

## **APPENDIX A: Proposal Forms**

### **TfL Proposal Summary Sheet and Delivery Forms**

The following list of proposal forms are contained within this Appendix. The 'Form 2' LIP Proposal Summary Sheet is located after this list and the proposal forms are contained after the 'Form 2'.

- 1a Local Safety Schemes
- 1b Speed Reduction
- 1c Road Safety Education and Training
- 1d School Travel Plans/Safer Routes to School
- 1d1 Work Travel Plans (Business Travel Plans)
- 1e Community Safety, Security and Partnerships
- 2a Principal Road Maintenance
- 2b Local Roads Maintenance
- 2c Street Lighting
- 2d Pedestrian Crossing Programme
- 2e Bridges and Structures
- 2f Bus Priority
- 2g Freight
- 3a Area Based Schemes
- 3b Signs, lines & street clutter rationalisation
- 3c Parking and Enforcement Action Plan
- 3c1 Provision of Secure Motor-Cycle Parking Facilities and Motor-Cycle Signing
- 3d Taxi's and Private Hire Vehicles
- 4a Local Area Accessibility
- 4a2 Local Area Accessibility- signage deficiencies
- 4b Walking
- 4c Cycling- Cycle Training; Cycle Parking; and Cycling Strategy update
- 4c1 Cycling- Non LCN+
- 4c2 Cycling- LCN+
- 4d Bus Stop Accessibility
- 5a Travel Awareness
- 5a1 STAN Study
- 5b Environmental Measures
- 5c Water
- 6 Parallel Initiatives
- 7 Sweltrac Programme
- 7a Sweltrac- Non-borough Specific Programme

**LB RICHMOND UPON THAMES LIP PROPOSAL SUMMARY SHEET**

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

| CATEGORIES AS PER MATRIX (APPENDIX B) | PROPOSALS, POLICIES & TARGETS |          |        |        | FORM 1 Ref                             | Topic   |
|---------------------------------------|-------------------------------|----------|--------|--------|--|---|
|                                       | Priority Area                 | Proposal | Policy | Target |  |   |
|                                       | VI                            | 3.Pr6    |        | 7, 12  | 1d<br>3g<br>3a<br>3c<br>4b<br>5b<br>5c | School Travel Plans/Safer Routes to Schools<br>Freight<br>Area Based Schemes<br>Parking & Enforcement Plan<br>Action Plan<br>Walking<br>Environmental Measures<br>Water |
|                                       |                               | 3.Pr7    |        |        | 4a                                     | Local Area Accessibility  |
| Underground                           |                               | 4C.Pr12  |        |        | 5a1                                    | STAN Study  |
| DLR & Tramlink                        |                               | 4D.Pr3   |        | -      |  |   |
|                                       |                               | 4D.Pr4   |        |        |  |   |
|                                       |                               | 4D.Pr5   |        |        |  |   |
|                                       | V                             | 4D.Pr6   |        | -      |  |   |
|                                       |                               | 4D.Pr7   |        |        |  |   |
| Rail                                  |                               | 4E.Pr7   |        |        |  |   |
|                                       |                               | 4E.Pr8   |        |        |  |   |
|                                       | V                             | 4E.Pr9   |        | 10, 11 | 3a<br>5a1<br>7                         | Area Based Schemes<br>STAN Study<br>Sweltrac Programme  |
|                                       |                               | 4E.Pr10  |        |        | 7<br>7a                                | Sweltrac Programme<br>Non-Borough specific Sweltrac proposals   |
|                                       | V                             | 4E.Pr13  |        | 10, 11 | 3a<br>7                                | Area Based Schemes<br>Sweltrac Programme  |
|                                       |                               | 4E.Pr14  |        |        |  |   |
|                                       |                               |          | 4E.Po3 |        |  |   |
| Bus                                   | II                            | 4F.Pr2   |        | 3, 4   | 2f<br>4d                               | Bus Priority<br>Bus Stop accessibility  |
|                                       | II                            | 4F.Pr3   |        | 3, 4   | 2f<br>4d                               | Bus Priority<br>Bus Stop accessibility  |
|                                       | II                            | 4F.Pr6   |        | 3, 4   | 2f<br>3a<br>4d<br>6                    | Bus Priority<br>Area Based Schemes<br>Bus Stop accessibility<br>Parallel Initiatives  |
|                                       | II                            | 4F.Pr7   |        | 3, 4   | 2f<br>4d                               | Bus Priority<br>Bus Stop accessibility  |
|                                       | III                           | 4F.Pr8   |        | 3, 4   | 2f<br>4d<br>6                          | Bus Priority<br>Bus Stop accessibility<br>Parallel Initiatives  |
|                                       | V                             | 4F.Pr11  |        | 10, 11 | 3a<br>4d                               | Area Based Schemes<br>Bus Stop Accessibility  |
|                                       | IV                            | 4F.Pr21  |        | 7, 9   |  | See Appendix I  |
|                                       | Streets                       | IV       | 4G.Pr1 |        | 7, 9                                   | 3c1   |

| CATEGORIES AS PER MATRIX (APPENDIX B) | PROPOSALS, POLICIES & TARGETS |          |        |            | FORM 1 Ref  | Topic  |
|---------------------------------------|-------------------------------|----------|--------|------------|---|--|
|                                       | Priority Area                 | Proposal | Policy | Target     |   |  |
|                                       | III                           |          | 4G.Po2 |            | 2b<br>6   | Local Roads Maintenance<br>Parallel Initiatives  |
|                                       |                               | 4G.Pr2   |        |            | 2c  | Street Lighting  |
|                                       |                               | 4G.Pr3   |        |            | 2d  | Pedestrian Crossing Programme  |
|                                       | II                            | 4G.Pr4   |        | 3, 4       | 2f<br>3a<br>4d  | Bus Priority<br>Area Based Schemes<br>Bus Stop accessibility   |
|                                       | I                             | 4G.Pr7   |        | 1, 2       | 1a<br>1b<br>1c<br>1d<br>2c<br>3b                        | Local Safety Schemes<br>Speed Reduction<br>Road Safety Education and<br>Training<br>School Travel Plans/Safer<br>Routes to Schools<br>Street Lighting<br>Signs, lines & street clutter<br>rationalisation  |
|                                       | I                             | 4G.Pr9   |        | 1, 2       | 1a<br>1b<br>1c<br>1d<br>2c<br>2e<br>3b                  | Local Safety Schemes<br>Speed Reduction<br>Road Safety Education and<br>Training<br>School Travel Plans/Safer<br>Routes to Schools<br>Street Lighting<br>Bridges and Structures<br>Signs, lines & street clutter<br>rationalisation  |
|                                       | VI                            | 4G.Pr10  |        | 7, 12      | 1d<br>3a<br>4b<br>5b<br>5c                              | School Travel Plans/Safer<br>Routes to Schools<br>Area Based Schemes<br>Walking<br>Environmental Measures<br>Water   |
|                                       | VI                            | 4G.Pr11  |        | 7, 12      | 1b<br>1d<br>2c<br>3a<br>3b<br>4b<br>5b<br>5c<br>7<br>7a | Road Safety Education and<br>Training<br>School Travel Plans/Safer<br>Routes to Schools<br>Street Lighting<br>Area Based Schemes<br>Signs, lines & street clutter<br>rationalisation<br>Walking<br>Environmental Measures<br>Water<br>Sweltrac<br>Non-Borough specific Sweltrac<br>proposals |
|                                       |                               | 4G.Pr12  |        | 5, 6, 7, 8 | 1b<br>1d<br>6   | Road Safety Education and<br>Training<br>School Travel Plans/Safer<br>Routes to Schools<br>Parallel Initiatives  |

