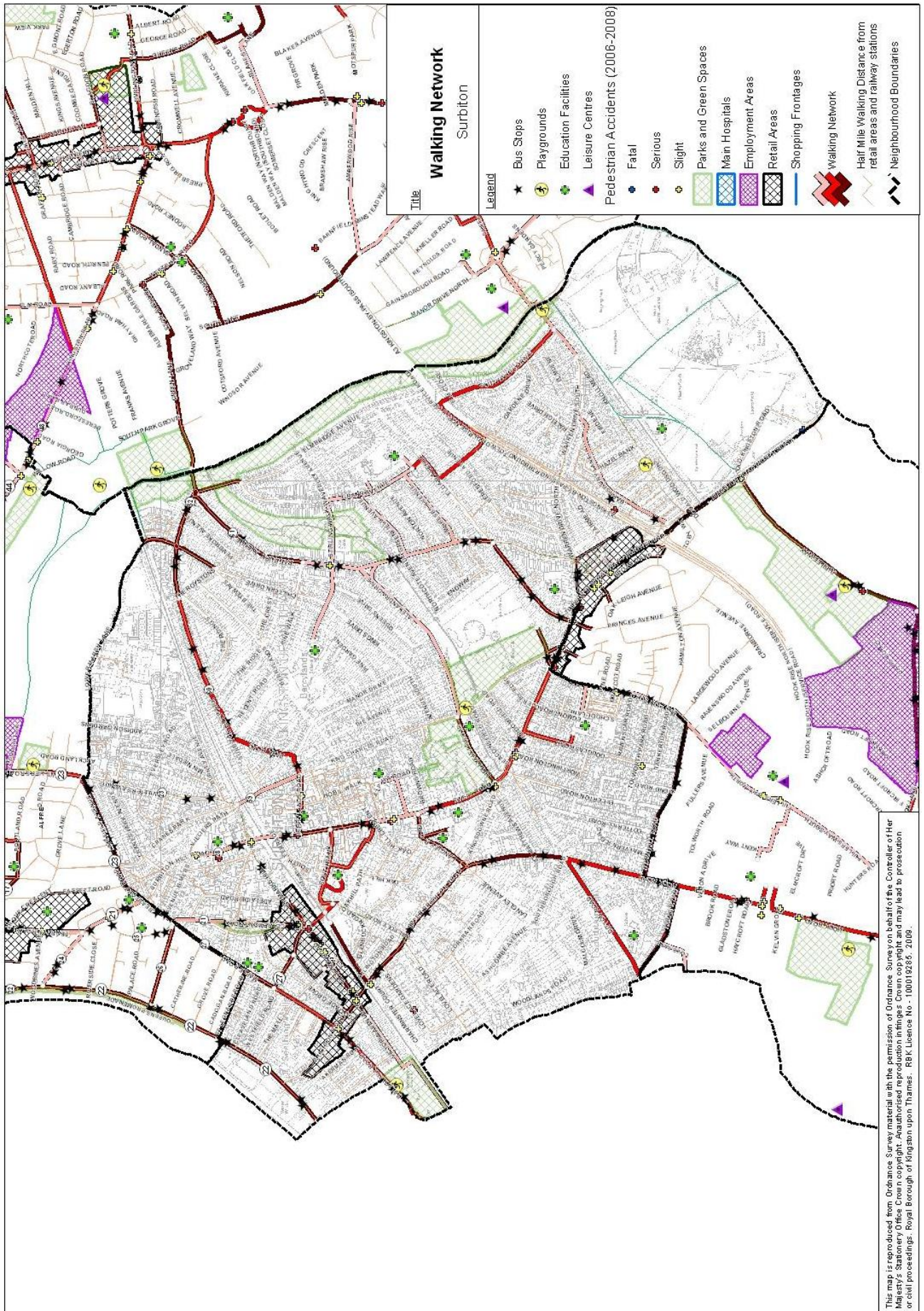


APPENDIX 14 – Commuter Walking Strategy

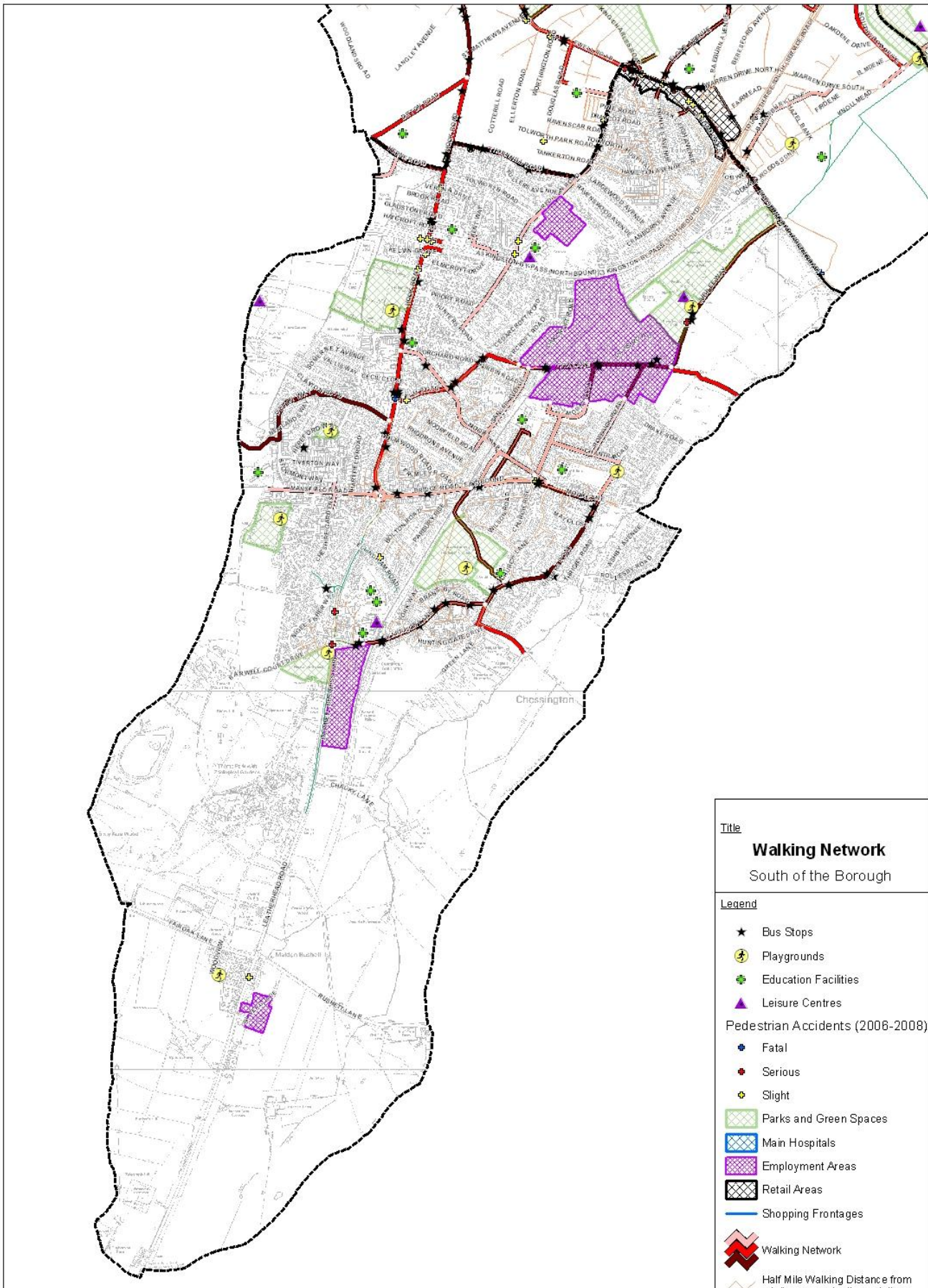
Maps - Strategic Walking Network







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Title
Walking Network
 South of the Borough

Legend

- ★ Bus Stops
- ⦿ Playgrounds
- ⊕ Education Facilities
- ▲ Leisure Centres

Pedestrian Accidents (2006-2008)

- ★ Fatal
- ★ Serious
- ★ Slight

- ▨ Parks and Green Spaces
- ▨ Main Hospitals
- ▨ Employment Areas
- ▨ Retail Areas
- Shopping Frontages
- ▨ Walking Network
- ▨ Half Mile Walking Distance from retail areas and railway stations
- ▨ Neighbourhood Boundaries

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Walking Matrix - Commuter Corridors (Extract)

Category	10 Mins Walk or Link – Major Retail Area	10 Mins Walk or Link - Train Station/ Major Bus Station	Link – Entertainment	Link – Education Facility	Link – Employment	Link – Park or Recreation Activity	Link – Hospital or Healthcare	Link – ‘Proposed’ Development	Frontage – Shopping Parade	Residential Convergence Zone	Bus Route	‘Short Cut’ not available to private motor vehicle	Connecting route between communities crosses segregation barrier such as A3 or rail.
Score	★ =20pts ★ =10pts	★ =20pts ★ =10pts	★ =10pts	★ =20pts ★ =20pts	★ =10pts	★ =10pts	★ =15pts	★ =5pts	★ =30pts	★ =15pts	★ =20pts	★ =10pts	★ =20pts

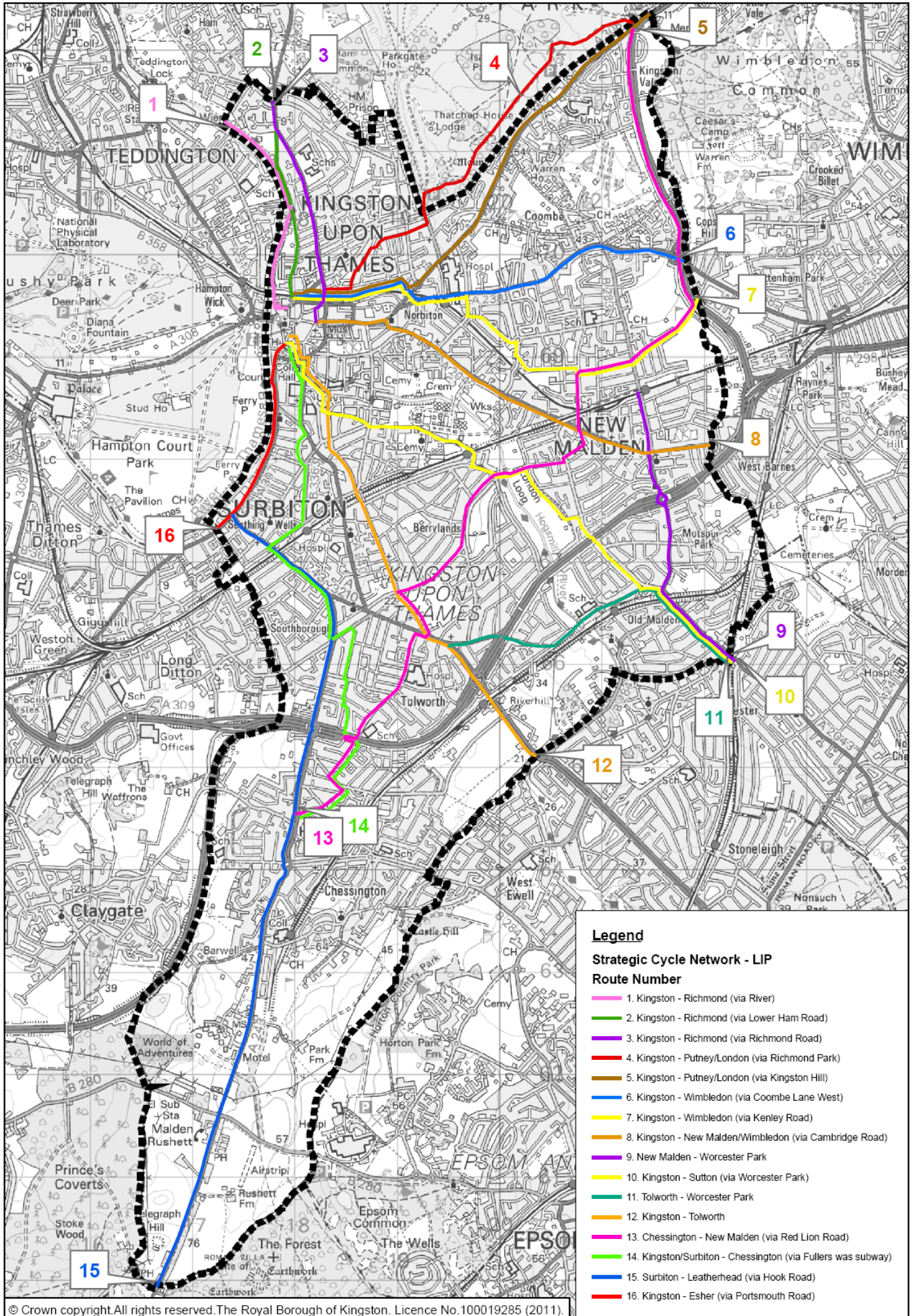
Walking Audit Priority	Score	Route	CRITERIA												INFORMATION								
			10 Mins Walk or Link – Major Retail Area	10 Mins Walk or Link - Train Station/ Major Bus Station	Link – Entertainment	Link – Education Facility	Link – Employment	Link – Park or Recreation Activity	Link – Hospital or Healthcare	Link – ‘Proposed’ Development	Frontage – Shopping Parade	Residential Convergence Zone	Bus Route	‘Short Cut’ not available to private motor vehicle	Connecting route between communities crosses segregation barrier such as A3 or rail.	Leisure Walking Network (or link)	Strategic Cycling Network	Facilities for less able users	Accident History	Pedestrian Counts	Walking Audit	Consultation has it confirmed route is a priority?	Funding Available (e.g. s.106 contribution)
106	50	1.				★		★				★				★							
105	50	2.							★			★				★							
67	95	3.	★	★	★			★	★			★		★		★	★					✓	
81	80	3A	★	★	★			★	★			★			★	★							
80	85	3B	★	★	★			★	★			★											
48	105	4.	★	★	★	★	★					★	★		★	★							
49	105	4A	★	★	★	★	★					★	★			★							
29	125	4B	★	★	★	★	★					★	★	★		★						✓	
19	145	4C	★	★	★	★	★			★	★	★				★						✓	
20	145	4D	★	★	★	★	★			★	★	★				★						✓	
99	65	5.	★	★	★			★	★			★		★	★								
27	130	6.	★	★	★	★	★			★		★											
50	105	7.	★	★		★		★				★	★		★	★						✓	
114	30	7A				★		★								★							

Walking Audit – Prioritised Commuter Corridors

Key for Neighbourhoods	
Kingston	
Malden's and Coombe	
Surbiton	
South of the Borough	

Walking Audit Priority	Route Number	Score	Walking Audit Priority	Route Number	Score	Walking Audit Priority	Route Number	Score	Walking Audit Priority	Route Number	Score	Walking Audit Priority	Route Number	Score
1.	68	190	23.	79	145	45.	62	115	67.	77	95	89.	74A	75
2.	75	180	24.	73	135	46.	55	105	68.	3	95	90.	60B	75
3.	29	180	25.	70	135	47.	59	105	69.	41	95	91.	58	75
4.	60	175	26.	60C	135	48.	16	105	70.	34	95	92.	52A	75
5.	14	170	27.	46	135	49.	4	105	71.	19A	95	93.	60A	70
6.	15	165	28.	6	130	50.	4A	105	72.	24A	90	94.	37	70
7.	49	165	29.	69	130	51.	7	105	73.	23	90	95.	35	70
8.	52	165	30.	4B	125	52.	25	105	74.	18	90	96.	27	70
9.	47	165	31.	13	125	53.	24	105	75.	63	85	97.	31	65
10.	51	165	32.	17	125	54.	21	105	76.	72	85	98.	30	65
11.	26	160	33.	10	125	55.	20	105	77.	68A	85	99.	43	65
12.	76	160	34.	11	125	56.	93	105	78.	84	85	100.	5	65
13.	19	155	35.	28	125	57.	91	105	79.	12	85	101.	74	65
14.	53	155	36.	22	120	58.	82	105	80.	8	85	102.	89	60
15.	65	155	37.	86	120	59.	81	105	81.	3B	85	103.	90	55
16.	38	155	38.	88	115	60.	71	105	82.	3A	80	104.	34A	55
17.	66	145	39.	19B	115	61.	68B	105	83.	33	75	105.	54	55
18.	61	145	40.	40	115	62.	11A	100	84.	32	75	106.	2	50
19.	4C	145	41.	59A	115	63.	10B	100	85.	P1	75	107.	1	50
20.	4D	145	42.	48	115	64.	50	100	86.	10A	75	108.	P2	45
21.	21A	145	43.	67	115	65.	57	95	87.	85	75	109.	36	40
22.	45	145	44.	64	115	66.	83	95	88.	80	75	110.	44	35
												111.	92	35
												112.	87	35
												113.	63B	35
												114.	63A	35
												115.	7A	30
												116.	39	25
												117.	9	25
												118.	56	25
												119.	42	20
												120.	78	10

APPENDIX 15 - Strategic Cycling Network and Prioritisation



Strategic Cycle Route Prioritisation

The 16 most important routes of the borough's strategic cycle network have been prioritised to indicate which are considered to be the most important routes to facilitate existing cycling trips and to potentially attract more cycling trips. Whilst this will assist the Council in prioritising future cycling schemes it should be noted that all strategic cycling routes are considered to be of high importance and schemes to improve cycling on any of these routes should be given a high priority by the Council.