| CATEGORIES<br>AS PER<br>MATRIX<br>(APPENDIX B) | PROPOSALS, POLICIES & TARGETS |          |        |            | FORM 1<br>Ref  | Topic   |
|--|-------------------------------|----------|--------|------------|----------------|---|
|  | Priority<br>Area              | Proposal | Policy | Target     |                |   |
|  | III                           | 4G.Pr14  |        | 5, 6, 7, 8 | 1d<br>3b       | School Travel Plans/Safer Routes to Schools<br>Signs, lines & street clutter rationalisation    |
|  |                               |          | 4G.Po5 |            | 3c             | Parking & Enforcement Plan Action Plan  |
|  | IV                            | 4G.Pr15  |        | 7, 9       | 6              | Parallel Initiatives  |
|  |                               |          | 4G.Po6 |            | 2a<br>2b<br>3c | Principal Road Maintenance<br>Local Roads Maintenance<br>Parking & Enforcement Plan Action Plan |
|  | IV                            | 4G.Pr16  |        | 7, 9       | 3c             | Parking & Enforcement Plan Action Plan  |
|  | IV                            | 4G.Pr17  |        | 7, 9       | 3c             | Parking & Enforcement Plan Action Plan  |
|  | III                           | 4G.Pr18  |        | 5, 6, 7, 8 | 1d<br>6        | School Travel Plans/Safer Routes to Schools<br>Parallel Initiatives                             |
|  | III                           | 4G.Pr19  |        | 5, 6, 7, 8 | 1d<br>5b<br>6  | School Travel Plans/Safer Routes to Schools<br>Environmental Measures<br>Parallel Initiatives   |
|  | III                           | 4G.Pr20  |        | 5, 6, 7, 8 | 1d<br>6        | School Travel Plans/Safer Routes to Schools<br>Parallel Initiatives                             |
|  |                               | 4G.Pr22  |        |            | 4a2            | Local Area Accessibility- signage deficiencies  |
|  |                               | 4G.Pr23  |        |            |                |   |
|  | III                           | 4G.Pr24  |        | 5, 6, 7, 8 | 1d             | School Travel Plans/Safer Routes to Schools   |
|  | VIII                          | 4G.Pr25  |        | 14         | 2a<br>2b       | Principal Road Maintenance<br>Local Roads Maintenance   |
|  |                               | 4G.Pr26  |        | 14         |                | See Appendix L  |
|  | Car                           |          | 4H.Pr1 |            |                |   |
| IV   |                               | 4H.Pr2   |        | 7, 9       |                | See PEP- Chapter 7  |
| III  |                               | 4H.Pr3   |        | 5, 6, 7, 8 | 1d<br>1d1      | School Travel Plans/Safer Routes to Schools<br>Work Travel Plans (Business Travel Plans)        |

| CATEGORIES<br>AS PER<br>MATRIX<br>(APPENDIX B) | PROPOSALS, POLICIES & TARGETS |                        |        |        | FORM 1<br>Ref                               | Topic   |
|--|-------------------------------|------------------------|--------|--------|---|---|
|  | Priority<br>Area              | Proposal               | Policy | Target |   |   |
| Walking  | VI                            | 4I.Pr2                 |        | 7, 12  | 1d  | School Travel Plans/Safer Routes to Schools   |
|  |                               |                        |        |        | 1d1   | Work Travel Plans (Business Travel Plans)     |
|  |                               |                        |        |        | 1e  | Community Safety, Security and Partnerships   |
|  |                               |                        |        |        | 2c  | Street Lighting                               |
|  |                               |                        |        |        | 2d  | Pedestrian Crossing Programme                 |
|  |                               |                        |        |        | 3a  | Area Based Schemes                            |
|  |                               |                        |        |        | 3b  | Signs, lines & street clutter rationalisation |
|  |                               |                        |        |        | 4a  | Local Area Accessibility                      |
|  |                               |                        |        |        | 4b  | Walking                                       |
|  |                               |                        |        |        | 5a  | Travel Awareness                              |
|  | 5a1                           | STAN Study             |        |        |   |   |
|  | 5b                            | Environmental Measures |        |        |   |   |
|  | 5c                            | Water                  |        |        |   |   |
|  | VI                            | 4I.Pr3                 |        | 7, 12  | 1d  | School Travel Plans/Safer Routes to Schools   |
|  |                               |                        |        |        | 2c  | Street Lighting                               |
|  |                               |                        |        |        | 3a  | Area Based Schemes                            |
|  |                               |                        |        |        | 3b  | Signs, lines & street clutter rationalisation |
|  |                               |                        |        |        | 4b  | Walking                                       |
|  | 5b                            | Environmental Measures |        |        |   |   |
|  | 5c                            | Water                  |        |        |   |   |
| VI   | 4I.Pr4                        |                        | 7, 12  | 1d     | School Travel Plans/Safer Routes to Schools |   |
|  |                               |                        |        | 3a     | Area Based Schemes                          |   |
|  |                               |                        |        | 4b     | Walking                                     |   |
|  |                               |                        |        | 5b     | Environmental Measures                      |   |
| 5c   | Water                         |                        |        |        |   |   |
| VI   | 4I.Pr6                        |                        | 7, 12  | 1d     | School Travel Plans/Safer Routes to Schools |   |
|  |                               |                        |        | 3a     | Area Based Schemes                          |   |
|  |                               |                        |        | 4b     | Walking                                     |   |
|  |                               |                        |        | 5b     | Environmental Measures                      |   |
| 5c   | Water                         |                        |        |        |   |   |
| VI   | 4I.Pr7                        |                        | 7, 12  | 1d     | School Travel Plans/Safer Routes to Schools |   |
|  |                               |                        |        | 3a     | Area Based Schemes                          |   |
|  |                               |                        |        | 4b     | Walking                                     |   |
|  |                               |                        |        | 5b     | Environmental Measures                      |   |
|  |                               |                        |        | 5c     | Water                                       |   |
|  |                               |                        |        | 6      | Parallel Initiatives                        |   |

| CATEGORIES<br>AS PER<br>MATRIX<br>(APPENDIX B) | PROPOSALS, POLICIES & TARGETS |          |        |        | FORM 1<br>Ref   | Topic  |
|--|-------------------------------|----------|--------|--------|---|--|
|  | Priority<br>Area              | Proposal | Policy | Target |   |  |
|  | VI                            | 4I.Pr8   |        | 7, 12  | 1d<br>1d1<br>1e<br>2c<br>2d<br>3a<br>3b<br>4a<br>4b<br>5a<br>5b<br>5c | School Travel Plans/Safer Routes to Schools<br>Work Travel Plans (Business Travel Plans)<br>Community Safety, Security and Partnerships<br>Street Lighting<br>Pedestrian Crossing Programme<br>Area Based Schemes<br>Signs, lines & street clutter rationalisation<br>Local Area Accessibility<br>Walking<br>Travel Awareness<br>Environmental Measures<br>Water |
| Cycling  |                               |          | 4J.Po1 |        | 4c<br>4c1<br>4c2  | Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+  |
|  | VII                           | 4J.Pr1   |        | 13     | 1d<br>3a<br>4c<br>4c1<br>4c2<br>5a                                    | School Travel Plans/Safer Routes to Schools<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+<br>Travel Awareness  |
|  | VII                           | 4J.Pr3   |        | 13     | 1d<br>3a<br>4c<br>4c1<br>4c2  | School Travel Plans/Safer Routes to Schools<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+  |
|  | VII                           | 4J.Pr4   |        | 13     | 1d<br>3a<br>4c<br>4c1<br>4c2  | School Travel Plans/Safer Routes to Schools<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+  |

| CATEGORIES AS PER MATRIX (APPENDIX B) | PROPOSALS, POLICIES & TARGETS |          |        |            | FORM 1 Ref                               | Topic  |
|---------------------------------------|-------------------------------|----------|--------|------------|--|--|
|                                       | Priority Area                 | Proposal | Policy | Target     |  |  |
|                                       | VII                           | 4J.Pr5   |        | 13         | 1a<br>1d<br>3a<br>4c<br>4c1<br>4c2<br>6  | Local Safety Schemes<br>School Travel Plans/Safer Routes to Schools<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+<br>Parallel Initiatives           |
|                                       | VII                           | 4J.Pr6   |        | 13         | 1d<br>3a<br>4c<br>4c1<br>4c2             | School Travel Plans/Safer Routes to Schools<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+   |
|                                       | VII                           | 4J.Pr7   |        | 13         | 1d<br>1d1<br>3a<br>4c<br>4c1<br>4c2      | School Travel Plans/Safer Routes to Schools<br>Work Travel Plans (Business Travel Plans)<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+              |
|                                       |                               | 4J.Pr8   |        | 13         | 1c<br>1d<br>3a<br>4c<br>4c1<br>4c2<br>5a | Road Safety Education and Training<br>School Travel Plans/Safer Routes to Schools<br>Area Based Schemes<br>Cycling: Cycle Training, Cycle Parking; and Cycling Strategy update<br>Cycling- Non LCN+<br>Cycling- LCN+<br>Travel Awareness |
| Freight                               |                               | 4K.Pr1   |        |            | 2g                                       | Freight  |
|                                       |                               | 4K.Pr2   |        |            | 2g<br>7                                  | Freight<br>Sweltrac Programme  |
|                                       | III                           | 4K.Pr3   |        | 5, 6, 7, 8 | 1d<br>2g                                 | School Travel Plans/Safer Routes to Schools<br>Freight   |



| CATEGORIES AS PER MATRIX (APPENDIX B) | PROPOSALS, POLICIES & TARGETS |          |        |        | FORM 1 Ref                         | Topic   |
|---------------------------------------|-------------------------------|----------|--------|--------|------------------------------------|---|
|                                       | Priority Area                 | Proposal | Policy | Target |                                    |   |
|                                       |                               | 4K.Pr4   |        | 7, 12  | 1d<br>2g<br>3a<br>4b<br>5b<br>5c   | School Travel Plans/Safer Routes to Schools<br>Freight<br>Area Based Schemes<br>Walking<br>Environmental Measures<br>Water  |
|                                       |                               | 4K.Pr5   |        |        | 2g<br>7a                           | Freight<br>Non-Borough specific Sweltrac proposals  |
| International Issues                  |                               |          | 4L.Po6 |        | 7<br>7a                            | Sweltrac programme<br>Non-Borough specific Sweltrac proposals   |
| Water                                 |                               | 4M.Pr2   |        |        | 5c                                 | Water   |
|                                       |                               |          | 4M.Po2 |        | 5c                                 | Water   |
| Taxi                                  |                               |          | 4N.Po2 |        | 3c                                 | Taxis and Private Hire Vehicles   |
|                                       |                               | 4N.Pr1   |        |        | 3d<br>5a1                          | Taxi and Private Hire Vehicles<br>STAN Study  |
|                                       | V                             | 4N.Pr5   |        | 10, 11 | 3a<br>7<br>7a                      | Area Based Schemes<br>Sweltrac Programme<br>Non-Borough specific Sweltrac proposals   |
| Accessible Transport                  |                               |          | 4O.Po1 |        | 1d1<br>1e<br>2d<br>4a<br>4a2<br>5a | Work Travel Plans (Business Travel Plans)<br>Community Safety, Security and Partnerships<br>Pedestrian Crossing Programme<br>Local Area Accessibility<br>Local Area Accessibility- signage deficiencies<br>Travel Awareness |
|                                       | V                             | 4O.Pr1   |        | 10, 11 | 1e<br>3a<br>4a                     | Community Safety, Security and Partnerships<br>Area Based Schemes<br>Local Area Accessibility   |
|                                       |                               |          | 4O.Po2 |        | 1d1<br>1e<br>2d<br>4a<br>5a        | Work Travel Plans (Business Travel Plans)<br>Community Safety, Security and Partnerships<br>Pedestrian Crossing Programme<br>Local Area Accessibility<br>Travel Awareness   |
|                                       | V                             | 4O.Pr3   |        | 10, 11 | 3a<br>4a                           | Local Area Accessibility<br>Area Based Schemes  |
|                                       | V                             | 4O.Pr4   |        | 10, 11 | 1e<br>3a                           | Community Safety, Security and Partnerships<br>Area Based Schemes   |
|                                       | V                             | 4O.Pr5   |        | 10, 11 | 3a                                 | Area Based Schemes  |

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

|             |           |
|-------------|-----------|
| Form Number | RUTLIP 1a |
|-------------|-----------|

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| London Borough of Richmond<br>upon Thames |
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| LIP PROPOSAL DELIVERY FORM  |   |
|---|---|
| <b>Summary of Proposal:</b>   | Local Safety Schemes  |
| <b>Location:</b>  | Borough-wide  |
| <b>Dates:</b>   | Annual Programme aimed to achieve national and regional targets by 2010.  |
| <b>Description of Main Elements:</b>  |   |
| <p><b><u>Scheme Details</u></b><br/>An annual accident and remedial programme aimed at reducing the number of road traffic accident casualties. Measures may include:</p> <ul style="list-style-type: none"> <li>• Traffic calming</li> <li>• New and enhanced signals</li> <li>• Junction improvements</li> <li>• Pedestrian facilities</li> <li>• Cycle and powered two wheeler facilities</li> </ul> <p><b><u>Scheme Element Objectives</u></b><br/>To achieve the national targets of reducing the number of people killed or injured in road accidents by 2010.<br/>To implement the LB Richmond upon Thames Road Safety Plan</p> <p><b><u>Prioritisation Criteria</u></b><br/>Road accidents are monitored on a continuous basis, and the local safety measures programme is prepared annually to target locations with the highest number and greatest severity of accidents. Schemes are designed in consultation with the police and emergency services. The council will continue to deliver a prioritised programme of at least 3 to 4 accident remedial schemes a year. Prioritisation will be given to schemes which will deliver a good first year rate of return.</p> <p><b>2007/08</b><br/>Schemes for 2007/08 are proposed for Hampton Court Road, Mortlake High Street, Cross Deep and Strawberry Vale, Twickenham Town Centre (East Side), Rocks Lane/Mill Hill Road Junction, Sheen Road and Richmond Road. The nature of works on these locations is in line with the measures described above although it is noted that the proposal for Hampton Court Road is reasonably high cost (£300k) due to the heritage location.</p> <p><b><u>Beyond 2009/2010</u></b><br/>The programme will continue until all reasonable measures have been implemented to reduce casualties to beyond target levels.<br/>The LB Richmond upon Thames Road Safety Plan will be reviewed for its' effectiveness and therefore a package of mitigating measures including any impact on adjacent areas may be needed.</p> |   |
| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>   |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>   | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |

**Delivering the Mayor's Transport Strategy in Richmond upon Thames**

|  |                          |                                   |  |
|--|--------------------------|-----------------------------------|--|
| <p>The purpose of the borough LSS programme is to:</p> <ul style="list-style-type: none"> <li>Reduce the number of people killed or seriously injured by 40%</li> <li>Reduce the number of children killed or seriously injured by 50%</li> <li>Reduce the number of children slightly injured by 10%</li> </ul> <p>This will:<br/>           Enhance safety and security across all means of travel</p> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |
|  | I                        | Target 1                          | Proposal 4G.Pr7 / Proposal 4G.Pr9          |

| Modal Impact   | Cross Cutting Goals |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|--|---------------------|--------|---|----------|----------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
| <table border="1"> <thead> <tr> <th>Mode</th> <th>Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>positive</td></tr> <tr><td>Cyclists</td><td>positive</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>neutral</td></tr> <tr><td>Community transport and taxis</td><td>positive</td></tr> <tr><td>Powered two-wheeler users</td><td>positive</td></tr> <tr><td>Car users</td><td>positive</td></tr> <tr><td>Freight</td><td>positive</td></tr> </tbody> </table> | Mode                | Impact | Pedestrians and mobility impaired persons | positive | Cyclists | positive | Bus passengers | positive | Rail and Underground | neutral | Community transport and taxis | positive | Powered two-wheeler users | positive | Car users | positive | Freight | positive | <table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>neutral</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | neutral | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode   | Impact              |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists   | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers   | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground   | neutral             |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal   | Impact              |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation   | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments  | neutral             |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**  | positive            |        |   |          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08 | 2008/09  | 2009/10 | Total (£K) |
|-----------------------------------|---------|---------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 850     | 675      | 75      | 1600       |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0       | 0        | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 850     | 675      | 75      | 1600       |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS  | COMMENTS |         |            |
| TFL OUTSIDE BSP                   | £0k     | N/A     | N/A      |         |            |
| BOROUGH RESOURCES                 | £0k     | N/A     | N/A      |         |            |
| PARTNERS (specify here)           | £0k     | N/A     | N/A      |         |            |
| OTHER (specify here)              | £0k     | N/A     | N/A      |         |            |

**Form Number**      **RUTLIP 1b**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |                                     |
|-----------------------------|-------------------------------------|
| <b>Summary of Proposal:</b> | Speed reduction measures            |
| <b>Location:</b>            | Borough-wide                        |
| <b>Dates:</b>               | Annual programme subject to funding |

**Description of Main Elements:**

**Scheme Details**

Measures may include:

- Entry treatments
- New and reviews of existing traffic signals
- Speed & Junction tables
- Speed cushions
- Pedestrian improvements
- Road closures and One-Way working
- Non-physical measures such as camera enforcement
- 20mph zones

**Scheme Element Objectives**

The purpose of the LB Richmond upon Thames speed reduction measures programme is to reduce accidents and improve the local street environment by reducing vehicle speeds and deterring through traffic. They may also serve to reduce traffic flow.