The methodology for prioritisation considered:

- Existing cycle flows on the route
- Potential to attract new trips
- Whether the route provided links to key attractions e.g. strategic regional destinations, town centres, local facilities (such as shops and schools)
- The type of route (e.g. busy road, or off-road route).

The prioritisation did not consider the existing cycle facilities on each route, the scale and type of improvements required to each route, or whether improvements will be feasible (particularly given reduced funding allocations). Further investigations will be conducted to identify and assess the feasibility of potential schemes on each route (particularly to address accident 'black-spots') and prioritise schemes for implementation. The route rankings will guide the prioritisation of schemes, but will not be the sole determinant as to which schemes are priorities for implementation e.g. priority may be given to a scheme on a lower ranked route that provides significant improvement or addresses an accident issue; or it may not be feasible to immediately implement a high cost scheme on a higher ranked route due to budget constraints.

Rank	Route	RBK route number
1	Kingston to Worcester Park Via Lower Marsh Lane- South Lane- Malden Road Park	10
2	Kingston to Tolworth Via Cranes park, King Charles Bridge/ Road	12
3	Kingston, Norbiton to New Malden and Wimbledon Via res roads incl, Kenley and Mt Pleasant	7
4	Kingston/ Surbiton to Chessington/ Hook Via Penryhn Road/ Brighton Road/ Cotteril Road, Fullers Way Subway/ Elm Road	14
5	Kingston to Kingston Vale Via Along Kingston Hill	5
6=	New Malden to Tolworth to Chessington Via Red Lion Road/ Fullers way subway/ Cox Lane	13
6=	Kingston to New Malden then Wimbledon Via Cambridge Road+ Burlington Road	8
6=	Kingston to Esher Via Portsmouth Road	16
9	Kingston to Richmond/ Teddington Via Richmond Road	3
10=	Kingston to Richmond/ Teddington Via Lower Ham Road	2

Rank	Route	RBK route number
10=	New Malden to Worcester Park Via Malden Road	9
12	Kingston to Raynes Park Via Coombe Lane West	6
13	Kingston to Kingston Vale Via Richmond Park	4
14	Tolworth to Worcester Park Via Warren Drive/ Sheephouse Way	11
15	Kingston to Richmond/ Teddington Via River	1
16	Surbiton- Chessington- Leatherhead Via Hook Road	15

APPENDIX 16 – Priority Train Stations for Improvements

Priority train stations for improved accessibility by disabled users:

1. *Norbiton* – has a level access for disabled, but there is a huge gap from the train to the platform; this gap needs to be reduced to improved access for disabled. This station is a priority as it serves Kingston Hospital.
2. *New Malden*
3. *Worcester Park* – need to work with the London Borough of Sutton and Network Rail.
4. *Chessington South* – there is also room at this station to provide blue badge parking, which would compliment improvements to platform access.
5. *Malden Manor*
6. *Chessington North*
7. *Tolworth* – it is hoped to upgrade Tolworth Station as part of private development in the area.
8. *Berrylands*

Priority train stations wider accessibility improvements:

1. *Tolworth Station* – walking and cycling links to/from the station are being improved as part of the Tolworth urban realm improvement project.
2. *Kingston Station* – the Council has begun investigating options to improve access to the station.
3. *Surbiton Station* - the pedestrian environment surrounding the station is being improved as part of the Surbiton public realm improvement project.
4. *Norbiton Station* – the Council is reviewing the condition of the pedestrian route between Norbiton Station and Kingston Hospital e.g. accessibility for disabled users, signage, pedestrian crossings.
5. *Worcester Park* – station access is being improved as part of the Station Estate urban realm improvement project (a combined RBK and London Borough of Sutton project).

Priority train stations for general improvements (e.g. entry/exit points):

1. *Kingston* – works are currently underway to improve access to this station.
2. *Tolworth* – redevelopment of this station is reliant on private development.
3. *Surbiton* – redevelopment of this station is reliant on private development.
4. *New Malden* – ensure main entrance remains open during operational hours, and scope to improve the attractiveness of the train station and entrances.
5. *Worcester Park*

APPENDIX 17 – Real-Time Bus Information (Priority Locations)

'Updated' Real Time Bus Information – List of Confirmed Sites

From spring 2011 to summer 2012 TfL will be removing all the existing real time information from bus stops and installing a new updated version. Although the overall number of sites in the borough with real time bus information will not change, there will be some changes to the stops that have real time information. The table below outlines those sites where the update real time bus information system will be installed.

Stop No.	Stop Name	Road Name	Direction
BP497	Bentall Centre & John Lewis	Wood Street	Teddington
BP493	Bentall Centre & John Lewis	Wood Street	Hampton Court
BP492	Brook Street	Brook Street	Surbiton
BP490	Brook Street	Brook Street	Teddington Or Ham
27360	Browns Road	Ewell Road	Surbiton
33588	Chessington South Station #	Garrison Lane	Surbiton~ Epsom
23416	Claremont Road / Surbiton Station #	Claremont Road	Kingston
R0111	Copt Gilders	Gilders Road	Surbiton~ Epsom
3795	Durlston Road	Richmond Road	Kingston
3794	Durlston Road	Richmond Road	Richmond
R0699	Eden Street	Eden Street	Kingston Hospital Or New Malden
R0702	Eden Street	Eden Street	Surbiton
R0700	Eden Street	Eden Street	Ham And Richmond
R0701	Eden Street	Eden Street	Surbiton Or Esher
R0698	Eden Street	Eden Street	Teddington
15731	Elmcroft Drive	Hook Road	Surbiton
4515	Gladstone Road	Hook Road	Surbiton
4516	Gladstone Road	Hook Road	Hook
4513	Hollyfield Road	Ewell Road	Surbiton
15733	Hook Parade	Hook Road	Surbiton
15734	Hook Parade	Hook Road	Chessington

Stop No.	Stop Name	Road Name	Direction
27708	King Charles Road	Ewell Road	Surbiton
1799	Kings Road	Richmond Road	Ham
31468	Kingston Station #	Clarence Street	Ham Or Teddington
R0691	Kingston Station #	Wood Street	Teddington
R0703	Kingston Station #	Wood Street	Hampton Court
FW1	Kingston Station # / Kingsgate Road	Kingsgate Road	Ham
27358	Kingston University	Penrhyn Road	Kingston
12900	Kingston University / County Hall	Penrhyn Road	Surbiton
12899	Kingston University / County Hall	Penrhyn Road	Kingston Town Centre
11350	Langley Avenue	Upper Brighton Road	Kingston
25571	Mansfield Road	Hook Road	Surbiton
27354	Maple Road	Surbiton Crescent	Surbiton
20503	Maple Road	Surbiton Crescent	Kingston
17600	Motspur Park	MALDEN ROAD	Kingston
1789	New Malden / The Fountain	Malden Road	Tolworth~ Morden~ Worcester Park
27387	New Malden / The Fountain	Kingston Road	Kingston
1790	New Malden / The Fountain	Malden Road	Kingston~ Roehampton
1787	New Malden Station #	Coombe Road	Kingston
1788	New Malden Station #	HIGH STREET	Worcester and Sutton
19542	Norbiton Church	London Road	Kingston Hospital ~ Norbiton Or Ham
R0277	Norbiton Church	London Road	Town Centre
BP1735	Norbiton Station #	Coombe Road	Kingston
27573	Princes Avenue	Ewell Road	Surbiton
19545	Queens Road	Kingston Hill	New Malden~ Raynes Park Or Roehampton
16728	St James' Church / Kingston By-Pass	Malden Road	Kingston~ Roehampton
16729	St James' Church/ Kingston By-Pass	Malden Road	Tolworth~ Morden~ Worcester~ Park.
27533	St Mark'S Church	St Marks Hill	Hook~ Kingston
11462	Surbiton Hospital	Ewell Road	Surbiton
11457	Surbiton Police Station	Ewell Road	Surbiton

Stop No.	Stop Name	Road Name	Direction
4480	Surbiton Road / Penrhyn Road	Surbiton Road	Kingston
27532	Surbiton Station #	Claremont Road	Esher~ Hook~ Tolworth
11464	Surbiton Telephone Exchange	Ewell Road	Surbiton
6726	Surbiton Telephone Exchange	Ewell Road	Tolworth
19589	The Crescent	Claremont Road	Kingston
R0130	The Maypole	Hook Road	Surbiton
11128	Thornhill Road	Hook Road	Surbiton
14850	Tiffin Girls School	Richmond Road	Kingston
4483	Tiffin Girls School	Richmond Road	Richmond
BP272	Tiffin School / London Road	London Road	Kingston Hospital ~ New Malden Or Ham
BP387	Tiffin School / London Road	London Road	Ham Or Surbiton
11739	Tolworth Broadway	Broadway	Ewell~ Hook
28215	Tolworth Broadway	Broadway	Surbiton
R0287	Tolworth Station #	Kingston Road	Ewell~ Hook
R0162	Tolworth Station #	Kingston Road	Surbiton
34031	Walton Avenue	Burlington Road	Raynes Park
2022	Worcester Park Station #	Malden Road	New Malden/Kingston

'Updated' Real Time Bus Information – List of Potential Additional Sites

The table below contains 'additional' sites that the Council has identified as being priorities for the installation of real time bus information. These sites are additional to the sites that TfL propose to install updated real time information systems in from spring 2011 – summer 2012 (as outlined above). Funding is not confirmed for installation of real time information at these sites.

Stop No.	Stop Name	Road Name	Direction
17601	Blakes Lane	Malden Road	Kingston
23297	Chessington North Station #	Bridge Road	Surbiton
BP1084	Cromwell Road Bus Station	Cromwell Road Bus Station	Kingston Vale Or New Malden
BP1094	Cromwell Road Bus Station	Cromwell Road Bus Station	Cromwell Road Bus Station
BP1085	Cromwell Road Bus Station	Cromwell Road Bus Station	Cromwell Road Bus Station
BP496	Guildhall	High Street	Richmond Or Town Centre
R0872	John Lewis & Bentall Centre	Wood Street	Hampton Court
29817	Kingston Hospital	Galsworthy Road	New Malden, Raynes Park or Kingston
19549	Kingston University	Kingston Hill	Kingston
16730	New Malden High Street	High Street	Kingston
16731	New Malden High Street	High Street	NM/WP
10019	Queens Road	Burlington Road	Raynes Park~ Roehampton
R0154	Queens Road	Burlington Road	Kingston Or Tolworth
4486	Surbiton Road	Surbiton Crescent	Surbiton
BP379	Surbiton Sainsburys	Victoria Road	Esher~ Hook
BP189	Surbiton Sainsburys	Victoria Road	Kingston
33219	Surbiton Station #	Victoria Road	Kingston
27379	Surbiton Station #	St. Mark's Hill	Kingston
1420	Victoria Road / Surbiton Station #	Victoria Road	Esher~ Hook
36903	Worcester Park Station #	Station Approach	Cheam
27383	Walton Avenue	Burlington Road	Kingston~ Tolworth

APPENDIX 18 – Priority Areas for Cycle Parking Provision

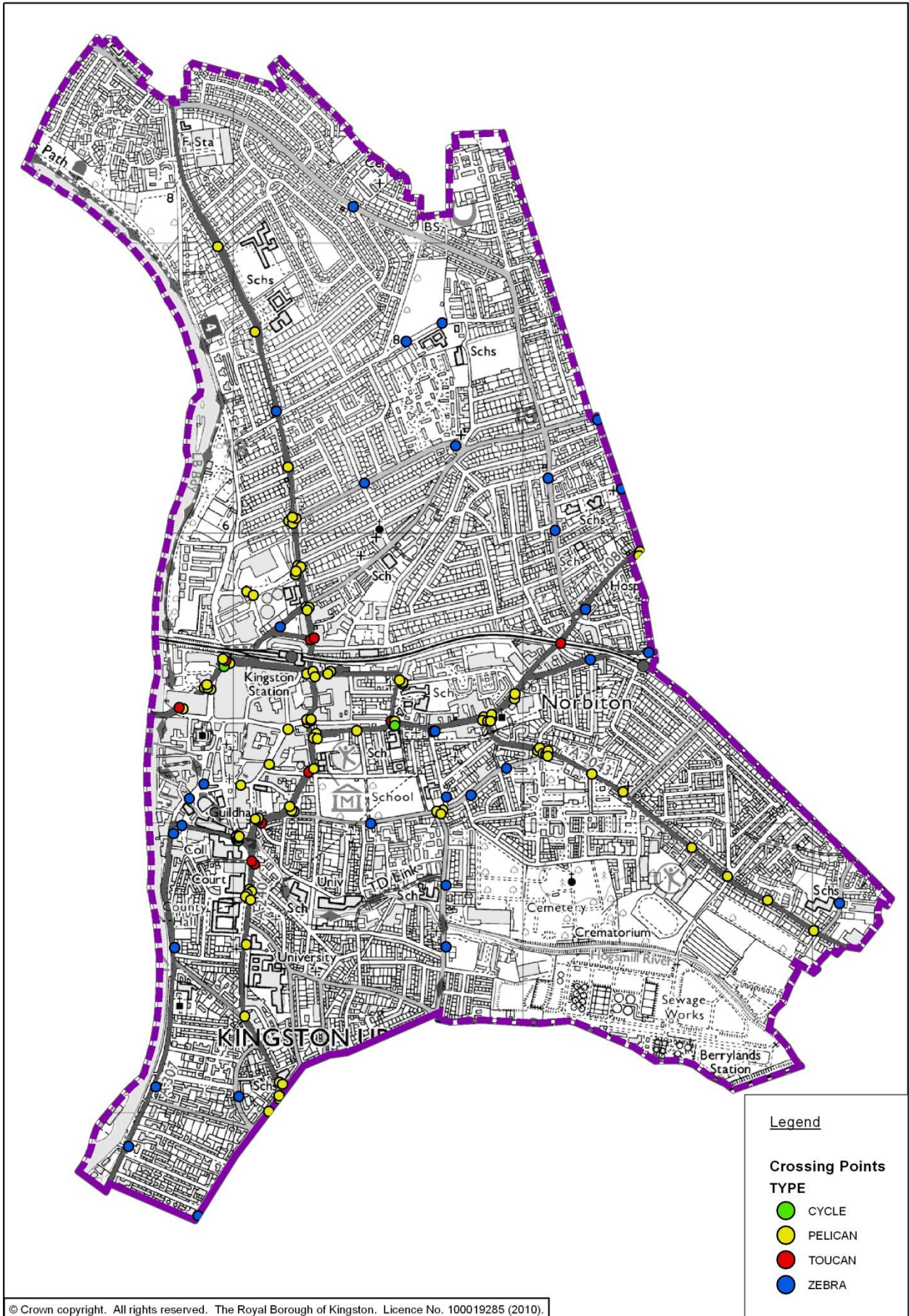
		Key: Red- Priority for improvements Amber- Improvements required lower priority Black- no improvements required at this time
Location	Number and type of Cycle Parking	Comments/ Recommended Improvements
District Centres		
Surbiton	Poor provision according to MVA parking strategy. Certainly poor near Sainsbury's etc. Existing provision often over capacity	Need to increase and improve provision as part of Victoria Road redevelopment. Focus on providing adequate facilities in convenient locations near to supermarkets etc.
Tolworth	MVA parking study recommends that provision of cycle parking is reasonable but has low level of use.	Need to consider cycle parking provision as part of Tolworth redevelopment and "greenway". Particularly to ensure cycle parking is conveniently location in relation to shops and facilities.
New Malden	Cycle parking provision good and plenty of capacity	No action required; however convenience of locations should be reassessed as part of any major works to New Malden High Street.
Shopping Parades		
Ace of Spades	3 spaces on Chessington side of roundabout near Londis. No spaces on Surbiton side of roundabout.	No action needed on Chessington side. Install minimum of 6 cycle parking spaces on Surbiton side of roundabout.
Alexandra Drive	6 Cycle Sheffield Stands	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Berrylands Road	6 Uncovered Sheffield Stands on corner of junction with King Charles Road, near to Londis.	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Burlington Road	No Cycle Parking	Install cycle parking on both sides of road
Cambridge Road	No Cycle Parking on either section	Likely low demand for cycle parking in this location. Should investigate possibility of installing some cycle parking (minimum 2 spaces). However, footway widths look restrictive
Chessington North Parade	5 Sheffield stands outside Sainsbury's, 3 on same side to North, and 3 on opposite side of road. No capacity issues.	Provision above adequate to meet demand. No improvement necessary at this time. Continue to monitor demand.
Chiltern Drive (near Berrylands station)	3 Sheffield Stands on both sides of the parade plus more by Berrylands station	Provision above adequate to meet demand for parade. No improvement necessary at this time. Continue to monitor demand. However, additional cycle parking required near to station - see train station section.
Crescent Road	No Cycle Parking. Serves Kingsnympton Council Estate which is a significant walk away so cycle parking would be advantageous here for residents.	3-5 Sheffield Stands to be installed.
Ewell Road North	Long and busy parade but no cycle parking - evidence of "fly parking" on railings etc indicating demand for cycle parking.	Cycle parking to be installed as a priority, ideally in most convenient locations near to "convenience shops". However, footway widths are restrictive in places. Suggest Ewell Road Corridor Study looks at feasibility and proposes suitable locations.
Ewell Road South	Long and busy parade. 5 Sheffield stands outside cycle shop which is ideal, but would benefit from more in other locations, particularly on other side of road (as road is busy).	Additional cycle parking to be installed, ideally in most convenient locations near to "convenience shops". However, footway widths are restrictive in places. Suggest Ewell Road Corridor Study looks at feasibility and proposes suitable locations.
Hook Parade/ Elm Road	Busy parade serving local residents but no cycle parking.	Cycle parking to be installed as priority on both sides of road in service roads (minimum 3 Sheffield Stands each side).
Kingston Hill/ Park Road	5 Sheffield stands on Kingston Hill on Hospital side of roundabout. None on Kingston side	No action needed on Kingston Hospital side. Install cycle parking (minimum of 2 Sheffield stands) near Total Garage - or work with Garage to install some on site.