**Key Delivery Partners**

- Partners for this proposal include:
- Emergency Services
  - Local residents and businesses
  - Local schools
  - Term contractor for delivery
  - Transport for London
  - neighbouring boroughs where appropriate

**Dependencies and Risks**

- Dependencies and risks identified for this proposal include:
- Notification requirements of the Traffic Management Act 2004
  - Where the works are related to other projects or planned improvements, e.g. major bus priority works
  - Accidents may fluctuate year to year
  - Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of both accidents and programming.
  - Consultation outcome.

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>   |          |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
|--|----------|---------------------------|-----------------------------------|--|------------|----------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|--|--|
| The purpose of these zones is to reduce accidents and improve the local street environment by reducing vehicle speeds and deterring through traffic. This will enhance safety and security across all means of travel.   |          | <b>MTS Priority Area</b>  | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
|  |          | I                         | Target 1                          | Proposal 4G.Pr7 / Proposal 4G.Pr9          |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| <b>Modal Impact</b>  |          |                           | <b>Cross Cutting Goals</b>        |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
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| Mode   | Impact   |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Pedestrians and mobility impaired persons  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Cyclists   | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Bus passengers   | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Rail and Underground   | neutral  |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Community transport and taxis  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Powered two-wheeler users  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Car users  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Freight  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Cross Cutting Goal   | Impact   |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Promoting safety & perception of safety for all travel modes   | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Encouraging sustainable means for travel   | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Balanced road space allocation   | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Requirements for sustainable developments  | neutral  |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Equality and inclusion impacts*  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| Environmental impacts**  | positive |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>  |          |                           |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| TOTAL FUNDING TABLE (£K)   | 2006/07  | 2007/08                   | 2008/09                           | 200910                                     | Total (£K) |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| <b>FUNDING REQUIRED FROM BSP</b>   | 0        | 680                       | 400                               | 350  | 1430       |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| <b>FUNDING FROM OTHER SOURCES</b>  | 0        | 0                         | 0                                 | 0  | 0          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| <b>TOTAL FUNDING REQUIRED</b>  | 0        | 680                       | 400                               | 350  | 1430       |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| OTHER FUNDING SOURCES  | AMOUNT   | STATUS                    | COMMENTS                          |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| TFL OUTSIDE BSP  | £0k      | (Requested/ Approved/N/A) | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| BOROUGH RESOURCES  | £0k      | (Requested/ Approved/N/A) | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| PARTNERS (specify here)  | £0k      | (Requested/ Approved/N/A) | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |
| OTHER (specify here)   | £0k      | (Requested/ Approved/N/A) | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |  |  |

|                    |                  |
|--------------------|------------------|
| <b>Form Number</b> | <b>RUTLIP 1c</b> |
|--------------------|------------------|

|   |
|---|
| <b>London Borough of Richmond upon Thames</b> |
|---|

| <b>LIP PROPOSAL DELIVERY FORM</b>   |   |
|---|---|
| <b>Summary of Proposal:</b>   | Road Safety Education and Training  |
| <b>Location:</b>  | Borough-wide  |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09  |
| <b>Description of Main Elements:</b>  |   |
| <p><b>Scheme Details</b><br/>           Measures may include:</p> <ul style="list-style-type: none"> <li>School Travel Plan and Travel Awareness Toolkit</li> <li>'Safe Cycling Courses'</li> <li>Practical pedestrian training</li> <li>Walk to School Week</li> <li>Bike Week</li> <li>Richmond upon Thames Junior Citizen Scheme</li> <li>'Safer Steps'</li> <li>Motorcycle Safety Campaign</li> </ul> <p><b>Scheme Element Objectives</b><br/>           Measures to complement on-street physical measures to help reduce the disproportionate number of casualties suffered by vulnerable road users identified in the Richmond upon Thames Road Safety Plan.</p> |   |
| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>   |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>Emergency Services</li> <li>Local residents and businesses</li> <li>Local schools</li> <li>Relevant stakeholder groups, e.g. British Motorcycle Federation; Motorcycle Action Group</li> <li>Transport for London</li> <li>neighbouring boroughs where appropriate</li> </ul>  | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Accidents may fluctuate year to year</li> <li>Encouraging and maintaining buy in from local groups, residents and vulnerable groups.</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |          |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|---|----------|----------------------------|-----------------------------------|--|------------|----------|----------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|---|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| Road safety education and training programmes are designed to complement on-street physical measures. This will enhance safety and security across all means of travel.   |          | <b>MTS Priority Area</b>   | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   |          | I                          | Target 1                          | Proposal 4G.Pr7<br>4J.Pr8                  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>Modal Impact</b>   |          | <b>Cross Cutting Goals</b> |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Mode</th> <th style="text-align: left; padding: 2px;">Impact</th> </tr> </thead> <tbody> <tr><td style="padding: 2px;">Pedestrians and mobility impaired persons</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Cyclists</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Bus passengers</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Rail and Underground</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Community transport and taxis</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Powered two-wheeler users</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Car users</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Freight</td><td style="padding: 2px;">positive</td></tr> </tbody> </table> |          | Mode                       | Impact                            | Pedestrians and mobility impaired persons  | positive   | Cyclists | positive | Bus passengers | positive | Rail and Underground | positive | Community transport and taxis | positive | Powered two-wheeler users | positive | Car users | positive | Freight | positive | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Cross Cutting Goal</th> <th style="text-align: left; padding: 2px;">Impact</th> </tr> </thead> <tbody> <tr><td style="padding: 2px;">Promoting safety &amp; perception of safety for all travel modes</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Encouraging sustainable means for travel</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Balanced road space allocation</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Requirements for sustainable developments</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Equality and inclusion impacts*</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Environmental impacts**</td><td style="padding: 2px;">positive</td></tr> </tbody> </table> |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode  | Impact   |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists  | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers  | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground  | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal  | Impact   |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation  | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**   | positive |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>   |          |                            |                                   |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)  | 2005/06  | 2006/07                    | 2007/08                           | 2008/09                                    | Total (£K) |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>  | 0        | 68                         | 40                                | 40   | 148        |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>   | 0        | 0                          | 0                                 | 0  | 0          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>   | 0        | 68                         | 40                                | 40   | 148        |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER FUNDING SOURCES   | AMOUNT   | STATUS                     | COMMENTS                          |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (specify here)   | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER (specify here)  | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |