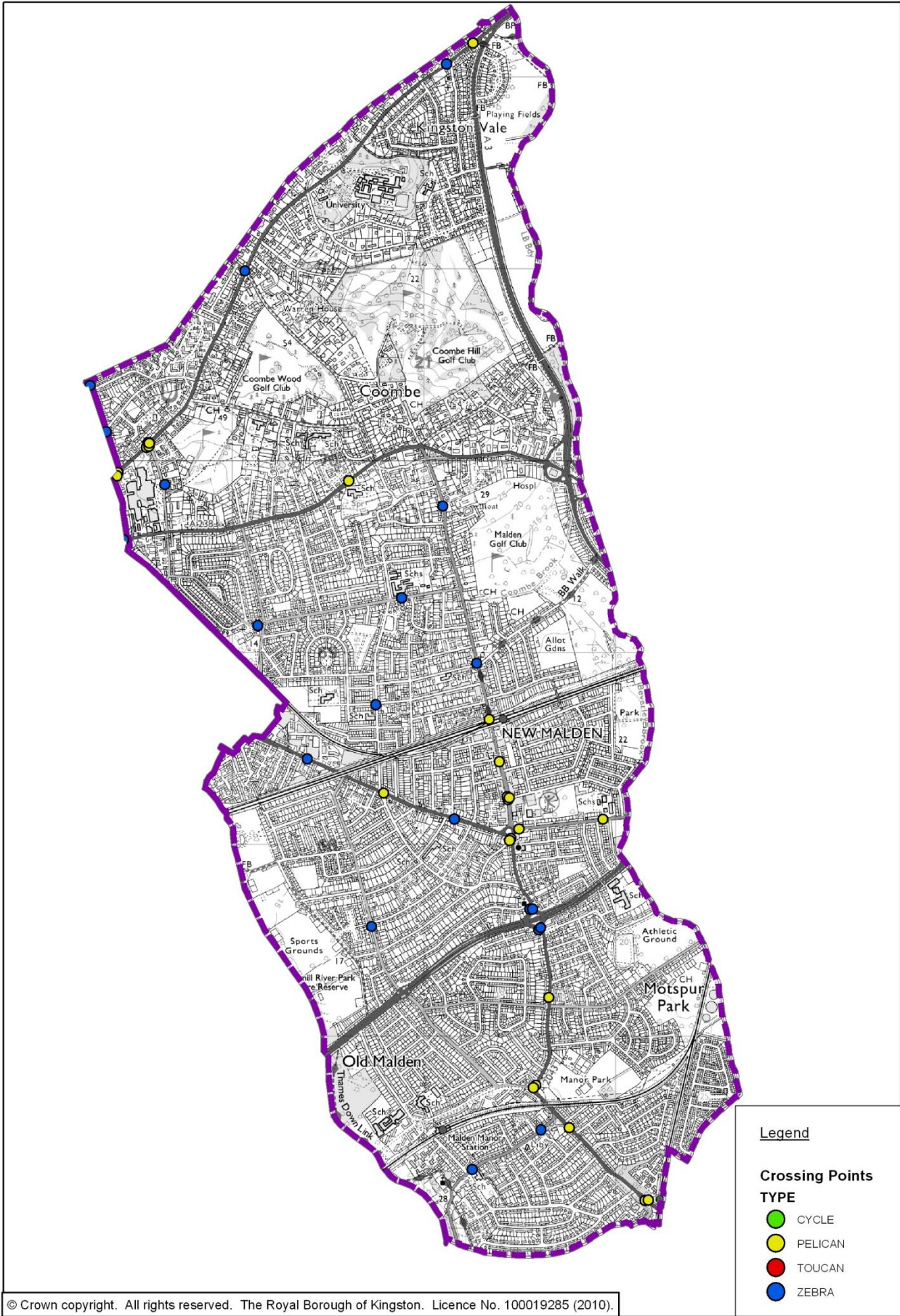
Kings Road	5 Sheffield stands outside the Co-op	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Kingston Road (W)	No cycle parking. Parade largely specialist shops with no convenience stores, so demand may be low.	Should investigate possibility of installing some cycle parking (minimum 2 spaces). However, footway widths look restrictive and there are no key convenience stores i.e. no obvious locations.
Kingston Road (E)	No Cycle Parking. Parade includes a cycle shop, but no other convenience stores.	Install cycle parking near to cycle shop if possible.
Kingston Vale	No Cycle Parking. Parade includes key local services e.g. dentist, post office and newsagent.	Install 3-5 Sheffield stands.
Malden Manor	8 Sheffield Stands	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Plough Green	5 Sheffield Stands immediately outside Co-op; convenient for Dentist and Post Office.	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Richmond Road	3 Sheffield Stands on North bound site opposite Queens Head.	Appears to be adequate to meet demand in short term but continue to monitor demand. Future increase in number of stands may be necessary.
South Lane	4 Sheffield stands newly installed	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Surbiton Road	4 Sheffield Stands on corner outside Student Info centre at junction with Penryhn Rd- appears to be over capacity at times. None on other side of road and not easy road to cross.	Provide additional cycle parking on west side (Kingston bound) to meet demand. Provide cycle parking on East side, (Surbiton bound) side of road, ideally near Londis. However, footway widths are restrictive in places.
The Triangle	6 Cycle Parking Spaces on Kenley Road. Not ideally located as they are on a footway with a barrier. No cycle parking outside new Tesco convenience store on other side of road.	Consider relocating cycle parking or providing additional cycle parking in a location that is more convenient to parade. Cycle parking (minimum 3 Sheffield stands) should be provided outside Tesco convenience store as priority.
Tudor Drive	6 Sheffield stands provided.	Appears to be adequate to meet demand. Continue to monitor demand. No improvement necessary.
Villiers Avenue	Only 2 sheffield stands that are parallel with road- act more like barriers so inadequate	Provide 5 Sheffield stands on parade
Coombe Road	No Cycle Parking	Provide cycle parking (footway widths may be restrictive)

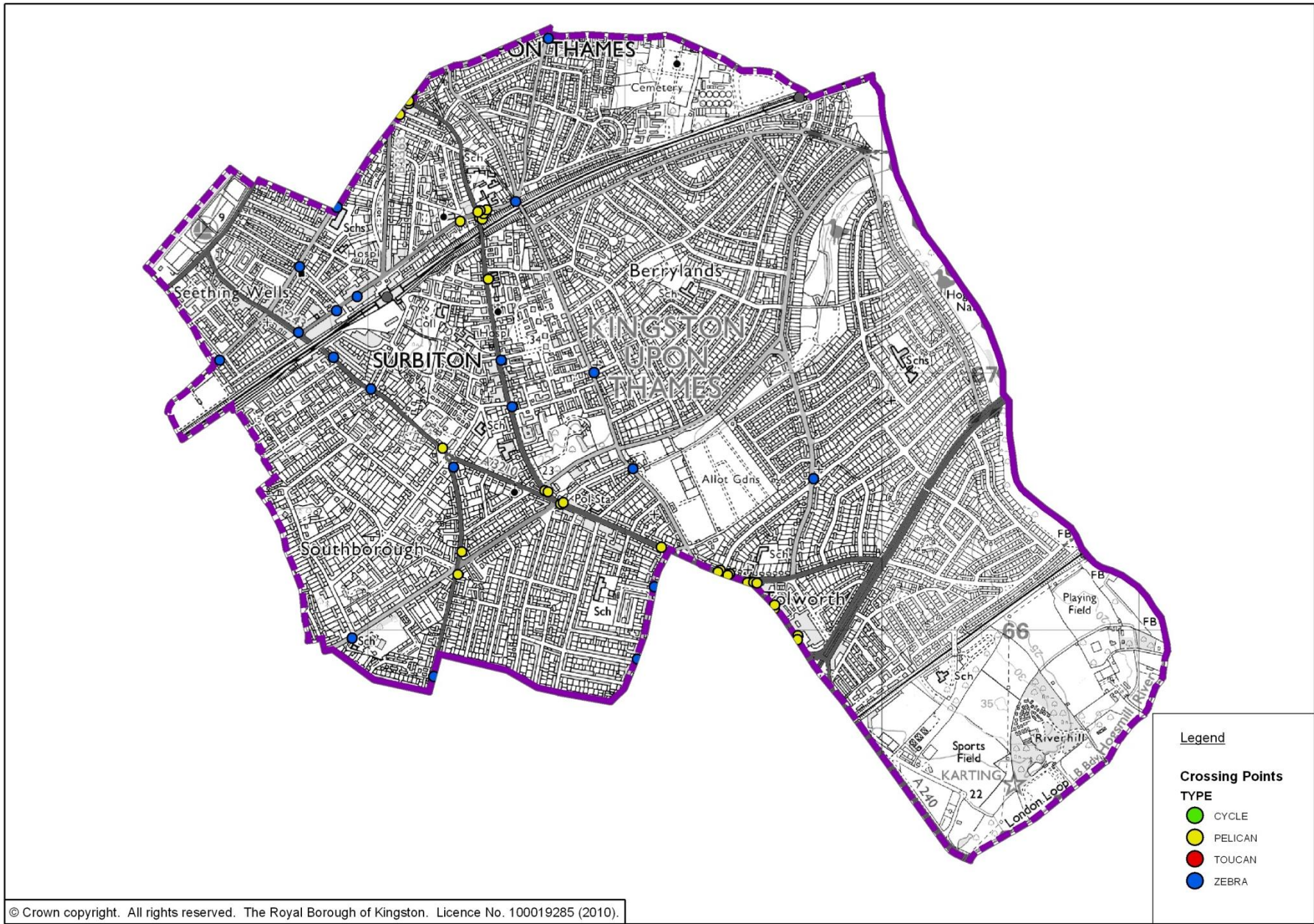
Station	Existing cycle parking provision	Comments/ Suggested Improvements
Train Stations		
Surbiton	Provision of large number of cycle parking spaces, some in recently installed fully secure facility. Total 252 spaces, nearing capacity.	Improve management of secure facilities to ensure available capacity is utilised. In addition, capacity should be monitored to determine the need to provide additional secure capacity. Unsecured short term casual cycle parking required close to station entrances for occasional users who do not have access to secure facility
Kingston	Provision of an unsecured 118 unsecured cycle parking spaces - risk of cycle theft.	Suggest the existing cycle store is upgraded to a fully secure facility similar to Surbiton as a priority in order to encourage more use. Investigate additional cycle parking capacity within or nearer to station including some provision of casual/ unsecured cycle parking for occasional users.
New Malden	Unsecured Cycle Parking on pavement outside station under railway bridge (50 spaces). Appears full to capacity.	3 rd highest passenger numbers in Kingston, has advantage of location in zone 4 and serves a large residential area who predominantly use station for commuting into London (although there are also work trips into New Malden) so potentially very high demand for cycle parking.

		Additional cycle parking capacity required as matter of urgency- as much as possible within a secured facility if possible. However, opportunities to provide facility within station are limited due to lack of space. The Council will work with SW Trains/partners as a matter of urgency to identify suitable locations for cycle parking, including consideration of station car park or Highway/ private land near to station.
Worcester Park	Covered store on platform for bikes (28 spaces) - not secure and ticket not needed to access so doesn't offer security. Additional covered but unsecure facility in car park located some distance from station/ platform entrance so not very convenient.	Potentially high demand for cycle parking due to; high passenger numbers, advantage of location in zone 4, serves large resident population, station predominately used for commuting into London. Existing cycle parking provision should be made fully secure if possible. Additional cycle parking (suggest at least doubling of existing capacity), ideally secure facility should be provided in convenient location near to platforms. Investigate moving underused facility in car park to more convenient location, or upgrade this to fully secure facility so that it is more attractive to users. Also provide some unsecured cycle parking in convenient location for casual users. Improving access into station for cyclists also needs to be investigated at this station.
Norbiton	Some cycle parking on platform (70 spaces) - appears full to capacity	High passenger numbers and location near Kingston but in cheaper zone 5 mean there is potentially high demand for cycle parking at this location. Suggest provision of additional cycle parking, in fully secure facility if possible.
Tolworth	Minimal unsecured parking provision (16 spaces).	Relatively low passenger numbers but cycle parking would also enable employees at nearby Chessington industrial estate to cycle between there and station. Suggest that secure cycle parking facility (minimum 30 bicycle capacity) be provided as a priority.
Malden Manor	Total 12 spaces. Spaces within station entrance are sheltered and monitored by CCTV but not secured. New covered cycle store in car park - looks under used	Although passenger numbers are low there is potential demand for higher levels of cycle parking due to location in zone 4 and serving residential areas including Sunray Estate. There are possibly concerns regarding cycle theft; suggest that store in car park is upgraded to fully secure facility to encourage use.
Berrylands	16 uncovered spaces outside station by entrance to lower marsh cycle lane.	Low passenger numbers, but appears that cycling to station is already popular. Suggest increased capacity, within station if possible or on highway nearby. Ideally fully secure facility.
Chessington North	6 unsecured spaces within station.	Low passenger numbers. Increased capacity not urgently required, but should investigate providing small level of secured cycle parking to encourage use (possibly within individual cycle lockers)
Chessington South	6 spaces	Low passenger numbers. Increased capacity not urgently required, but should investigate providing small level of secured cycle parking to encourage use (possibly within individual cycle lockers).

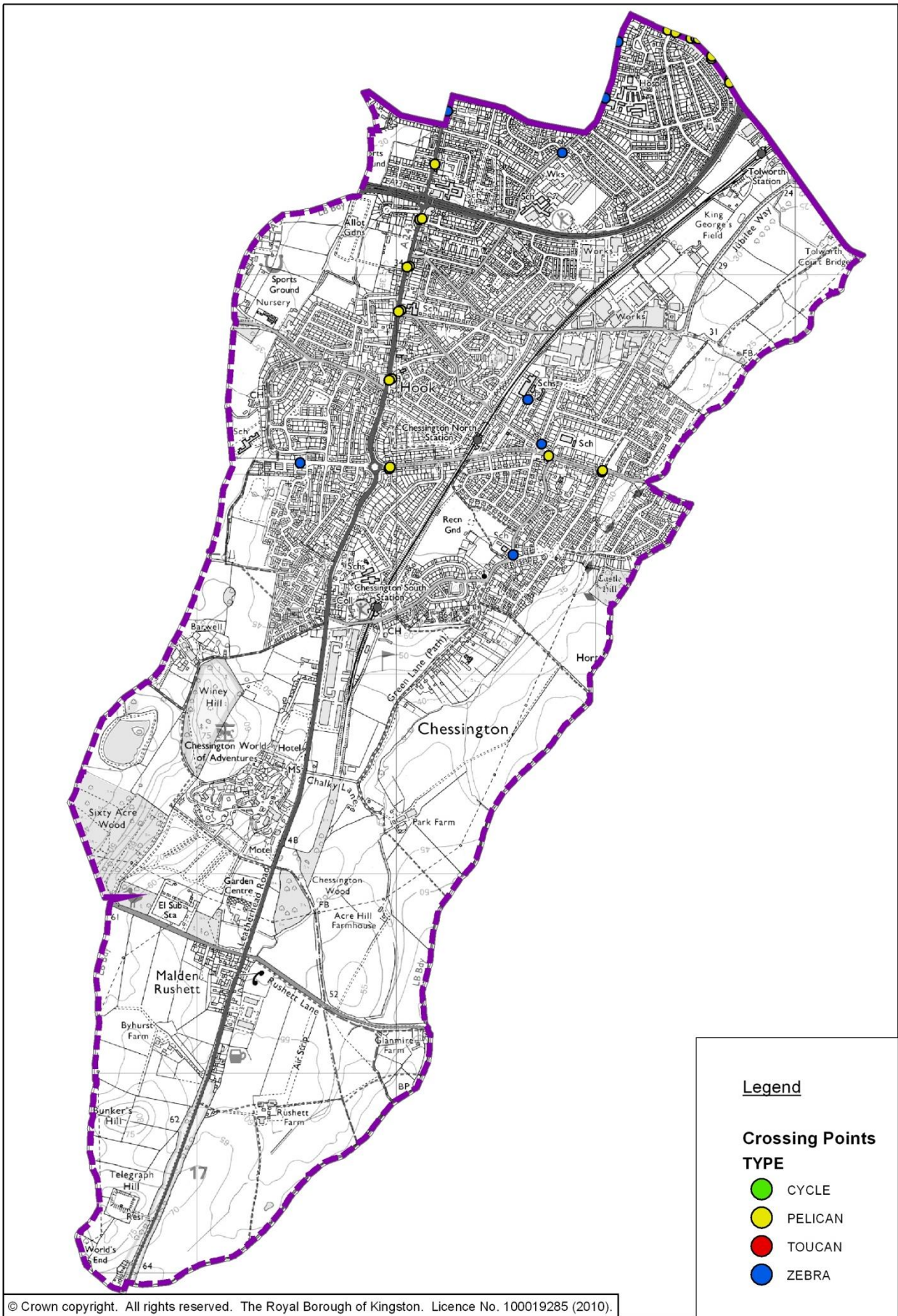
APPENDIX 19 – Formal Road Crossing Points