**Form Number**      **RUTLIP 1d**

**London Borough of Richmond  
upon Thames**

| <b>LIP PROPOSAL DELIVERY FORM</b>   |  |
|---|--|
| <b>Summary of Proposal:</b>   | School Travel Plans  |
| <b>Location:</b>  | Borough-wide   |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09   |
| <b>Description of Main Elements:</b>  |  |
| <p><b>Scheme Details</b></p> <p>School Travel Plan (also known as Safer Routes to School) engineering measures will be designed to</p> <ul style="list-style-type: none"> <li>Reduce road traffic accidents</li> <li>Reduce speed and rat running around the school</li> <li>Promote healthy and sustainable travel habits</li> </ul> <p>The use of School Travel Plans is a vital component of the Road Safety Plan and a contributory factor for the reduction of road traffic and modal shift. Only schools that have adopted will be able to benefit from TfL funding for School Travel Plan engineering measures. Thus, the school travel plan programmes will be planned, prioritised and delivered in close co-ordination.</p> <p>Subject to obtaining support from key partners and adequate funding, to pursue specific pilot initiatives such as local hoppa type buses to provide residents with a further safe and secure means of local travel. One such example is a walking bus from Richmond Station to Richmond Hill. The Borough would look to work closely with London Buses on this proposal.</p> |  |
| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>Richmond upon Thames Council Education Department</li> <li>Schools</li> <li>Local residents and businesses</li> <li>Term contractor for delivery</li> <li>Transport for London</li> <li>Neighbouring boroughs</li> </ul>   | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>Consultation outcome.</li> <li>Accidents may fluctuate year to year</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |          |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|---|----------|---------------------------|-----------------------------------|---|-----------|----------|----------|----------------|---------|----------------------|---------|-------------------------------|---------|---------------------------|---------|-----------|----------|---------|---------|---|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| <p>This programme will deliver a number of the objectives of the Mayor's Transport Strategy including:</p> <ul style="list-style-type: none"> <li>Improving road safety</li> <li>Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures</li> <li>Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.</li> <li>Encourage cycling by improving conditions for cyclists and through the use of travel demand measures.</li> </ul> <p>Other issues include:</p> <ul style="list-style-type: none"> <li>Healthier pupils</li> <li>Greater modal shift</li> <li>Improved pedestrian environment</li> <li>Travel Plan adoption: a managed approach to travel demand and sensitivity to local traffic and congestion issues.</li> </ul> |          | <b>MTS Priority Area</b>  | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>  |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   |          | I, III, VI & VII          | Target 1 & 2                      | 3.Pr2, 3.Pr4-6, 4G.Pr7, 4G.Pr9-12, 4G.Pr14, 4G.Pr18-20, 4G.Pr24, 4H.Pr3, 4I.Pr1-8, 4J.Pr1, 4J.Pr3-8, 4K.Pr3-4, 4P.Pr4 |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>Modal Impact</b>   |          |                           | <b>Cross Cutting Goals</b>        |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
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| Mode  | Impact   |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists  | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers  | neutral  |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground  | neutral  |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis   | neutral  |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users   | neutral  |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users   | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight   | neutral  |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal  | Impact   |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation  | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments   | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**   | positive |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>   |          |                           |                                   |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)  | 2006/07  | 2007/08                   | 2008/09                           | 2009/10   | Total (£) |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>  | 0        | 300                       | 300                               | 300   | 900       |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>   | 0        | 0                         | 0                                 | 0   | 0         |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>   | 0        | 300                       | 300                               | 300   | 900       |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER FUNDING SOURCES   | AMOUNT   | STATUS                    | COMMENTS                          |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k      | (Requested/ Approved/N/A) | N/A                               |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k      | (Requested/ Approved/N/A) | N/A                               |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (specify here)   | £0k      | (Requested/ Approved/N/A) | N/A                               |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER (specify here)  | £0k      | (Requested/ Approved/N/A) | N/A                               |   |           |          |          |                |         |                      |         |                               |         |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |

**Form Number**     **RUTLIP 1d1**

**London Borough of Richmond  
upon Thames**

| <b>LIP PROPOSAL DELIVERY FORM</b>   |  |
|---|--|
| <b>Summary of Proposal:</b>   | Work Travel Plans (Business Travel Plans)  |
| <b>Location:</b>  | Borough-wide   |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09                 |
| <b>Description of Main Elements:</b>  |  |
| <p>Business Travel Plans will be promoted as an all-encompassing initiative for a business, with the aim of reducing its transport impact on the local road network. Business Travel Plans will cover the following aspects of a businesses travel and transport needs: -</p> <ul style="list-style-type: none"> <li>• Commuter journeys</li> <li>• Business travel</li> <li>• Visitors</li> <li>• Deliveries</li> <li>• Business fleet</li> </ul> <p>It is planned to undertake monitoring of business travel plans through the use of a business travel plan database, which will come into operation this financial year.</p> <p>In order to progress business travel plans within Richmond upon Thames a range of measures aimed at encouraging cycling, walking, public transport, car sharing, car clubs or reducing the need to travel for work will be promoted. These can include: -</p> <ul style="list-style-type: none"> <li>• Setting up a car sharing initiative (using <a href="http://www.sharethecar.org">www.sharethecar.org</a>, a SWELTRAC project).</li> <li>• Providing cycle facilities. E.g. showers, secure cycle parking.</li> <li>• Providing information to staff on rail, tube and bus services, in conjunction with the travel information services and leaflets provided by TfL</li> <li>• Low interest or interest free public transport season ticket loans.</li> <li>• Offering attractive flexible-working practices.</li> <li>• Car park management</li> <li>• Home working</li> <li>• Tele-working</li> <li>• Pool vehicles</li> <li>• Using alternative fuels for fleet vehicles</li> <li>• City Car Club</li> <li>• Use of Safer Travel at Night principles</li> </ul> |  |
| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>  |
| <ul style="list-style-type: none"> <li>• Local business</li> <li>• SWELTRAC</li> <li>• TfL</li> <li>• Car Club service provider</li> </ul>  | <ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Technological changes</li> </ul> |

| Delivering the Mayor's Transport Strategy in Richmond upon Thames  |                          |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
|--|--------------------------|-----------------------------------|--|----------|------------|---------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|---------|-----------|----------|---------|---------|---|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|--|--|
| These programmes will help deliver improvements in: <ul style="list-style-type: none"> <li>Modal shift</li> <li>Work travel- modal share</li> <li>Business satisfaction</li> </ul>   | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
|  | VI                       | 7 & 12                            | 3.Po9, 4O.Po1, 4O.Po2, 4I.Pr2, 4I.Pr8      |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Modal Impact   | Cross Cutting Goals      |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Mode</th> <th style="text-align: left;">Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>positive</td></tr> <tr><td>Cyclists</td><td>neutral</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>positive</td></tr> <tr><td>Community transport and taxis</td><td>positive</td></tr> <tr><td>Powered two-wheeler users</td><td>neutral</td></tr> <tr><td>Car users</td><td>positive</td></tr> <tr><td>Freight</td><td>neutral</td></tr> </tbody> </table> | Mode                     | Impact                            | Pedestrians and mobility impaired persons  | positive | Cyclists   | neutral | Bus passengers | positive | Rail and Underground | positive | Community transport and taxis | positive | Powered two-wheeler users | neutral | Car users | positive | Freight | neutral | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cross Cutting Goal</th> <th style="text-align: left;">Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>positive</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |  |  |
| Mode   | Impact                   |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Pedestrians and mobility impaired persons  | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Cyclists   | neutral                  |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Bus passengers   | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Rail and Underground   | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Community transport and taxis  | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Powered two-wheeler users  | neutral                  |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Car users  | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Freight  | neutral                  |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Cross Cutting Goal   | Impact                   |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Promoting safety & perception of safety for all travel modes   | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Encouraging sustainable means for travel   | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Balanced road space allocation   | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Requirements for sustainable developments  | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Equality and inclusion impacts*  | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| Environmental impacts**  | positive                 |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| FUNDING REQUIRED TO DELIVER PROPOSAL   |                          |                                   |  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| TOTAL FUNDING TABLE (£K)   | 2006/07                  | 2007/08                           | 2008/09                                    | 2009/10  | Total (£K) |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| <b>FUNDING REQUIRED FROM BSP</b>   | 0                        | 35                                | 50   | 50       | 135        |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| <b>FUNDING FROM OTHER SOURCES</b>  | 0                        | 0                                 | 0  | 0        | 0          |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| <b>TOTAL FUNDING REQUIRED</b>  | 0                        | 35                                | 50   | 50       | 135        |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| OTHER FUNDING SOURCES  | AMOUNT                   | STATUS                            | COMMENTS                                   |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| TFL OUTSIDE BSP  | £0k                      | (Requested/ Approved/N/A)         | N/A  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| BOROUGH RESOURCES  | £0k                      | (Requested/ Approved/N/A)         | N/A  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| PARTNERS (specify here)  | £0k                      | (Requested/ Approved/N/A)         | N/A  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |
| OTHER (specify here)   | £0k                      | (Requested/ Approved/N/A)         | N/A  |          |            |         |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |  |  |

|                    |                |
|--------------------|----------------|
| <b>Form Number</b> | <b>Prop 1e</b> |
|--------------------|----------------|