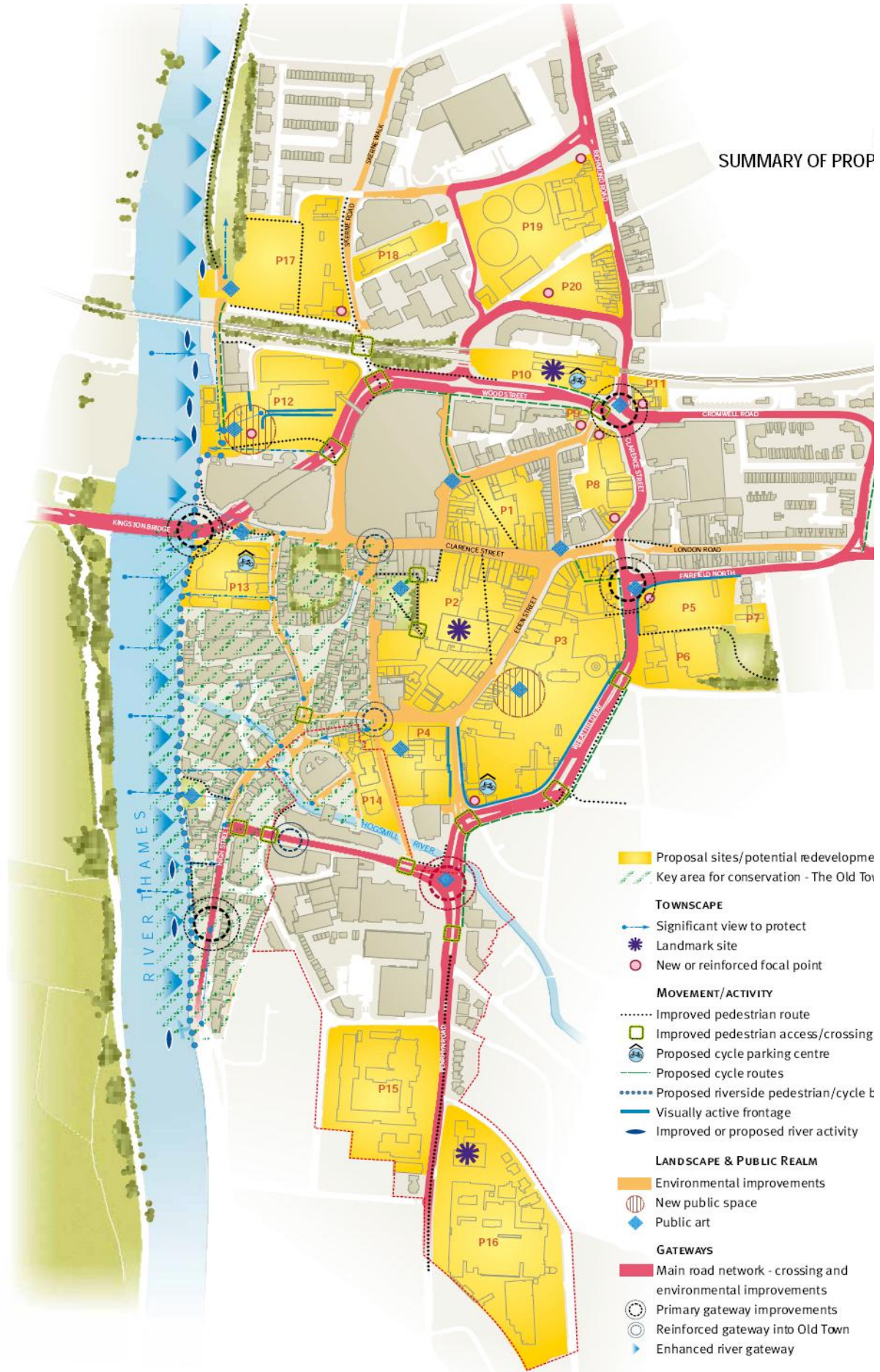




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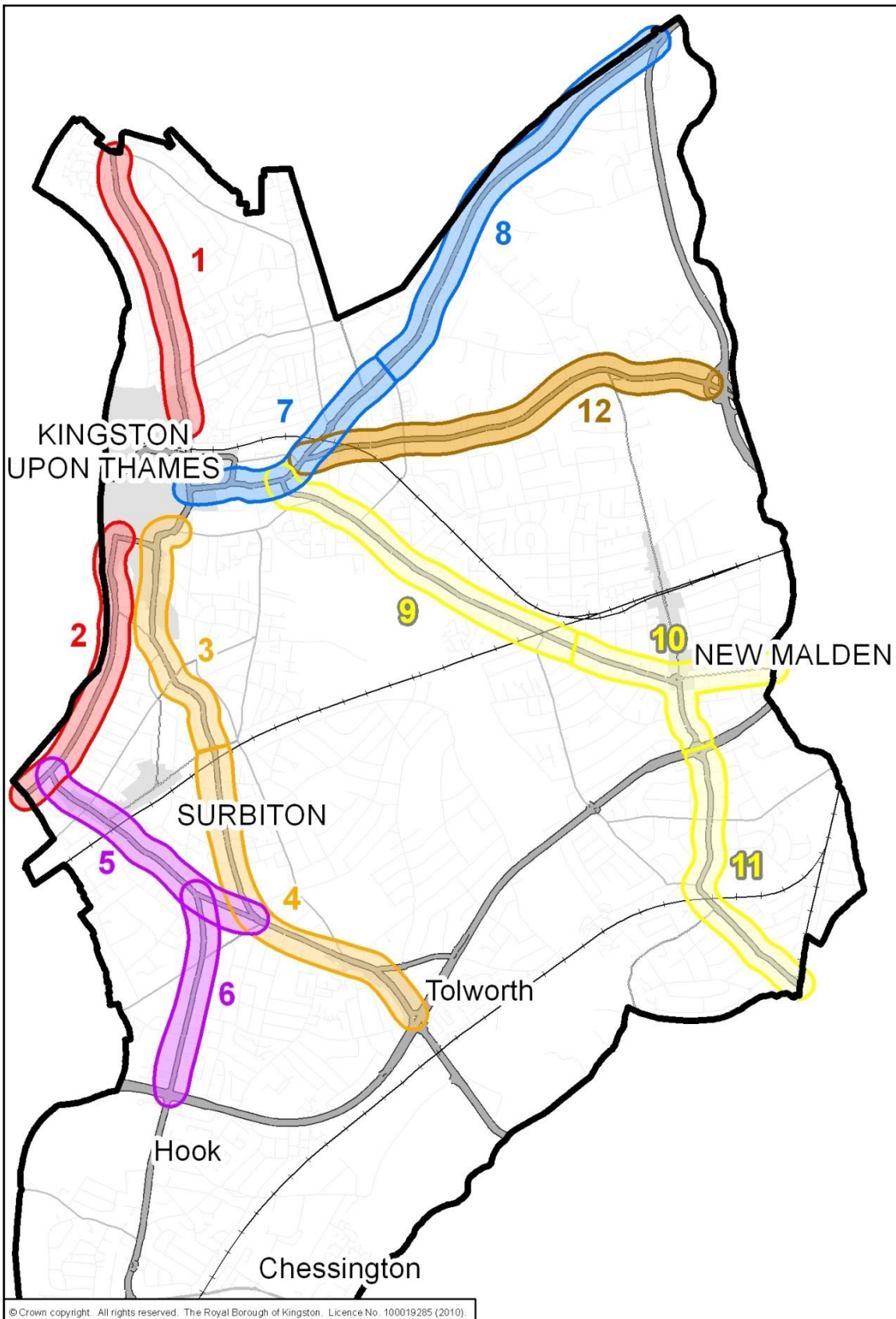


APPENDIX 20 – K+20 Summary of Proposals Map



APPENDIX 21 – Results: Strategic Highway Network Review

Key to Map Locations:



Key to Tables contained in Maps 1 to 12:

Table 1: Sample Table from Maps 1 to 12

Route: TUDOR DRIVE TO KINGS RD SB (INTO KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ - ↑	Green
BUS PRIORITY / DELAY	↑ - ↑	NA
BUS STOP FACILITIES		NA
CYCLE FACILITIES		NA
PEDESTRIAN FACILITIES		Yellow
ACCIDENT / KM TREND	↑	Orange

Table 2: Performance and Trend

Colour	Description
Dark Purple	Extremely Poor Performance
Red	Very Poor Performance
Orange	Poor Performance
Yellow	Average Performance
Green	Good Performance
Light Green	Very Good Performance
↑	Congestion or accidents getting worse
-	Congestion or accidents not changing
↓	Congestion or accidents improving

Tables 3: Peak and Inter-Peak (Traffic Congestion and Bus Priority)

Morning	Route: TUDOR DRIVE TO KINGS RD SB (INTO KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)	Evening	Daytime Off-Peak
	TRAFFIC CONGESTION	↑ - ↑	Green		
	BUS PRIORITY / DELAY	↑ - ↑	NA		

Tables 4: Scope for Improvement (Cost / Benefit)

KEY	Scheme Definitions
Red	Highest Cost / Benefit Ratio. Low Scope for improvement.
Orange	
Yellow	Average Cost / Benefit Ratio. Little scope for improvement.
Green	
Light Green	Lowest Cost / Benefit Ratio. Good Scope for improvement.
NA	No need for improvement.

Tables 5: Factors Included in Analysis

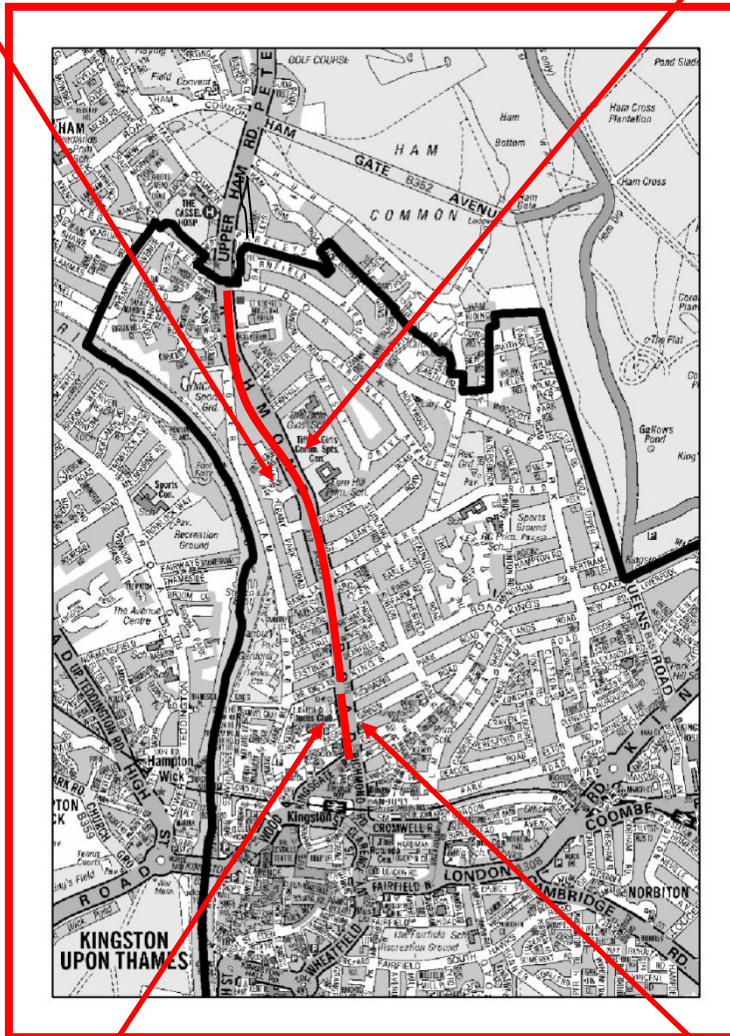
BUS STOP FACILITIES	Bus Stop Shelters
	Bus Stop Spacing within 400m
	Pedestrian Crossings within 50m of bus stop
	Footway width at bus stop
	Footway condition at bus stop
	DDA Compliance (kerb height and cage length)
CYCLE FACILITIES	Advanced Stop Lines at signal junctions
	Cycle Lanes
	Cycle Parking near shops
PEDESTRIAN FACILITIES	Potential for additional Pedestrian Crossings
	Side Roads DDA Non Compliance
ACCIDENT / KM TREND	Accidents per KM

A307 - RICHMOND ROAD

MAP 1 – TUDOR DRIVE TO KINGSGATE ROAD

Route: TUDOR DRIVE TO KINGS RD NB (OUT OF KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ -	
BUS PRIORITY / DELAY	↓ ↓ -	NA
BUS STOP FACILITIES		NA
CYCLE FACILITIES		NA
PEDESTRIAN FACILITIES		
ACCIDENT / KM TREND	↑	

Route: TUDOR DRIVE TO KINGS RD SB (INTO KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ - ↑	
BUS PRIORITY / DELAY	↑ - ↑	NA
BUS STOP FACILITIES		NA
CYCLE FACILITIES		NA
PEDESTRIAN FACILITIES		
ACCIDENT / KM TREND	↑	



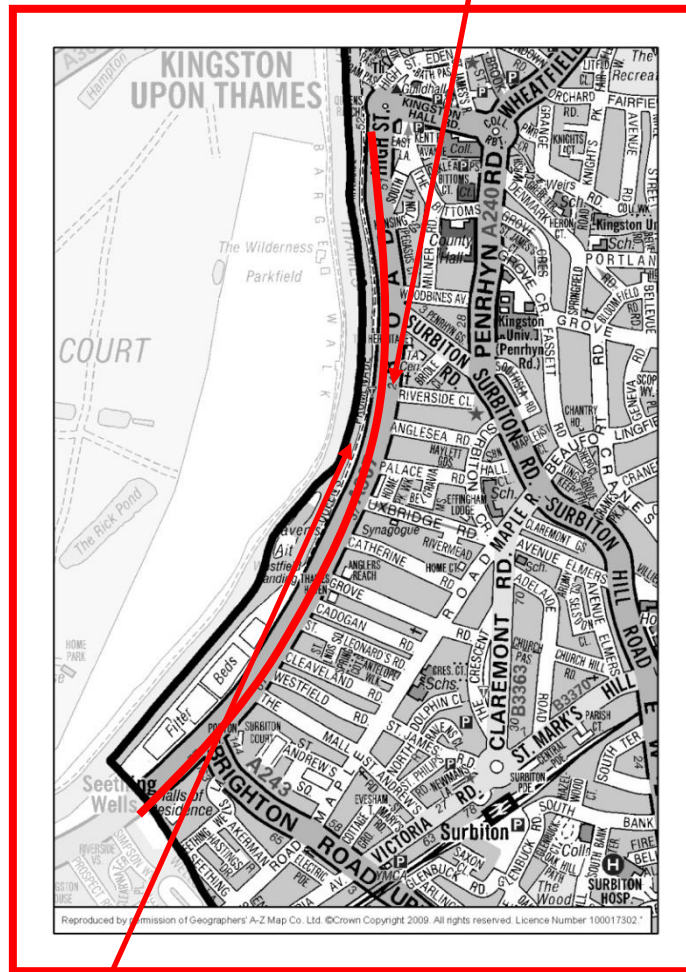
Route: KINGS ROAD TO KINGSGATE RD SB (INTO KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	- ↓ -	
BUS PRIORITY / DELAY		NA
BUS STOP FACILITIES		
CYCLE FACILITIES		
PEDESTRIAN FACILITIES		
ACCIDENT / KM TREND	↑	

Route: KINGS ROAD TO KINGSGATE RD NB (OUT OF KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ - ↑	
BUS PRIORITY / DELAY	↑ - ↑	NA
BUS STOP FACILITIES		NA
CYCLE FACILITIES		
PEDESTRIAN FACILITIES		NA
ACCIDENT / KM TREND	↑	

A307 – HIGH STREET AND PORTSMOUTH ROAD

MAP 2 – KINGSTON HALL ROAD TO BOROUGH BOUNDARY

Route: KINGSTON HALL ROAD TO BOUNDARY - SB (OUT OF KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — —	
BUS PRIORITY / DELAY	— — —	
BUS STOP FACILITIES		
CYCLE FACILITIES	↑	NA
PEDESTRIAN FACILITIES		
ACCIDENT / KM TREND	↑	



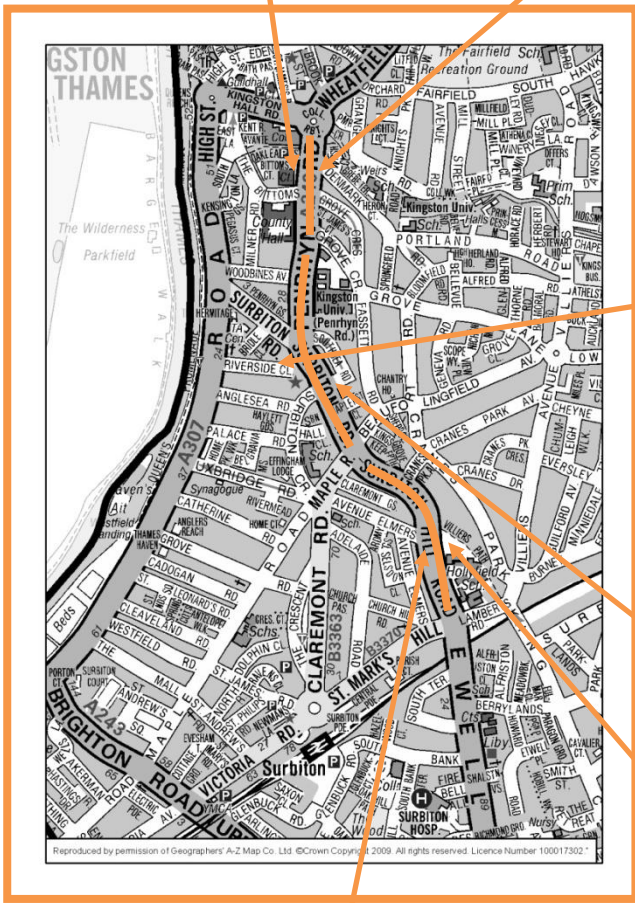
Route: KINGSTON HALL ROAD TO BOUNDARY - NB (INTO KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — ↓	
BUS PRIORITY / DELAY	— — ↓	NA
BUS STOP FACILITIES		
CYCLE FACILITIES	↓	NA
PEDESTRIAN FACILITIES		
ACCIDENT / KM TREND	↑	

A240 – PENRHYN ROAD, SURBITON ROAD AND SURBITON HILL ROAD

MAP 3 – COLLEGE ROUNDABOUT TO LAMBERTS ROAD

Route: COLLEGE ROUNDABOUT TO GROVE CRESCENT NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↑	Red

Route: COLLEGE ROUNDABOUT TO GROVE CRESCENT SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	Red
BUS STOP FACILITIES	NA	NA
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↑	Red



Route: GROVE CRESCENT TO SURBITON RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	Orange
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↑	Red

Route: GROVE CRESCENT TO SURBITON RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↑	Red

Route: SURBITON RD TO LAMBERTS RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↑ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↓	Red

Route: SURBITON RD TO LAMBERTS RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↓	Red

A240 – EWELL ROAD AND BROADWAY

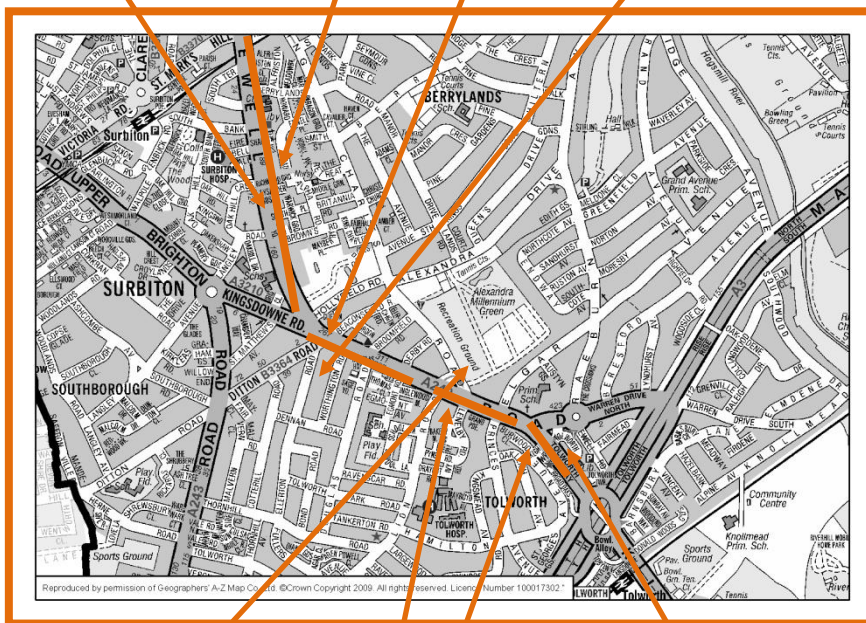
MAP 4 – LAMBERTS ROAD TO A3

Route: LAMBERTS RD TO DITTON RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — —	—
BUS PRIORITY / DELAY	— — —	NA
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	—
ACCIDENT / KM TREND	↓	—

Route: DITTON RD TO RED LION RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — —	—
BUS PRIORITY / DELAY	— — —	NA
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	NA
ACCIDENT / KM TREND	↑	—

Route: LAMBERTS RD TO DITTON RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ — —	—
BUS PRIORITY / DELAY	— — —	—
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	—
ACCIDENT / KM TREND	↓	—

Route: DITTON RD TO RED LION RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — —	—
BUS PRIORITY / DELAY	— — —	—
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	NA
ACCIDENT / KM TREND	↑	—



Route: RED LION RD TO BROADWAY SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — —	—
BUS PRIORITY / DELAY	— — —	—
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	NA
PEDESTRIAN FACILITIES	— — —	—
ACCIDENT / KM TREND	↑	—

Route: EWELL RD TO A3 SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	— — —	—
BUS PRIORITY / DELAY	— — —	—
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	—
ACCIDENT / KM TREND	—	—

Route: RED LION RD TO BROADWAY NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ — —	—
BUS PRIORITY / DELAY	↑ — —	—
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	NA
ACCIDENT / KM TREND	↑	—

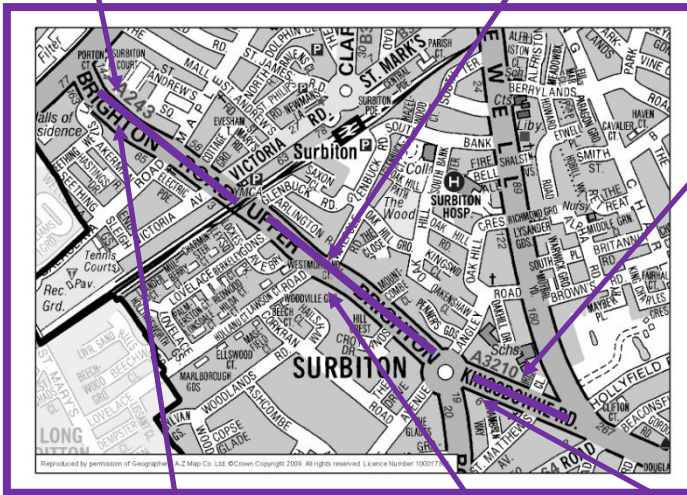
Route: EWELL RD TO A3 NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ — —	—
BUS PRIORITY / DELAY	↓ — —	NA
BUS STOP FACILITIES	— — —	—
CYCLE FACILITIES	— — —	—
PEDESTRIAN FACILITIES	— — —	NA
ACCIDENT / KM TREND	—	—

A243 – UPPER BRIGHTON ROAD, BRIGHTON ROAD AND KINGSDOWNE ROAD

MAP 5 – BRIGHTON ROAD TO KINGSDOWNE ROAD

Route: PORTSMOUTH RD TO UPPER BRIGHTON RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ ↑ ↑	Yellow
BUS PRIORITY / DELAY	↑ ↑ ↑	Yellow
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↓	Orange

Route: BRIGHTON RD TO KINGSDOWNE RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ - -	Yellow
BUS PRIORITY / DELAY	↓ - -	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	NA	NA
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	-	Orange



Route: KINGSDOWNE RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ - -	Yellow
BUS PRIORITY / DELAY	↑ - -	NA
BUS STOP FACILITIES	NA	NA
CYCLE FACILITIES	Red	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	-	NA

Route: KINGSDOWNE RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	- ↑ ↑	Yellow
BUS PRIORITY / DELAY	- ↑ ↑	NA
BUS STOP FACILITIES	NA	NA
CYCLE FACILITIES	Red	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	-	NA

Route: PORTSMOUTH RD TO UPPER BRIGHTON RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ - -	Yellow
BUS PRIORITY / DELAY	↓ - -	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↓	Orange

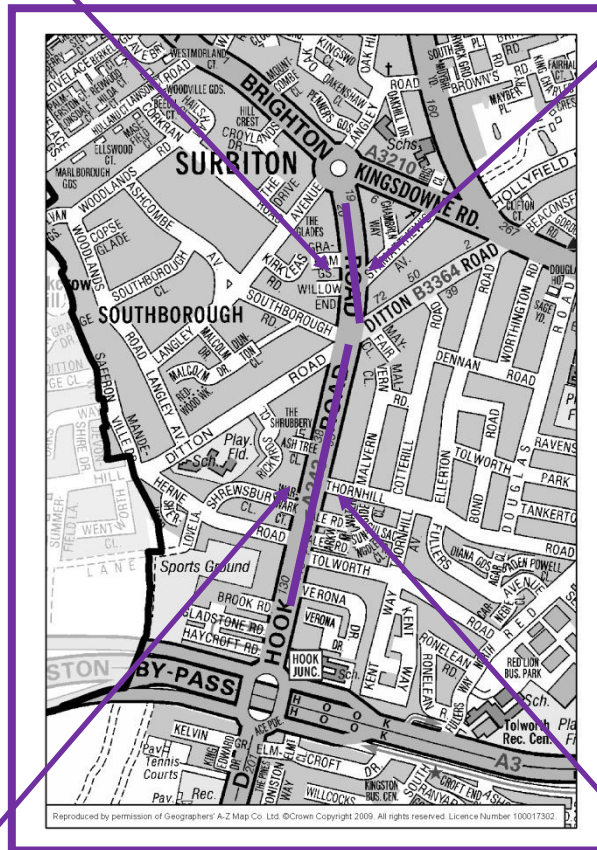
Route: BRIGHTON RD TO KINGSDOWNE RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ -	Yellow
BUS PRIORITY / DELAY	↓ ↓ -	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	NA	NA
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	-	Orange

A243 – BRIGHTON ROAD AND HOOK ROAD

MAP 6 – KINGSDOWNE ROAD TO A3

Route: KINGSDOWNE RD TO DITTON RD - NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↑ ↑	Yellow
BUS PRIORITY / DELAY	↓ ↑ ↑	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	NA	NA
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	↓	NA

Route: KINGSDOWNE RD TO DITTON RD - SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	NA	Orange
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	↓	NA



Route: DITTON RD TO A3 NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↑	Orange

Route: DITTON RD TO A3 SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ ↑ ↑	Yellow
BUS PRIORITY / DELAY	↑ ↑ ↑	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↑	Orange

A308 – LONDON ROAD AND KINGSTON HILL

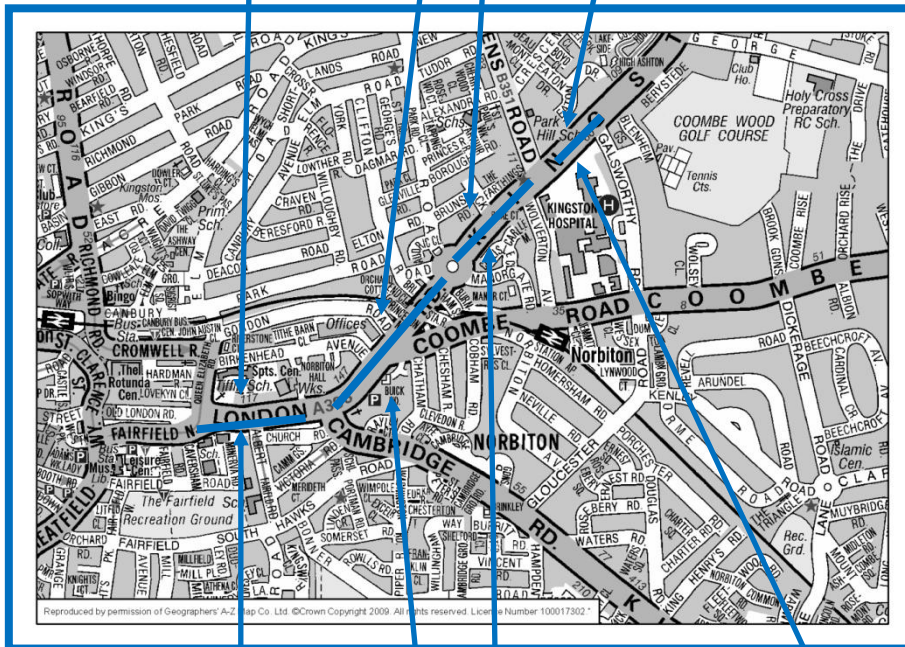
MAP 7 – QUEEN ELIZABETH ROAD TO GALSWORTHY ROAD

Route: CAMBRIDGE RD TO PARK RD NB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY	↓ ↓ ↓	Yellow
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Red	Orange
PEDESTRIAN FACILITIES	Yellow	Orange
ACCIDENTS	↓	Orange

Route: PARK RD TO QUEENS RD NB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↑ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↑ ↓	NA
BUS STOP FACILITIES	Green	NA
CYCLE FACILITIES	Green	NA
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↓ ↓ ↓	Orange

Route: QUEEN ELIZABETH RD TO CAMBRIDGE RD NB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ ↑ ↑	Yellow
BUS PRIORITY / DELAY	↑ ↑ ↑	Yellow
BUS STOP FACILITIES	Green	NA
CYCLE FACILITIES	Yellow	Orange
PEDESTRIAN FACILITIES	Yellow	Orange
ACCIDENT / KM TREND	↑	Orange

Route: QUEENS RD TO GALSWORTHY RD SB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Yellow	Orange
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	↓	Orange



Route: QUEEN ELIZABETH RD TO CAMBRIDGE RD SB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑ ↑ ↑	Yellow
BUS PRIORITY / DELAY	Green	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Yellow	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENT / KM TREND	↑	Orange

Route: QUEENS RD TO GALSWORTHY RD NB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Green	Orange
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	↓	Orange

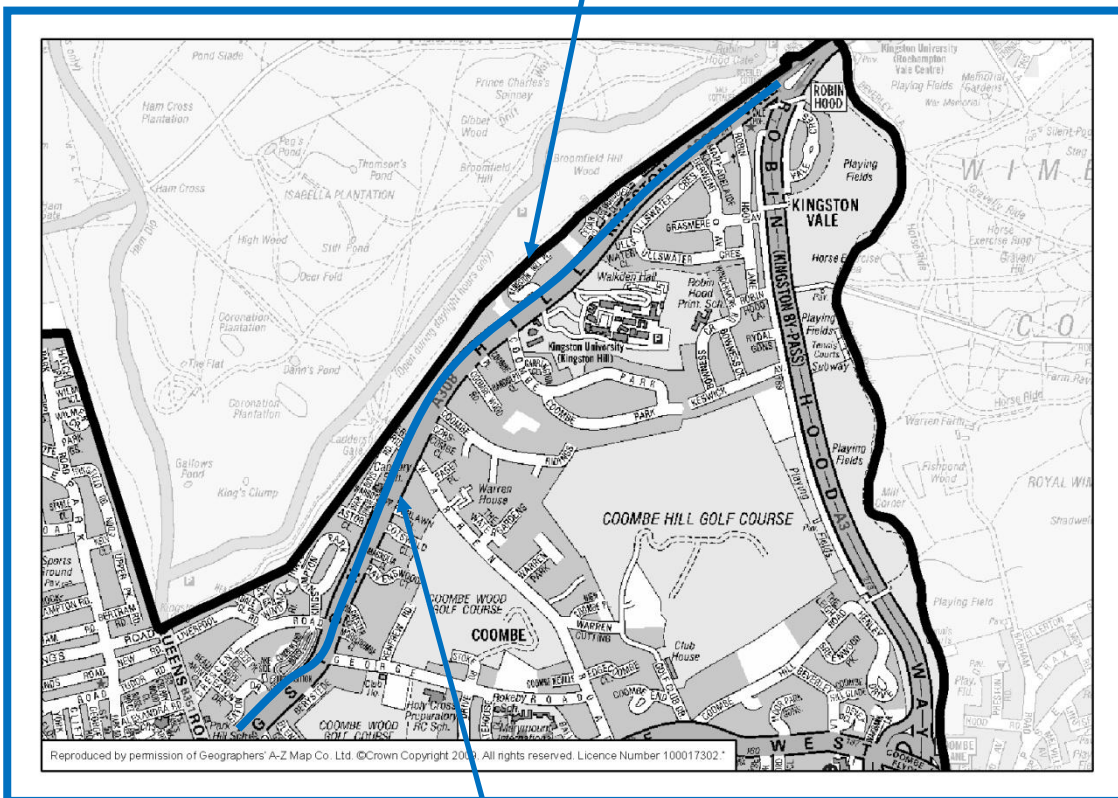
Route: CAMBRIDGE RD TO PARK RD SB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↓ ↓	Yellow
BUS PRIORITY	↓ ↓ ↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Yellow	Orange
PEDESTRIAN FACILITIES	Green	Orange
ACCIDENTS	↓	Orange

Route: PARK RD TO QUEENS RD SB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ ↑ ↓	Yellow
BUS PRIORITY / DELAY	↓ ↑ ↓	Yellow
BUS STOP FACILITIES	NA	Yellow
CYCLE FACILITIES	Green	NA
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↓ ↓ ↓	Orange

A308 – KINGSTON HILL

MAP 8 – GALSWORTHY ROAD TO A3

Route: GALSWORTHY RD TO A3 NB - OUT OF KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	—	—	—	NA
BUS PRIORITY / DELAY	—	—	—	NA
BUS STOP FACILITIES				
CYCLE FACILITIES				NA
PEDESTRIAN FACILITIES				
ACCIDENT / KM TREND	—			