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|---|
| <b>London Borough of Richmond upon Thames</b> |
|---|

| LIP PROPOSAL DELIVERY FORM   |  |   |                                   |  |
|--|--|---|-----------------------------------|--|
| <b>Summary of Proposal:</b>  | Community Safety, Security and Partnerships  |   |                                   |  |
| <b>Location:</b>   | Borough-wide   |   |                                   |  |
| <b>Dates:</b>  | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09 |   |                                   |  |
| <b>Description of Main Elements:</b>   |  |   |                                   |  |
| <p><b>Scheme Details</b></p> <p>The Council has established a Community Safety Team and joint liaison arrangements are in place with the police to deal with safety and security issues, including crime and fear of crime. The scheme requires funding for safety improvements in the public realm brought to the Council's attention through the Community Safety team including:<br/>           CCTV<br/>           Improved street lighting<br/>           Rationalisation of street furniture and signage</p> |  |   |                                   |  |
| <b>Key Delivery Partners</b>   |  | <b>Dependencies and Risks</b>   |                                   |  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Council Mobility Forum</li> <li>• Council Accessible Transport Department</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> <li>• SWELTRAC</li> </ul>   |  | <ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Technological changes</li> <li>• Bus route changes by TfL London Buses</li> </ul> |                                   |  |
| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>   |  |   |                                   |  |
| Measures to provide: <ul style="list-style-type: none"> <li>• Improved public perception of personal safety</li> <li>• Better conditions for pedestrians</li> <li>• To make the street environment more accessible</li> </ul> Particularly for those with mobility impairment. By encouraging walking in this way a consequent modal shift is expected.  |  | <b>MTS Priority Area</b>  | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>               |
|  |  | V & VI  | 7, 10 & 12                        | 3.Po9, 4O.Po1, 3 Pr1, 2, 4 & 6<br>4O.Po2, 4I.Pr2, 4I.Pr8 |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | neutral       | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | positive      | Requirements for sustainable developments                    | positive      |
| Community transport and taxis             | positive      | Equality and inclusion impacts                               | positive      |
| Powered two-wheeler users                 | neutral       | Environmental impacts  | positive      |
| Car users                                 | positive      |  |               |
| Freight                                   | neutral       |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2005/06 | 2006/07                      | 2007/08                                | 2008/09 | Total (£K) |
|-----------------------------------|---------|------------------------------|--|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       |                              |  |         | 0          |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                            | 150                                    | 150     | 300        |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 0                            | 150                                    | 150     | 300        |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                       | COMMENTS                               |         |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/<br>Approved/N/A) | N/A                                    |         |            |
| BOROUGH RESOURCES                 | £300k   | (Requested/)                 | No formal request has been made as yet |         |            |
| PARTNERS (specify here)           | £0k     | (Requested/<br>Approved/N/A) | N/A                                    |         |            |
| OTHER (specify here)              | £0k     | (Requested/<br>Approved/N/A) | N/A                                    |         |            |

**Form Number**      **RUTLIP 2a**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Principal Road Maintenance  |
| <b>Location:</b>            | Borough-wide  |
| <b>Dates:</b>               | Planned Maintenance is expected to continue annually beyond the LIP planning cycle of 2005-09 |

**Description of Main Elements:**

**Scheme Details**

To restructure and/or resurface the Borough's Principal Roads down to concrete road base level where it is needed to prevent further deterioration. To clear the backlog of Principal Roads in the UKPMS 70 and over category. All programmed works are consistent with bringing carriageway conditions in line with BVPI96 targets.

**Scheme Element Objectives**

To achieve the BVPI96 target the Borough requires a funding settlement of approximately £3 million each year to bring the remaining 8 Principal Roads up to standard.

**Prioritisation Criteria**

The programming of these roads will be dependent on a number of factors:

- Planned utilities work
- The implications and notification requirements of the Traffic Management Act 2004
- Efficiency savings: where synergies between existing funded projects can be identified and delivery programmed to achieve all objectives with one works programme

LBRUT will prioritise those roads with the worst UKPMS condition of both carriageway and footway. Where roads are of equally serious condition those with particularly poor footway condition will be prioritised.

The following table lists the Principal Roads that require work in current priority order:

**Beyond 2009/2010**

Once the Principal Roads have been brought up to standard, a continuous maintenance element will be required. This funding is anticipated to be required annually to ensure roads are maintained to:

- BVPI96 target standards
- Ensure that Borough Principal Roads are maintained to the acceptable UKMPS condition index
- Allow appropriate levels of revenue funding to protect past levels of capital investment and ensure Best Value

The 09/10 proposals need to be built on and will be provided in a subsequent Annual LIP Update

| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>   |
|---|---|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>   |                          |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|--|--------------------------|-----------------------------------|--|----------|------------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|--|--|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
| <p>The purpose of the borough principal road programme is to:</p> <ul style="list-style-type: none"> <li>To resurface roads where this is needed to prevent further deterioration.</li> <li>To reconstruct roads where this is needed.</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>Clear the backlog of principal roads in the 70 and over category by 2009/10; and</li> <li>Prevent 50-70 condition roads from entering the 70+ condition in this period.</li> </ul>  | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|  | VIII                     | Target 14                         | Proposal 4G.Pr25 / Policy 4G.Po6           |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>Modal Impact</b>  |                          |                                   | <b>Cross Cutting Goals</b>                 |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
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| Mode   | Impact                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists   | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers   | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground   | neutral                  |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal   | Impact                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation   | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments  | neutral                  |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**  | positive                 |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>  |                          |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)   | 2006/07                  | 2007/08                           | 2008/09                                    | 2009/10  | Total (£K) |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>   | 0                        | 3 3050.85                         | 3009.3                                     | 3537.95  | 9598.1     |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>  | 0                        | 0                                 | 0  | 0        | 0          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>  | 0                        | 3050.85                           | 3009.3                                     | 3537.95  | 9598.1     |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER FUNDING SOURCES  | AMOUNT                   | STATUS                            | COMMENTS                                   |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TFL OUTSIDE BSP  | £0k                      | N/A                               | N/A  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| BOROUGH RESOURCES  | £0k                      | N/A                               | N/A  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| PARTNERS (specify here)  | £0k                      | N/A                               | N/A  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER (specify here)   | £0k                      | N/A                               | N/A  |          |            |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |