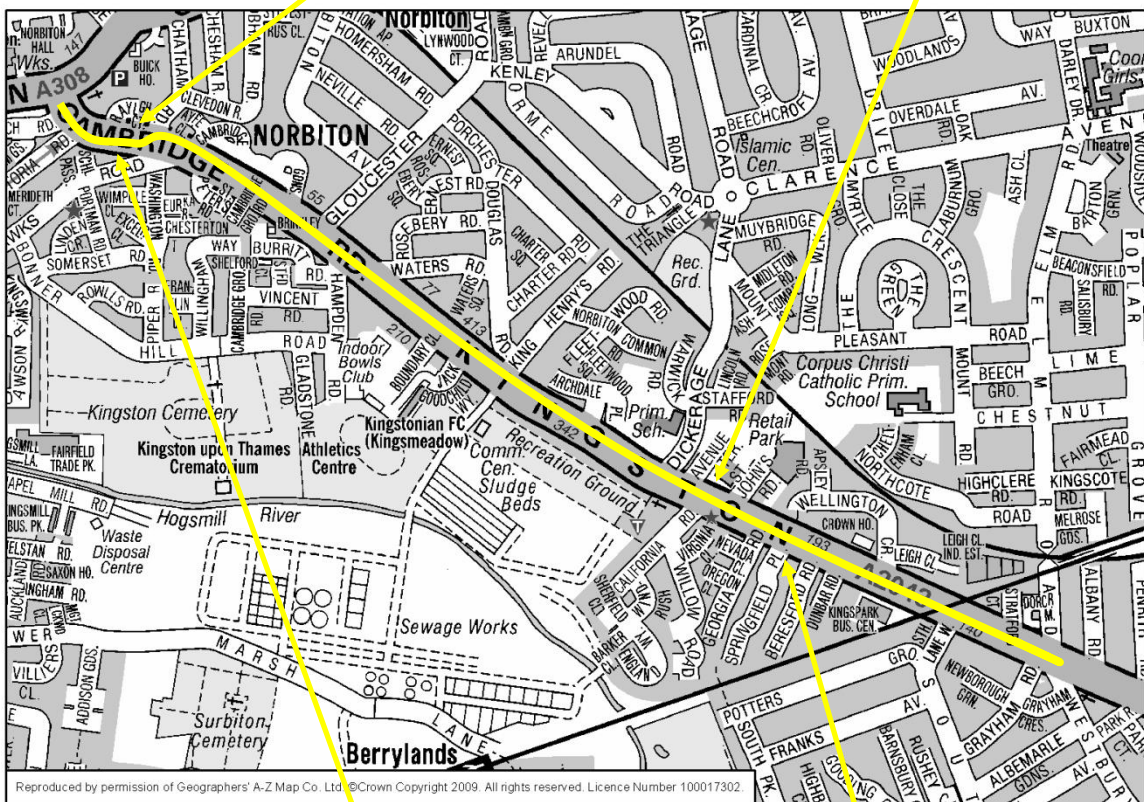
Route: GALSWORTHY RD TO A3 SB - INTO KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	—	—	NA
BUS PRIORITY / DELAY	↓	—	—	NA
BUS STOP FACILITIES				
CYCLE FACILITIES				
PEDESTRIAN FACILITIES				
ACCIDENT / KM TREND	—			

A2043 – CAMBRIDGE ROAD AND KINGSTON ROAD

MAP 9 – LONDON ROAD TO WESTBURY ROAD

Route: LONDON RD TO HAWKS RD EB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↑	Yellow
BUS PRIORITY / DELAY	↑	Red
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Orange	Orange
PEDESTRIAN FACILITIES	Yellow	Yellow
ACCIDENT / KM TREND	↓	Orange

Route: HAWKS RD TO WESTBURY RD EB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	Yellow
BUS PRIORITY / DELAY	↓	NA
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Orange	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↓	Orange



Route: LONDON RD TO HAWKS RD WB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	Yellow
BUS PRIORITY / DELAY	Green	Red
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Orange	Orange
PEDESTRIAN FACILITIES	Green	NA
ACCIDENT / KM TREND	↓	Orange

Route: HAWKS RD TO WESTBURY RD WB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	Yellow
BUS PRIORITY / DELAY	↓	Red
BUS STOP FACILITIES	Green	Yellow
CYCLE FACILITIES	Orange	Orange
PEDESTRIAN FACILITIES	Green	Yellow
ACCIDENT / KM TREND	↓	Orange

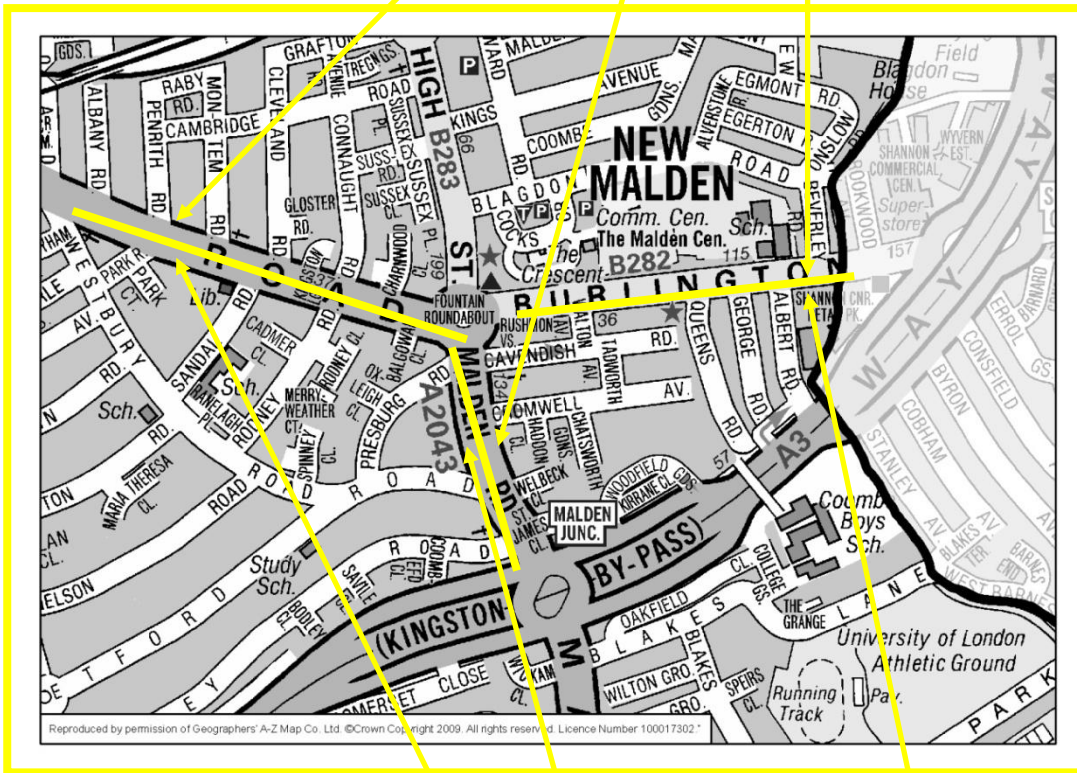
A2043 – KINGSTON, BURLINGTON, AND MALDEN ROAD

MAP 10 - KINGSTON ROAD (WESTBURY TO MALDEN ROAD), BURLINGTON AND MALDEN ROAD (KINGSTON ROAD TO A3)

Route: BURLINGTON RD TO A3 SB - OUT OF KTC	Performance and Trend		Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	↑	Yellow
BUS PRIORITY / DELAY	-	↑	Orange
BUS STOP FACILITIES			Yellow
CYCLE FACILITIES			NA
PEDESTRIAN FACILITIES			Yellow
ACCIDENT / KM TREND		↑	Orange

Route: WESTBURY RD TO MALDEN RD EB - OUT OF KTC	Performance and Trend		Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	↓	Yellow
BUS PRIORITY / DELAY	↓	↓	NA
BUS STOP FACILITIES			Yellow
CYCLE FACILITIES			Yellow
PEDESTRIAN FACILITIES			Yellow
ACCIDENT / KM TREND	-		Orange

Route: BURLINGTON RD EB - OUT OF KTC	Performance and Trend		Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	↑	Yellow
BUS PRIORITY / DELAY	-	↑	Orange
BUS STOP FACILITIES			Yellow
CYCLE FACILITIES			Yellow
PEDESTRIAN FACILITIES			Yellow
ACCIDENT / KM TREND		↓	Orange



Route: WESTBURY RD TO MALDEN RD WB - INTO KTC	Performance and Trend		Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	-	Yellow
BUS PRIORITY / DELAY	-	-	NA
BUS STOP FACILITIES			Yellow
CYCLE FACILITIES			Yellow
PEDESTRIAN FACILITIES			Yellow
ACCIDENT / KM TREND	-		Orange

Route: BURLINGTON RD WB - INTO KTC	Performance and Trend		Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	↑	Yellow
BUS PRIORITY / DELAY	↓	↑	Orange
BUS STOP FACILITIES			Yellow
CYCLE FACILITIES			Yellow
PEDESTRIAN FACILITIES			Yellow
ACCIDENT / KM TREND		↓	Orange

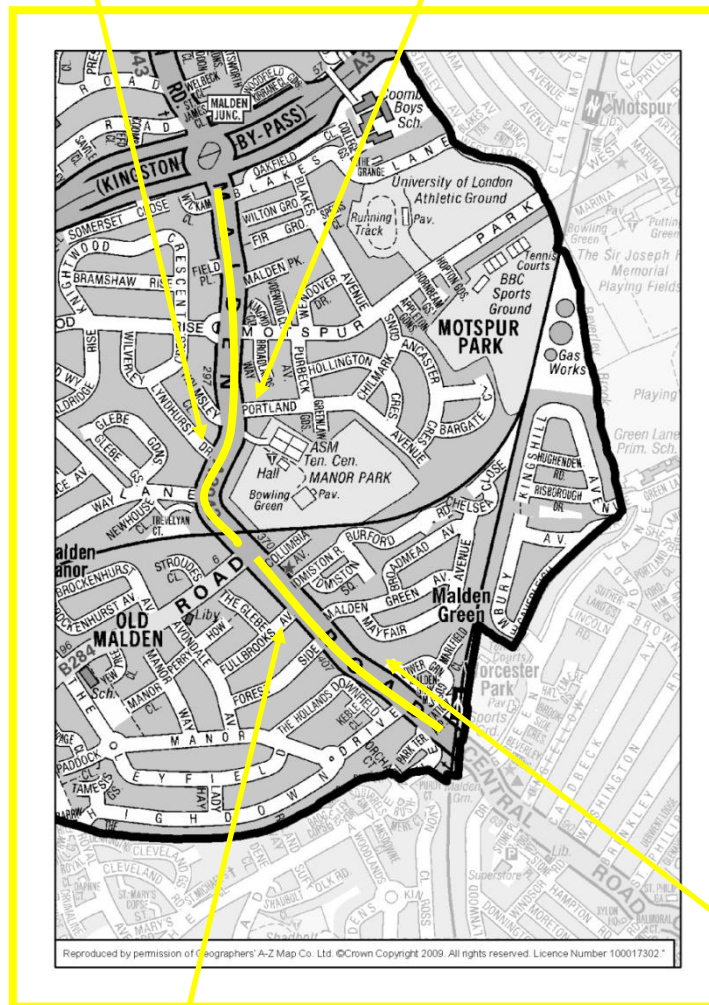
Route: BURLINGTON RD TO A3 NB - INTO KTC	Performance and Trend		Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	-	Yellow
BUS PRIORITY / DELAY	-	-	Orange
BUS STOP FACILITIES			Yellow
CYCLE FACILITIES			Yellow
PEDESTRIAN FACILITIES			Yellow
ACCIDENT / KM TREND		↑	Orange

A2043 – MALDEN ROAD

MAP 11 – A3 TO WORCESTER PARK STATION

Route: A3 TO CHURCH RD NB - INTO KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	- - ↑	
BUS PRIORITY / DELAY	- - ↑	NA
BUS STOP FACILITIES	- - -	
CYCLE FACILITIES	- - -	NA
PEDESTRIAN FACILITIES	- - -	
ACCIDENT / KM TREND	- - -	

Route: A3 TO CHURCH RD SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓ - -	
BUS PRIORITY / DELAY	↓ - -	NA
BUS STOP FACILITIES	- - -	
CYCLE FACILITIES	- - -	NA
PEDESTRIAN FACILITIES	- - -	
ACCIDENT / KM TREND	- - -	



Route: CHURCH RD TO WORCESTER PARK NB (INTO KTC)	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	- ↓ ↓	
BUS PRIORITY / DELAY	- ↓ ↓	
BUS STOP FACILITIES	- - -	
CYCLE FACILITIES	- - -	NA
PEDESTRIAN FACILITIES	- - -	
ACCIDENT / KM TREND	↓ - -	

Route: CHURCH RD TO WORCESTER PARK SB - OUT OF KTC	Performance and Trend	Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	- - -	
BUS PRIORITY / DELAY	- - -	
BUS STOP FACILITIES	- - -	
CYCLE FACILITIES	- - -	NA
PEDESTRIAN FACILITIES	- - -	
ACCIDENT / KM TREND	↓ - -	

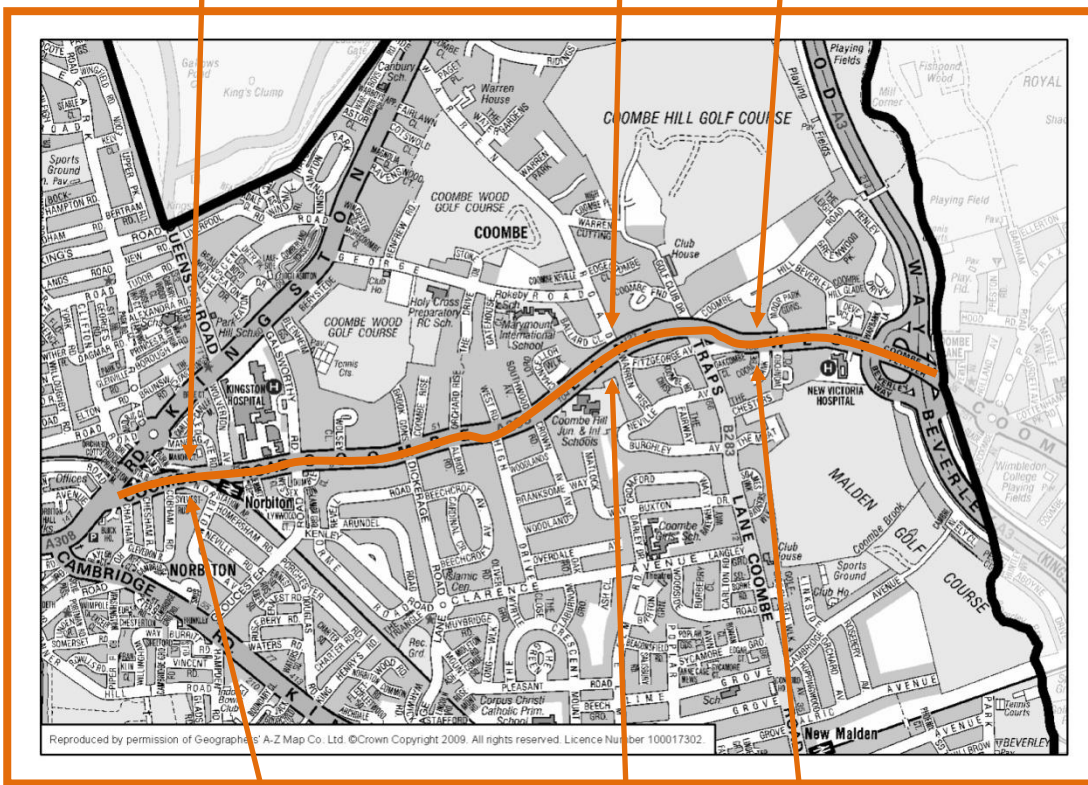
A238 – COOMBE ROAD AND COOMBE ROAD WEST

MAP 12 – LONDON ROAD TO A3

Route: GALSWORTHY RD TO TRAPS LANE - EB - OUT OF KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	-	↑	Yellow
BUS PRIORITY / DELAY	-	-	↑	NA
BUS STOP FACILITIES				Yellow
CYCLE FACILITIES				NA
PEDESTRIAN FACILITIES				Yellow
ACCIDENT / KM TREND			↓	Orange

Route: LONDON RD TO GALSWORTHY RD - EB - OUT OF KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	-	↓	Yellow
BUS PRIORITY / DELAY	-	-	↓	NA
BUS STOP FACILITIES				Yellow
CYCLE FACILITIES				Orange
PEDESTRIAN FACILITIES				Yellow
ACCIDENT / KM TREND			↓	Orange

Route: TRAPS LANE TO A3 EB - OUT OF KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	-	-	Yellow
BUS PRIORITY / DELAY	-	-	-	NA
BUS STOP FACILITIES				Yellow
CYCLE FACILITIES		NA		NA
PEDESTRIAN FACILITIES				Yellow
ACCIDENT / KM TREND			↑	Orange



Route: LONDON RD TO GALSWORTHY RD - WB - INTO KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	↓	↑	Yellow
BUS PRIORITY / DELAY	-	↓	↑	Orange
BUS STOP FACILITIES				Yellow
CYCLE FACILITIES				Orange
PEDESTRIAN FACILITIES				Yellow
ACCIDENT / KM TREND			↓	Orange

Route: TRAPS LANE TO A3 WB - INTO KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	↓	↓	↓	Yellow
BUS PRIORITY / DELAY	↓	↓	↓	NA
BUS STOP FACILITIES				Yellow
CYCLE FACILITIES				Red
PEDESTRIAN FACILITIES				Yellow
ACCIDENT / KM TREND			↑	Orange

Route: GALSWORTHY RD TO TRAPS LANE - WB - INTO KTC	Performance and Trend			Scope for Improvement (Cost / Benefit)
TRAFFIC CONGESTION	-	-	-	Yellow
BUS PRIORITY / DELAY	-	-	-	NA
BUS STOP FACILITIES				Yellow
CYCLE FACILITIES				Yellow
PEDESTRIAN FACILITIES				Yellow
ACCIDENT / KM TREND			↓	Orange

APPENDIX 22 – Priority Locations for Cycle and Traffic Counters

Permanent Cycle Counter Locations

Existing locations

- Portsmouth Road
- Kingston Bridge (both directions)
- Lower Marsh Lane

Proposed permanent cycle count locations (in rough priority order)

1. King Charles Bridge cycle lane
2. Hogsmill River Bridge at end of Sheephouse Way
3. South Lane Subway
4. Richmond Road (best yet to be determined)
5. Malden Road, (between Sheephouse Way junction and Worcester Park)
6. Kingston Town Centre near Brook Street crossing
7. Kingston Hill (near borough boundary)
8. Coombe Lane (near borough boundary)
9. Hogsmill River Bridge at end of Green Lane
10. Kingston Rd/ Cambridge Road (Kingston side of railway bridge in cycle lane sections)
11. Brighton Road (under rail bridge)
12. Lower Ham Road and/or Skerne Road/Walk
13. London Road/Kingston Hill (under railway bridge)
14. Coombe Road (near Norbiton Station)
15. Gloucester Road rail bridge
16. Queens Road near entrance to Richmond Park
17. Elm Road, New Malden
18. Cambridge Avenue Kingston Town Centre - Old London Road
19. Kingston Road on approach to Tolworth Station (on TfL cycle lanes)
20. High St, New Malden
21. The Cut, New Malden
22. Kingsgate Road
23. Down Hall Road
24. Robin Hood Way A3 Pegasus Crossing over A3

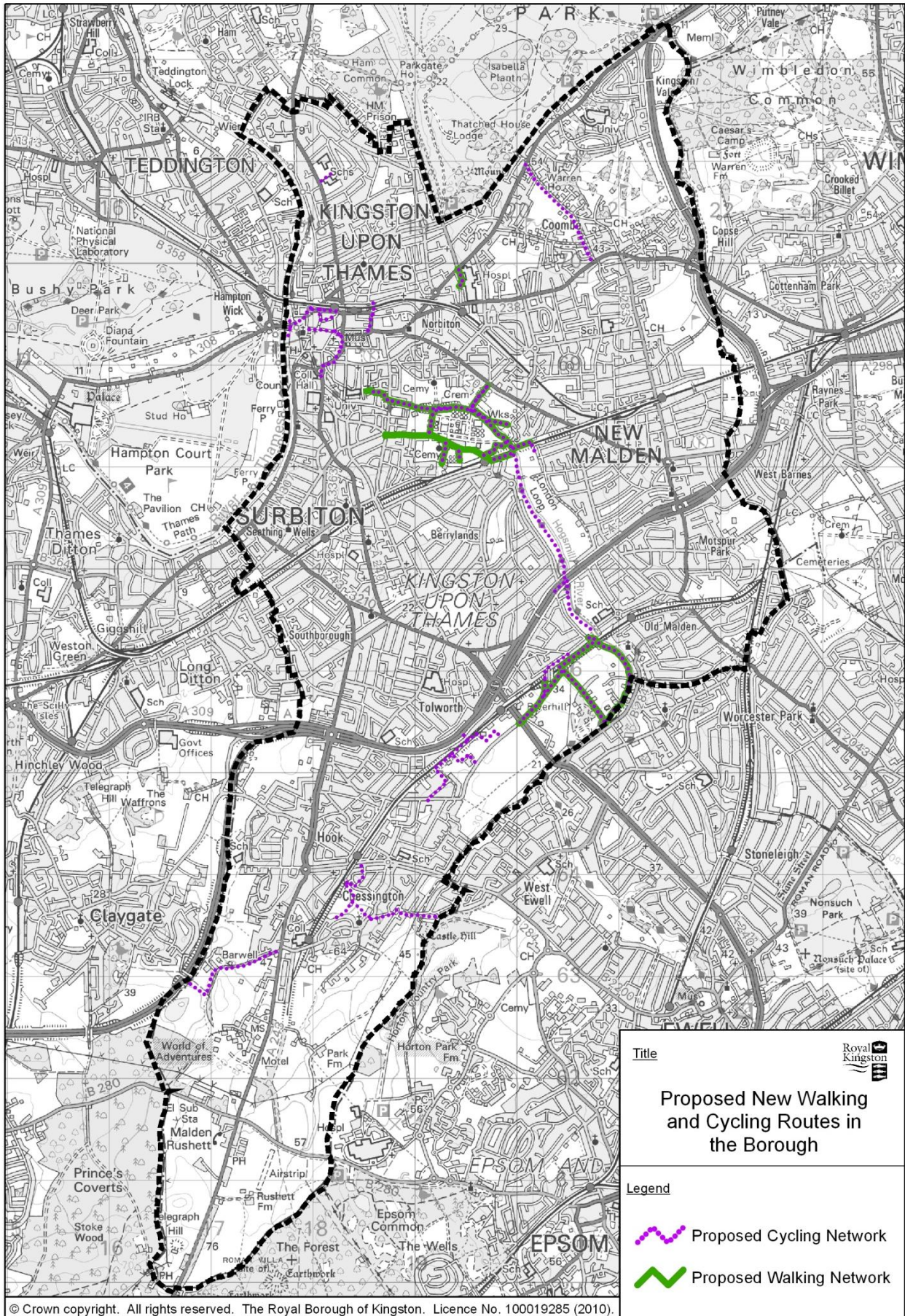
The Council will also ensure that cycle counters are installed where possible as an integral part of new highway schemes including, Tolworth Broadway/ Greenway Scheme, Jubilee Way cycle lane, Victoria Road Surbiton.

Note: This information provides an initial indication of desirable locations for counters required to monitor the use of the cycle network. However, due to the specific technical requirements of the counters further investigations are needed to assess the most suitable precise locations for each site and some of the proposed locations may not be suitable for counters at all.

Key traffic counting sites in order of priority:

1. Leatherhead Road (TfL) – north of Catherine’s Close junction
2. Kingston Road, Surbiton (TfL) – outside Bell Court
3. Cambridge Road – near LC 62
4. King Charles Road – outside No. 21/23
5. Clarence Street – near LC 5
6. London Road – near LC 30
7. Coombe Road, KUT – near LC 23
8. Kings Road – near LC 24
9. Clarence Avenue – near LC 15
10. Amberwood Rise – near LC 10
11. Coombe Road, NM – near LC 7

APPENDIX 23 – Proposed Walking & Cycling Routes



APPENDIX 24 – Local Target: Bus Priority

Key:

- ADSAT = Average difference between scheduled bus arrival times and actual bus arrival times
- SD = Standard Deviation (between scheduled bus arrival times and actual bus arrival times)

Notes:

- The time period (Monday – Friday) that was performing the worst for each bus route was chosen as the baseline and time period to set targets against. If the worst period of the day improves then it is likely all other periods will also improve. If this is not the case other time periods can be considered once satisfactory improvements in the worst time period have been achieved. Where the worst time period was before 0700 or after 1900 this time period was not selected as it was deemed to be issues with the bus operation as opposed to issues with the road infrastructure.
- On some routes ADSAT was deemed the most appropriate performance indicator, and on some routes SD was deemed the most appropriate performance indicator.
- Bus reliability data (iBus) data will be compiled annually based on March results; as such March 2010 has been used as the baseline.

Bus Route	Section of Highway	Performance March 2010	Time Period (Mon – Fri)	Major Scheme funding	Target March 2011	Target March 2012	Target March 2013	Target March 2014	Target March 2020	Comments/Reasons	Other Bus Routes
265	Start: Tolworth Roundabout (4510) End: Tolworth / King Charles Road (BP1645)	ADSAT = 0.6mins	0700-1000	No	0.6	0.6	0.6	0.6	0.6	If no Major Scheme funding there would still be options to ensure bus reliability remains constant in the long term. As current bus performance is reasonable maintaining existing performance is seen as an acceptable target.	K1, K2, 281, 406, 418
	Start: Tolworth / King Charles Road (BP1645) End: Tolworth Roundabout (18698)	ADSAT = 0.4mins	1000-1300	No	0.4	0.4	0.4	0.4	0.4	If no Major Scheme funding there would still be options to ensure bus reliability remains constant in the long term. As current bus performance is reasonable maintaining existing performance is seen as an acceptable target.	965 (infrequent operation)

Bus Route	Section of Highway	Performance March 2010	Time Period (Mon – Fri)	Major Scheme funding	Target March 2011	Target March 2012	Target March 2013	Target March 2014	Target March 2020	Comments/Reasons	Other Bus Routes
213	Start: Cambridge Avenue (33078) End: New Malden / The Fountain (1789)	ADSAT = 1.2	1600-1900	No	1.2	1.2	1.2	1.2	1.2	Bus reliability can be maintained in the long-term by smoothing traffic flow along this corridor. Maintaining a similar ADSAT over the next 10 years is seen as an ambitious target given that traffic levels are likely to increase in that time.	K1
	Start: New Malden / The Fountain (1790) End: Sycamore Grove (33077)	ADSAT = 1.3	0700-1000	No	1.3	1.3	1.3	1.3	1.3	Bus reliability can be maintained in the long-term by smoothing traffic flow along this corridor. Maintaining a similar ADSAT over the next 10 years is seen as an ambitious target given that traffic levels are likely to increase in that time.	
213	Start: New Malden / The Fountain (1789) End: Worcester Park Station (2023)	SD = 1.8	1600-1900	No	1.8	1.8	1.6	1.4	1.4	Investigations are underway to smooth traffic flow along this corridor which would improve bus reliability. It is hoped that works to relieve congestion on the corridor will start to be undertaken during 2011/12 – 2012/13. These works should improve bus reliability. As this is a sub-regional priority for congestion relieve it is envisaged that improvements will be ongoing, as such it is hoped that a SD of 1.4 can be achieved by 2020.	X26 K1 (part) K5 (part) 265 (part)

Bus Route	Section of Highway	Performance March 2010	Time Period (Mon – Fri)	Major Scheme funding	Target March 2011	Target March 2012	Target March 2013	Target March 2014	Target March 2020	Comments/Reasons	Other Bus Routes
	Start: Worcester Park Station (2022) End: New Malden / The Fountain (1790)	SD = 1.4	0700-1000	No	1.4	1.4	1.3	1.2	1.2	Investigations are underway to smooth traffic flow along this corridor which would improve bus reliability. It is hoped that works to relieve congestion on the corridor will start to be undertaken during 2011/12 – 2012/13. These works should improve bus reliability. As this is a sub-regional priority for congestion relieve it is envisaged that improvements will be ongoing, as such it is hoped that a SD of 1.2 can be achieved by 2020.	
131	Start: Vicarage House (10041) End: Rookwood Avenue (9156)	SD = 2.2	1600-1900	No	2.2	2.2	1.8	1.8	1.8	Investigations are underway to make transport improvements along this corridor. It is hoped that works completed during the Delivery Plan period will improve bus reliability.	X26 (part) K5 (part) 152 (part) 265 (part) N87, N77
	Start: Rookwood Avenue (9157) End: Vicarage House (BP1528)	SD = 2.7	0700-1000	No	2.7	2.7	2.1	2.1	2.1	Investigations are underway to make transport improvements along this corridor. It is hoped that works completed during the Delivery Plan period will improve bus reliability.	

Bus Route	Section of Highway	Performance March 2010	Time Period (Mon – Fri)	Major Scheme funding	Target March 2011	Target March 2012	Target March 2013	Target March 2014	Target March 2020	Comments/Reasons	Other Bus Routes
65	Start: Tudor Drive (9796) End: Kingston Station (BP491)	SD = 1.3	1600-1900	No	1.3	1.3	1.3	1.3	1.3	Performance along this route is already very good, and there are limited options for improvement. Therefore the target is to maintain existing performance standards. Also this route consistently has the worst EWT of any bus route in borough; monitoring its performance within the borough boundaries will highlight if the performance is due to factors within or outside the Council's control.	691, 971, 801 (all school buses)
	Start: Kingsgate Road (FW1) End: Tudor Drive (9797)	SD = 0.6	1000-1300	No	0.6	0.6	0.6	0.6	0.6	Performance along this route is already very good, and there are limited options for improvement. Therefore the target is to maintain existing performance standards. Also this route consistently has the worst EWT of any bus route in borough; monitoring its performance within the borough boundaries will highlight if the performance is due to factors within or outside the Council's control.	

APPENDIX 25 – Stakeholder Workshop Results

The following summarises feedback from the Royal Borough of Kingston upon Thames LIP2 Stakeholder Workshop, held Thursday 25 March 2010. This includes:

- 1) A summary of results from the ‘objectives and actions’ activity (including the sticky dot activity). *In brackets beside each objective/action is ‘priority votes’; this is simply the number of sticky dots the action/objective received.*

- 2) Other suggestions/comments made by workshop attendees.

1) Summary of Results from Objectives and Actions Activity

THEME A		Reduce congestion and traffic levels in RBK	
OBJECTIVES			
OBJECTIVE 1	OBJECTIVE 2	OBJECTIVE 3	
Promote and enhance public transport, walking, and cycling as transport modes; particularly for people accessing employment, education, and shopping activities within RBK. (27 priority votes)	Reduce congestion and smooth traffic flow in congestion hotspots. (5 priority votes)	Reduce the need to travel during peak congestion times. (1 priority vote)	
ACTIONS	ACTIONS	ACTIONS	
Create safe conditions for cycling e.g. more and continuous cycle lanes, in key routes to employment, education and shopping (18 priority votes)	Co-ordinate traffic light better (6 priority votes)	Encourage home working and flexible hours (6 priority votes)	
More school buses and buses at school times (9 priority votes)	Rationalise number of traffic lights (4 priority votes)	Promote travel plans for major employers (5 priority votes)	
Cycle facilities and storage at key locations (7 priority votes)	Work place parking levy and expanded pedestrian area (2 priority votes)		
Better connectivity with Surrey coming in to Kingston (5 priority votes)			
All year round park and ride (3 priority votes)			
Improve pavements and reduce street furniture (3 priority votes)			

THEME B	Improve transport opportunities and enhance the quality of life for all RBK residents				
OBJECTIVES					
OBJECTIVE 1	OBJECTIVE 2	OBJECTIVE 3	OBJECTIVE 4	OBJECTIVE 5	OBJECTIVE 6
Improve sustainable transport links to/from/within socially deprived areas and areas with poor access to public transport. (12 priority votes)	Improve the physical accessibility of RBK's transport network, especially for less abled people. (4 priority votes)	Improve pedestrian and cycling permeability and connectivity throughout RBK. (4 priority votes)	Protect and enhance the built and natural environment (1 priority vote)	Improve air quality and reduce impacts of noise and vibration from transport (1 priority vote)	Improve transports contribution to health and wellbeing (2 priority votes)
ACTIONS	ACTIONS	ACTIONS	ACTIONS	ACTIONS	ACTIONS
Target bus routes and increase number, frequency and reliability (6 priority votes)	Reduce street clutter (6 priority votes)	Construct safe cycling routes that are interconnected (3 priority votes) Fast direct through route – Queen Elizabeth Cycle route both ways (1 priority vote)	Cut down on street furniture/unclutter footways (7 priority votes)	Warehousing, freight routes and networks to be analysed (1 priority vote)	20 mph limits in all residential areas (3 priority votes)
More K routes for these areas (3 priority votes)	Encourage confidence of older people to use public transport (4 priority votes)	Encourage TfL and RBK to adopt electric vehicles (2 priority votes)	Extensive tree planting to reduce heat island effects (2 priority votes)	Use of river as delivery channel instead of roads (1 priority vote)	Encourage active transport (1 priority vote)
	Improve tx facilities, and textured surfaces at dropped kerbs visually impaired (4 priority votes)				Promotion of cycle/walking and running clubs: offer of grants or incentives (1 priority vote)

THEME C	Sustain and share economic growth and prosperity		
OBJECTIVES			
OBJECTIVE 1	OBJECTIVE 2	OBJECTIVE 3	OBJECTIVE 4
Improve economic viability of the borough by improving the accessibility of key employment, retail, entertainment, education, and growth areas. (11 priority votes)	Improve public transport links to key attractions outside of RBK e.g. Waterloo, London's airports. (4 priority votes)	Better manage and improve freight access to key industrial and commercial areas (2 priority votes)	Bring and maintain all transport infrastructure assets to a state of good repair (9 priority votes)
ACTIONS	ACTIONS	ACTIONS	ACTIONS
Year round 24/7 park and ride service (5 priority votes)	Make sure that connections between transport modes work effectively (3 priority votes)	Introduce area wide delivery and servicing plans/get businesses to work together to combine deliveries (6 priority votes)	Prioritise footpaths (5 priority votes)
More effective travel plans and delivery and servicing plans (4 priority votes)	Work regionally with partners (1 priority vote)	Improve freight maps and signage for delivery drivers (3 priority votes)	Security – presence of staff at all times (2 priority votes)
Publicise general use of university buses (3 priority votes)	Waterloo – Heathrow transport links (1 priority vote)	More night/deliveries (4 priority votes)	Repair roads after winter (1 priority vote)

THEME D	Reduce transports contribution to climate change, and improve its resilience to the effects of climate change	
OBJECTIVES		
OBJECTIVE 1	OBJECTIVE 2	
Reduce CO2 emissions from road based transport (21 priority votes)	Maintain and enhance the resilience of the Kingston's transport system to the effects of climate change (2 priority votes)	
ACTIONS	ACTIONS	
encourage mode shift to lower emission transport modes (24 priority votes)	Make better provisions for snow and flood on the roads better drains more grit (3 priority votes)	
Promote car sharing and car clubs (4 priority votes)		
Discourage private car use e.g. Athens scheme (2 priority votes)		