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| <b>Form Number</b> | <b>RUTLIP 2b</b> |
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| <b>London Borough of Richmond upon Thames</b> |
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| LIP PROPOSAL DELIVERY FORM   |   |
|--|---|
| <b>Summary of Proposal:</b>  | Local Roads Maintenance   |
| <b>Location:</b>   | Borough-wide  |
| <b>Dates:</b>  | Planned Maintenance is expected to continue annually beyond the LIP planning cycle of 2005-09/10  |
| <b>Description of Main Elements:</b>   |   |
| <p><b>Scheme Details</b><br/>           To restructure and/or resurface the Borough's Local Roads down to concrete road base level where it is needed to prevent further deterioration. To clear the backlog of Local Roads in the UKPMS 70 and over category. All programmed works are consistent with bringing carriageway conditions in line with BVPI96 targets.</p> <p><b>Scheme Element Objectives</b><br/>           To achieve the BV97a &amp; b target the Borough requires a funding of approximately £23million to bring the Local Roads up to standard.</p> <p><b>Prioritisation Criteria</b><br/>           The programming of these roads will be dependent on a number of factors:</p> <ul style="list-style-type: none"> <li>• Planned utilities work</li> <li>• The implications and notification requirements of the Traffic Management Act 2004</li> <li>• Efficiency savings: where synergies between existing funded projects can be identified and delivery programmed to achieve all objectives with one works programme</li> </ul> <p>Richmond upon Thames Council will prioritise those roads with the worst UKPMS condition of both carriageway and footway. Where roads are of equally serious condition those with particularly poor footway condition will be prioritised.</p> <p>The following table lists the Local Roads that require work in current priority order:</p> <p><b>Beyond 2009/2010</b><br/>           Once the Local Roads have been brought up to standard, a continuous maintenance element will be required. This funding is anticipated to be required annually to ensure roads are maintained to:</p> <ul style="list-style-type: none"> <li>• BV97 target standards</li> <li>• Ensure that Borough Local Roads are maintained to the acceptable UKMPS condition index</li> <li>• Allow appropriate levels of revenue funding to protect past levels of capital investment and ensure Best Value</li> </ul> |   |
| <b>Key Delivery Partners</b>   | <b>Dependencies and Risks</b>   |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Term contractor for delivery</li> <li>• Neighbouring boroughs</li> </ul>  | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>   |          |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|--|----------|--------------------------|-----------------------------------|--|------------|----------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
| <p>The purpose of the borough Local road programme is to:</p> <ul style="list-style-type: none"> <li>To resurface roads where this is needed to prevent further deterioration.</li> <li>To reconstruct roads where this is needed.</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>Clear the backlog of Local roads in the 70 and over category by 2009/10; and</li> <li>Prevent 50-70 condition roads from entering the 70+ condition in this period.</li> </ul>  |          | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|  |          | VIII                     | Target 14                         | Proposal 4G.Pr25 / Policy 4G.Po6/ 4G.Po2   |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>Modal Impact</b>  |          |                          | <b>Cross Cutting Goals</b>        |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
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| Mode   | Impact   |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists   | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers   | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground   | neutral  |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal   | Impact   |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation   | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments  | neutral  |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**  | positive |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>  |          |                          |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)   | 2005/06  | 2006/07                  | 2007/08                           | 2008/09                                    | Total (£K) |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>   | 0        | 0                        | 0                                 | 0  | 0          |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>  | 0        | 6500                     | 6500                              | 6500                                       | 18000      |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>  | 0        | 6000                     | 6000                              | 6000                                       | 18000      |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER FUNDING SOURCES  | AMOUNT   | STATUS                   | COMMENTS                          |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TFL OUTSIDE BSP  | £0k      | N/A                      | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| BOROUGH RESOURCES  | £6500k   | Requested                | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| PARTNERS (specify here)  | £0k      | N/A                      | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER (PFI)  | £0k      | N/A                      | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |

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| <b>Form Number</b> | <b>LIP 2c</b> |
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| <b>London Borough of Richmond upon Thames</b> |
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| <b>LIP PROPOSAL DELIVERY FORM</b> |
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|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Street Lighting                              |
| <b>Location:</b>            | Borough-wide                                 |
| <b>Dates:</b>               | Annual programme subject to Borough funding. |

|                                      |
|--------------------------------------|
| <b>Description of Main Elements:</b> |
|--------------------------------------|

**Scheme Details**

Enhancing and rationalising street lighting, street furniture, trees and signage. There are a large number of lamp columns in the Borough that are overdue for replacement. The priority goes to the longest overdue. A column is estimated to have a 30-year lifespan. This Form sets out a programme for replacement of street lighting  
 Need more comment on how this scheme meets the Mayoral objectives detailed in 4I.Pr2, 3, and 8

| Key Delivery Partners  | Dependencies and Risks  |
|--|---|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Contractor for delivery</li> <li>• Funding providers</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |

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| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b> |
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| The purpose of the borough street lighting programme is to: <ul style="list-style-type: none"> <li>• Maintain good lighting levels on all borough roads.</li> <li>• Improve accessibility of borough streets.</li> <li>• Improve visibility and road safety.</li> <li>• Improve perceptions of safety and security.</li> <li>• Encourage street activity.</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>                   |
|  | I, VI                    | N/A                               | Proposal 4G.Pr7, 4G.Pr9, 4G.Pr11, 4I.Pr2-3, & 4I.Pr8, 4G.Pr2 |

| Modal Impact   |          | Cross Cutting Goals |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|--|----------|---------------------|---|----------|----------|----------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|---|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
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| Mode   | Impact   |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal   | Impact   |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments  | neutral  |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |          |           |          |         |          |   |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08 | 2008/09  | 2009/10 | Total (£) |
|-----------------------------------|---------|---------|----------|---------|-----------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 0       | 0        | 0       | 0         |
| <b>FUNDING FROM OTHER SOURCES</b> | 150     | 250     | 250      | 250     | 900       |
| <b>TOTAL FUNDING REQUIRED</b>     | 150     | 250     | 250      | 250     | 900       |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS  | COMMENTS |         |           |
| TFL OUTSIDE BSP                   | £0k     | N/A     | N/A      |         |           |
| BOROUGH RESOURCES                 | £0k     | N/A     | N/A      |         |           |
| PARTNERS (specify here)           | £0k     | N/A     | N/A      |         |           |
| OTHER (specify here)              | £0 k    | N/A     | N/A      |         |           |

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| <b>Form Number</b> | <b>RUTLIP 2d</b> |
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|---|
| <b>London Borough of Richmond<br/>upon Thames</b> |
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| LIP PROPOSAL DELIVERY FORM  |  |                                   |   |
|---|--|-----------------------------------|---|
| <b>Summary of Proposal:</b>   | Pedestrian Crossing Programme  |                                   |   |
| <b>Location:</b>  | Borough-wide   |                                   |   |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09                 |                                   |   |
| <b>Description of Main Elements:</b>  |  |                                   |   |
| <p><b>Scheme Details</b></p> <p>By the end of 2005 most controlled pedestrian crossings in Richmond upon Thames will comply with the Disability Discrimination Act (DDA) regulations. The next step will be to continue to raise the standard of all crossings and junctions in the borough, and to introduce new crossings or move existing crossings where necessary. The council will regularly review and audit pedestrian facilities to identify locations where changes to crossing arrangements are needed.</p> <p>Proposed measures include: Pelican Crossings; zebra crossings; and, other new/relocated crossings. Some locations proposed for specific measures between 2007/08 and 2009/10 are:</p> <ul style="list-style-type: none"> <li>• Hanworth Road near Mill Farm- pedestrian crossing</li> <li>• Strawberry Vale near Waldegrave Road- crossing facility</li> <li>• Warren Road near Nelson Road- new crossing facility</li> <li>• London Road either side of the A316- Pelican crossings</li> <li>• Hampton Hill High Street- relocation of crossing</li> <li>• Lonsdale Road Junction with Walnut Tree Close- raised zebra crossing</li> <li>• Petersham Road outside the Dysart Arms- Pelican crossing</li> </ul> |  |                                   |   |
| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>  |                                   |   |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Richmond upon Thames Borough Council Mobility Forum</li> <li>• Richmond upon Thames Council Accessible Transport Department</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>  | <ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Technological changes</li> </ul> |                                   |   |
| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |  |                                   |   |
| Measures to provide: <ul style="list-style-type: none"> <li>• Better conditions for pedestrians</li> <li>• To make the street environment more accessible, particularly for those with mobility impairment. By encouraging walking in this way a consequent modal shift is expected.</li> </ul>   | <b>MTS Priority Area</b>   | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>    |
|   | VI   | 7 & 12                            | 3.Po9, 4O.Po1, 4O.Po2, 4I.Pr2, 4I.Pr8, 4G.Pr3 |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | neutral       | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | positive      | Requirements for sustainable developments                    | positive      |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | positive      |
| Powered two-wheeler users                 | neutral       | Environmental impacts**                                      | positive      |
| Car users                                 | positive      |  |               |
| Freight                                   | neutral       |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2005/06 | 2006/07                   | 2007/08  | 2008/09 | Total (£K) |
|-----------------------------------|---------|---------------------------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 60                        | 180      | 220     | 460        |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                         | 0        | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 60                        | 180      | 220     | 460        |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                    | COMMENTS |         |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| PARTNERS (specify here)           | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| OTHER (specify here)              | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |

**Form Number**      **RUTLIP 2e**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | <b>Bridges and Structures</b>  |
| <b>Location:</b>            | Borough-wide   |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005/06-09/10 |

**Description of Main Elements:**

**Scheme Details**

This proposal outlines the Borough programme of maintenance to bridges and structures. From time to time it is likely that there may be the need for new bridges to be built and these will be detailed when required. Work usually commences with an assessment of the condition of an existing bridge or a study on the need for a new bridge. The second phase comprises detailed design (depending on the outcome of the assessment) followed by construction of a new bridge or repairs being made to the existing. Some work also relates to a programme of work on bridges over Network Rail land (i.e. railway lines) to ensure they are constructed to certain weight standards.