THEME E	Create safer communities and a safer transport network	
OBJECTIVES		
OBJECTIVE 1	OBJECTIVE 2	
Reduce serious injuries and deaths on RBK's transport network. (7 priority votes)	Reduce crime and fear of crime while in the public realm and on public transport. (9 priority votes)	
ACTIONS	ACTIONS	
Segregated cycleways (6 priority votes)	Continue to fund night time initiative, safer transport scheme, street pastors etc (6 priority votes)	
20 mph zones on all residential roads (5 priority votes)	More and more visible Public transport staff (6 priority votes)	
Promote attention to vulnerable road users (2 priority votes)	More connections/dialogue with police and PCSOs (4 priority votes)	
Educate cyclists in more considerate use of the road (2 priority votes)	Lighting and monitoring of bus stops (2 priority votes)	

2) Other Suggestions/Comments from Workshop Attendees

Please find below some of the other suggestions/comments that were made by workshop attendees:

- Replace bus lay bys
- Communal cycle parking at housing estates
- Improve footpath/pavement condition
- Increased use of River Thames for Transport
- Improve bus stop accessibility
- Plan for fuel security
- Improve lighting of public realm
- Taxi card scheme is very important and need to be supported long term.
- Improve public transport and cycling access to Surrey (and coordination with Surrey County Council)
- Greater commitment to providing for/promoting walking and cycling

Glossary

ABBREVIATIONS

ASS	Annual Spending Submission
ATC	Automatic Traffic Counters
CCTV	Closed Circuit Television
CPZ	Controlled Parking Zone
DDA	Disability Discrimination Act
DfT	Department for Transport
DVI	Digital Visual Interface
EQIA	Equality Impact Assessment
EV	Electric Vehicles
EVCP	Electric Vehicle Charging Points
EWT	Excess Waiting Time
GLA	Greater London Authority
HLOS	High Level Output Specification (Government's rail investment programme)
K+20	Kingston Town Centre Area Action Plan
KSI	Killed and Seriously Injured
KTC	Kingston Town Centre
LAA	Local Area Agreement
LCN	London Cycle Network
LDF	Local Development Framework
LEZ	Low Emission Zone
LIP	Local Implementation Plan
LIP1	First Local Implementation Plan (2006-2011)
LIP2	Second Local Implementation Plan (2011-2031)
LoBEG	London Bridges Engineering Group
MTS	Major (of London's) Transport Strategy
NCP	National Car Parks (private company)
NI	National Indicator
ONS	Office for National Statistics
PERS2	Pedestrian Environment Review System
POI	Programme of Investment
PTAL	Public Transport Accessibility Level
RAKAT	Richmond and Kingston Accessible Transport
RBK	Royal Borough of Kingston upon Thames
SCANNER	Surface Condition Assessment for the National Network of Roads
SCOOT	Split Cycle Offset Optimisation Technique (A tool for managing and controlling traffic signals across an area)
SEA	Strategic Environmental Assessment
SRTP	Sub Regional Transport Plan
SUSTRANS	A charity which promotes walking, cycling and public transport in the UK
TfL	Transport for London
TLRN	Transport for London Road Network

DEFINITIONS

A Roads – Also referred to as the Principal Road Network. A classification for roads in the UK that link major towns and Cities; the A-Road network in RBK includes:

- TLRN (routes on the 'A' road network that are operated by TfL)
- 'A' Roads ('A' roads operated by the Council)

Accessibility – This refers to the ease of accessing different places within and beyond the borough and the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Active Modes / Active Travel – Describes methods of travelling which benefit health, (including reducing heart disease, diabetes and obesity) such as walking and cycling

Air Quality Management Areas – AQMAs are declared by Local Authorities where it is not possible to meet National Air Quality Objectives. A Local Authority will put together an Air Quality Management Plan for each area, with the aims to protect people's health and the environment.

Annual Spending Submission – Each year an Annual Spending Submission will be submitted to TfL for approval. The Annual Spending Submission is extracted from the relevant year of the Programme of Investment and provides a detailed breakdown of transport initiatives to be investigated, designed, and/or delivered that year. The Council has developed a Transport Initiative Prioritisation System, which is used to develop the Annual Spending Submission and to guide the development of the Programme of Investment.

Asset Management Plan – is a plan for managing the Borough's [infrastructure](#) and other assets to deliver an agreed standard of service

CO2 Emissions – Carbon Dioxide is a greenhouse gas which is linked to climate change.

Car Clubs – A car club is a service that allows its members to hire a car for short-term use enabling members to have the option of using a car from time to time without having to own one.

Car Sharing – Such schemes facilitate vehicle sharing. Car sharing can be used as a tool to reduce staff car use in workplaces, as part of a Workplace Travel Plan.

Core Strategy – The main document in the Local Development Framework; it sets out the vision, objectives and strategic policies for managing future growth, change, and development within the borough. See Local Development Framework and Appendix 1 for more information.

Cycle Super Highways – 12 new bicycle routes, dubbed *Cycle Superhighways*, were announced in 2008 by Mayor Boris Johnson with the aim of creating continuous routes into central London by the end of 2012.

Delivery Plan – Sets out the Council’s Delivery Plan Actions and a rolling 3-year Programme of Investment; which are the delivery mechanisms for achieving the MTS goals and LIP Objectives. It also outlines how the Annual Spending Submission is developed and discusses other factors relevant to transport investment, such as funding and risk management.

DVI (Digital Visual Interface) – A method of surveying the road condition.

Equality Impact Assessment (EQIA) – The purpose of and Equality Impact Assessment is to ensure an organisation’s strategies, policies, and projects do not discriminate and that, where possible, promote equality. It focuses on assessing and recording the likely equalities impact on certain groups of people known as equality target groups. It involves anticipating the consequences of policies and projects on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised.

EWT (Excess Waiting Time) – Waiting time at a bus stop beyond the scheduled bus arrival time e.g. if the bus was scheduled to arrive at 10:40am and arrived at 10:45, EWT would be 5mins

Footways – Pedestrian paths within the highway corridor (usually beside the road); these are the most common type of pedestrian path in the borough.

Greater London Authority – Is the top-tier administrative body for [Greater London](#). It consists of a directly-elected executive [Mayor of London](#), currently [Boris Johnson](#), and an elected 25-member [London Assembly](#) with scrutiny powers.

Highway Corridor – This is a transport corridor that is commonly used for motorised vehicles, walking, and cycling. The highway includes footways, the road, bus lanes, and cycle paths (not just the road carriageway). A highway ‘corridor’ is any continuous length of highway, usually between two significant intersections. Several highway corridors are referred to as the highway network.

High Profile Outputs – The Mayor’s Transport Strategy outlines some specific interventions that borough’s LIPs should contribute towards achieving; these are called the Mayor’s High Profile Outputs. They are: cycle superhighway schemes, cycle parking, electric vehicle charging points, better streets, cleaner local authority fleets, street trees.

HLOS (High Level Output Specification) – Government’s rail investment programme.

Holistic Approach to Road Corridor Upgrades – Is where improvements to facilities for all modes of transport are considered across the entire length of the a transport corridor. If works proceed upgrades to facilities for various modes of transport are integrated into one project (where practical and affordable).

Local Area Agreement – The Council’s Local Area Agreement (LAA) sets out local indicators of performance agreed by the Council in partnership with the Local Strategic Partnership (the Community Leadership Forum) and other key partners.

Local Development Framework – The RBK Local Development Framework (LDF) is made up of a number of documents that provide guidance on planning and development in the borough out until 2027. See Appendix 1 for more information.

Local Implementation Plan – Is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999 (GLA) and sets out how the Council proposes to implement the Mayors Transport Strategy at a local level. LIP becomes operative when approved by the Mayor of London in July 2011 and contains objectives, policies, and actions that span out to 2031 (in line with the MTS).

London Cycle Network – This is a 900km network of cycle routes across London to promote safe and fast routes for cycling across the Capital.

London Development Agency – Is the [Regional Development Agency](#) for [Greater London, England](#). It is a functional body of the [Greater London Authority](#). Its purpose is to drive sustainable economic growth within London.

LEZ (Low Emission Zone) – The Low Emission Zone (LEZ) is a zone/area in London that places restrictions on the type of vehicle that can enter it free of charge; restrictions are based on the emissions standard of vehicles. The LEZ is enforced using fixed and mobile cameras which will read your vehicle's registration number plate as you drive within the zone, this is then checked against a database of registered vehicles which meet the LEZ [emissions standards](#), are exempt from the charge, or are registered for a 100 per cent [discount](#). If your vehicle doesn't meet the LEZ emission standards or qualify for an exemption or discount, you will have to [pay the daily charge](#).

Major Schemes – Holistic transport based schemes costing over £1million to implement.

Mayor's Transport Strategy – A transport strategy and vision setting out the Mayors transport aspirations out until 2031.

Metropolitan Town Centre – Terminology used to describe Kingston Town Centre in the London Plan. This is the secondary tier of centres below international centres, but above major centres.

Modal Shift – Terminology used to describe a change in the mode/type of transport used, for example mode shift would be used to describe a change from car use to bus use.

Mode Share – This is represented as a percentage and describes how many people use a given mode/type of transport within an area or at a specific surveyed point.

Monitoring Plan – The Monitoring Plan sets out how the borough intends to monitor the progress and effectiveness of the LIP Delivery Plan. The Monitoring Plan therefore outlines the boroughs core LIP Targets and Indicators, sets trajectories, and monitors progress against these targets on an annual basis.

Monitoring Plan Indicators – These are key indicators that provide supplementary data for the Monitoring Plan Targets. For example a Monitoring Plan Indicator is the number of cycling parking spaces installed annually, this indicator will supplement (help to achieve) the Monitoring Plan Target to increase the mode share of cycling.

Monitoring Plan Targets – Specific targets set to help assess how well the LIP2 Delivery Plan is delivering the LIP2 Objectives and the aspirations of the Mayor's Transport Strategy; there are both Core Targets (prescribed by TfL), and Local Targets (set by the Council).

MTS Goals – a set of transport goals set by the Mayor of London in the Mayors Transport Strategy (see section 0.2)

Neighbourhoods (Neighbourhood Committees) – Used to describe the Royal Borough of Kingston's four administrative areas, each with its own committee: Kingston Town, Maldens and Coombe, Surbiton, and South of the Borough.

Neighbourhood Community Plan – Each Neighbourhood within KBK is developing its own Neighbourhood Community Plan. The policies identified in the Plan are issues that have been highlighted in consultations carried out with the local community. The draft Plan has also been shared with the Neighbourhood Community Panel.

Non-principal Roads – refers to any road that is not an M-Road (Motorway), or an A-Road; the non-principal road network in RBK includes: 'B' and 'C' Roads, Local Roads, and Unclassified Roads.

Oyster Card – A paperless electronic ticket used on public transport services within London.

Permissive Paths – public paths across RBK owned land, such as parks. Or paths across private land where public access is permitted at the discretion of the landowner.

Planning Contributions (often referred to as Section 106 Agreements) – Planning obligations, associated with planned development, on persons with an interest in land to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991. Planning obligations usually place requirements on developers to carry out works, fund infrastructure, or make financial contributions to mitigate the effects of their proposed development; an example would be requiring a development to upgrade a nearby highway intersection due to the effects of traffic generation from their development site.

Principal Roads – See A-Roads.

Programme of Investment – Sets out the Councils high level transport investment programme for 2011/12 to 2013/14 (and beyond for proposed Major Schemes).

Public Consultation – A regulatory process by which the public's input on matters affecting them is sought.

Public Rights of Way – Legal mechanisms of establishing and protecting paths where the public may lawfully walk, ride, or drive; they provide a legal right for the public to cross the land (within the prescribed boundaries of the path).

PTAL (Public Transport Accessibility Level) – A tool that determines the accessibility of public transport from a specific point, it is represented in map form and rates accessibility from None (0) to High Excellent (6b). Although a good indication of public transport accessibility (and the most commonly used methodology in London) there are some short-comings of this methodology. Refer to Section 1.2.6.

Rights of Way Improvement Plan – The Rights of Way Improvement Plan contains information about RBK's existing Rights of Way network, an assessment of the issues compromising its full enjoyment, and RBK's action plan for its ongoing management, maintenance, and improvement.

Road – Road refers specifically to the carriageway from kerb to kerb (which most commonly accommodates motorised vehicles); the road is part of the highway corridor but does not include footways or off-road cycle paths.

Road Hierarchy – A separation of the road network into different categories determined by the functions they perform.

SCANNER (Surface Condition Assessment for the National Network of Roads) – A method of surveying the road condition.

School Travel Plan – Plans to address transport issues of particular concern for schools including: parking problems and congestion caused by the “school run”, road safety concerns for pupils travelling to school, and the need to promote student health by increasing “active travel” modes.

SCOOT – Split Cycle Offset Optimisation Technique (A tool for managing and controlling traffic signals across an area)

Segregated Cycle Routes – The definition adopted by the Council for LIP2 is as follows: These are cycle routes which are segregated in some manner from motorised traffic, and include on-road dedicated cycle lanes, off-road cycle routes, and routes where space is shared by cyclists and pedestrians. Bus lanes that provide facilities for cyclists that is segregated from other general traffic are also considered segregated cycle routes.

Segregation Barrier – Any barrier that significantly affects (or prevents) the free movement of people. For example, rivers, railway lines, and major roads are barriers that segregate/separate people from attractions on the other side.

Shared Space - Space in which different street users have equal entitlement and priority to the space. Shared space strives to combine rather than separate the

functions of streets. It seeks to improve the living environment for people, without needing to restrict or banish motorised traffic, by reducing traffic speeds through design.

South London Freight Quality Partnership – A partnership between business and local authorities in south London to develop an understanding of freight distribution issues and problems at the local level, and to promote constructive solutions.

Special Needs – In the context of LIP2 this refers to users of the transport network who may not be considered ‘disabled’ but who have special needs in terms of being able to access the transport network and urban realm. An example of a ‘special needs’ group is the elderly.

Smarter Travel – Terminology used to describe a suite of measures which encourage a reduction in the need to travel or to promote sustainable modes of transport.

Social Inclusion – The ability to access and benefit from the opportunities available to members of society.

Strategic Cycle, Walking, Highway Networks – These are the strategically important routes in the borough, and generally carry the most users (e.g. pedestrians, cyclists, motorised vehicles). They have been identified so that funding to improve walking, cycling, and road facilities are directed to those routes which are likely to benefit the most existing or potential users.

Strategic Environmental Assessment (SEA) – SEA is a system of incorporating environmental considerations into policies, plans and programmes.

Sub Regional Transport Plan (SRTP) – TfL, in conjunction with the GLA and LDA, has been working closely with the London Boroughs to develop an integrated approach to sub regional transport development and land-use planning around five sub-regions. Sub regional transport plans will be the output.

Sustainable Travel – Modes of transport which are considered to promote the sustainability (long-term successful functioning) of the transport network e.g. walking, cycling, and public transport use.

Sustainable Development – A widely used international definition of this term is ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’.

Traffic Calming – Self enforcing measures designed to encourage driving at speeds appropriate to local conditions. Traffic calming schemes can improve the environment and reduce accidents.

Transport Corridor – A transport corridor is a transport route (usually between two major destinations), which can provide for one or several transport modes e.g. a road, public right of way etc

Train Operating Companies – Private companies which operate the train services on the National Rail network under franchise from the DfT.

Transport for London – A functional body of the Greater London Authority, accountable to the Mayor for implementing his Transport Strategy, with responsibility for the operation of buses, the Docklands Light Railway, Croydon Tramlink, London Overground, the Central London Congestion Charging Zone, and for regulating taxis and private hire vehicles, and operation of the Transport for London Road Network.

Transport for London Road Network (TLRN) – Comprises 550km of London's red routes and other important streets. Transport for London is the Highway Authority for this network.

Transport Initiative Scoring System – A transport initiative scoring system that assesses potential transport initiatives/schemes to ensure:

- consistency with the aspirations of the MTS and LIP2
- they represent value for money
- they have limited risks to delivery

All potential initiatives are scored/rated using the Council's Transport Initiative Prioritisation System before inclusion in the Annual Spending Submission. The Transport Initiative Scoring System is also used to guide the development of the Programme of Investment.

Workplace Travel Plans – To reduce the impact of work related trips it is important that workplaces are actively engaged in managing employee, freight, and visitor travel through workplace travel planning.

20MPH Zones – A zone/area that contains traffic calming as prescribed by the Traffic Signs Regulations and General Directions 2002 (which prescribes that no section of road within the zone is less than 50m from an approved traffic calming device). Once traffic calming measures in the area satisfy these regulations the area can be signed as 20mph zone. A 20mph Zone has signage advising of the zone at entry and exit points, but no extra signing is provided within the zone. A 20mph zone is a legal speed limit that must be adhered to and is enforceable by the police.

20MPH Limits – This is a speed limit applied to a road or highway, usually applied outside schools, or within town centres where it can be demonstrated that the average speed of vehicles is below 25mph. As a result traffic calming measures are not required for 20mph speed limits. A road subject to a 20mph speed limit has signage at entry and exit points as well as repeated signing along the road. A 20mph zone is a legal speed limit that must be adhered to and is enforceable by the police.

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Place and Regeneration
Royal Borough of Kingston upon Thames
Guildhall 2
Kingston upon Thames
KT1 1EU