A load assessment of all the 20 Network Rail highway bridges in the Borough has been commissioned and to date 18 have been completed, the current outcome is that 8 will require strengthening. A Feasibility study for interim measures and design for strengthening is in progress at present for 3 bridges. It is anticipated that work on site for the strengthening of High Street bridge will start in 2008/09 and that the cost of the strengthening contract will be around £450k. However the final programme is yet to be determined, as it will have to be coordinated with funding and coordination with Network Rail regarding "possession" on the line.

This will help improve the movement of freight across the Borough including in some cases, the movement of buses.

Cost projections have been provided for 07/08 and based on a programme of strengthening one bridge each financial year it is estimated that a sum of £450k will be required annually for 2008/09 and 2009/10, the exact costs will be known when the feasibility studies are completed. The assessment and strengthening programme for 2007/08 comprises the following locations:

- Hill View Road bridge (Strengthening)
- Uxbridge Road bridge (Strengthening)
- Network Rail assessment
- High Park Road bridge
- Kew Road
- London Road
- Park Road
- Queens Road
- Tudor Road





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| <b>Form Number</b> | <b>RUTLIP 2f</b> |
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| <b>London Borough of Richmond<br/>upon Thames</b> |
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|                                   |
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| <b>LIP PROPOSAL DELIVERY FORM</b> |
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|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Bus Priority   |
| <b>Location:</b>            | Borough-wide   |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005/06-09/10 |

|                                      |
|--------------------------------------|
| <b>Description of Main Elements:</b> |
|--------------------------------------|

**Scheme Details**

The Council will continue its programme to develop and implement bus priority measures across the Borough. The Council programme comprises 7 spending priorities:

1. Incomplete/Committed schemes
2. Essential works for new and/or modified bus routes
3. Pilot routes/schemes
4. Other new schemes
5. Mitigation measures to protect buses
6. Review of existing schemes
7. Feasibility studies of future programmes and schemes

The Bus Priority Programme comprises measures such as traffic signals, red surfacing where appropriate, Bus Scoot extensions; bus lanes; pelican crossings; bus stands; waiting and loading restriction reviews, lane marking amendments, bus lane lengthening, parking restrictions, and bus cages.

The proposed Bus Priority programme for Richmond is determined on a year-by-year basis and whilst it is detailed in this form, is formally proposed through the lead Borough for Bus Priority- the London Borough of Bromley. The following are the proposed locations for 2007/08:

A308 (Hampton Court Road); Twickenham town centre, London Road (between A316 and Whitton Road), Kew Road, Hampton Court Roundabout, Albany Road, Wakefield Road, Sheen Road junction with Church Road, Upper Richmond Road West (from Sheen Court Road to Clifford Avenue), Hampton Court Road junction with Hampton Wick High street, Heath Road, Hospital Bridge Road (between Staines Road and the A316), and Percy Road.

Despite the programme being determine don a year-by-year basis it is anticipated that funding will increase slightly over the coming years and this has been indicatively shown on the proposal form.

| <b>Key Delivery Partners</b>   | <b>Dependencies and Risks</b>  |
|--|--|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• London Bus Initiative &amp; L B Bromley (see also LBPN Common Statement in Appendix G of the LIP)</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• SWELTRAC</li> <li>• Neighbouring boroughs</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> <li>• Cost implication of moving stats</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |                            |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|---|----------------------------|-----------------------------------|--|----------|------------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|---------|-----------|---------|---------|---------|---|--|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| All measures are designed to: <ul style="list-style-type: none"> <li>Improve bus journey times and reliability</li> <li>Reduce bus excess wait times</li> <li>Improve accessibility</li> <li>Promote modal shift</li> </ul>   | <b>MTS Priority Area</b>   | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | II, V                      | Target 3,4 & 7                    | Proposal 4F.Pr2-3, 4F.Pr6-8, 4G.Pr4 /      |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>Modal Impact</b>   | <b>Cross Cutting Goals</b> |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Mode</th> <th>Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>positive</td></tr> <tr><td>Cyclists</td><td>positive</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>neutral</td></tr> <tr><td>Community transport and taxis</td><td>positive</td></tr> <tr><td>Powered two-wheeler users</td><td>neutral</td></tr> <tr><td>Car users</td><td>neutral</td></tr> <tr><td>Freight</td><td>neutral</td></tr> </tbody> </table> | Mode                       | Impact                            | Pedestrians and mobility impaired persons  | positive | Cyclists   | positive | Bus passengers | positive | Rail and Underground | neutral | Community transport and taxis | positive | Powered two-wheeler users | neutral | Car users | neutral | Freight | neutral | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>positive</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> |  |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode  | Impact                     |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists  | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers  | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground  | neutral                    |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis   | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users   | neutral                    |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users   | neutral                    |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight   | neutral                    |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal  | Impact                     |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation  | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments   | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**   | positive                   |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>   |                            |                                   |  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)  | 2006/07                    | 2007/08                           | 2008/09                                    | 2009/10  | Total (£K) |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>  | 0                          | 1725                              | 1700                                       | 1750     | 5175       |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>   | 0                          | 0                                 | 0  | 0        | 0          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>   | 0                          | 1725                              | 1700                                       | 1750     | 5175       |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER FUNDING SOURCES   | AMOUNT                     | STATUS                            | COMMENTS                                   |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k                        | (Requested/ Approved/N/A)         | N/A  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k                        | (Requested/ Approved/N/A)         | N/A  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (specify here)   | £0k                        | (Requested/ Approved/N/A)         | N/A  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER (specify here)  | £0k                        | (Requested/ Approved/N/A)         | N/A  |          |            |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |

**Form Number**      **RUTLIP 2g**

**London Borough of Richmond  
upon Thames**

| <b>LIP PROPOSAL DELIVERY FORM</b>  |  |
|--|--|
| <b>Summary of Proposal:</b>  | Freight  |
| <b>Location:</b>   | Borough-wide   |
| <b>Dates:</b>  | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09 |
| <b>Description of Main Elements:</b>   |  |
| <p><b>Scheme Details</b></p> <p>The Council is keen to participate with the following initiatives to improve the relationship between business needs and residents concerns:</p> <ul style="list-style-type: none"> <li>• London Sustainable Distribution Partnership (LSDP)</li> <li>• London Lorry Control System</li> </ul> <p><b>Freight Quality Partnership (FQP)</b></p> <p>The issues of freight management are not unique to Richmond upon Thames. The Council is part of a Freight Quality Partnership (FQP) managed by SWELTRAC. The aim is to develop the FQP with its neighbouring Boroughs and:</p> <ul style="list-style-type: none"> <li>• local businesses and business groups;</li> <li>• distribution companies including the Royal Mail;</li> <li>• TfL;</li> <li>• local environmental groups;</li> <li>• local residents groups; and</li> <li>• other key stakeholders.</li> </ul> <p><b>Objectives of the FQP could include:</b></p> <ol style="list-style-type: none"> <li>1. A communication plan to maximise involvement of sub-regional businesses and operators.</li> <li>2. Supporting and developing the role of London's town centres. This includes the provision of adequate information for delivery operators/drivers including loading regulations, weight, height and width restrictions, street works information and identifying hotspots and developing loading plans that identify how legal deliveries can be undertaken.</li> <li>3. Introducing a best practice code to include developing a consistent approach over parking/loading regulations and enforcement between boroughs and linking this to best practice from industry in following regulations. Best practice will include driver training, risk management and fuel economy.</li> </ol> <p>Lorries can cause nuisance such as noise, vibration, nitrogen dioxide, particulates, visual intrusion, physical obstruction and damage to the infrastructure. Council will continue programmes directly and in partnership that include:</p> <ul style="list-style-type: none"> <li>• The London-wide Night Time and Weekend Lorry Controls prohibit the movement of vehicles over 18 tonnes unless permitted or on exempted roads (A316, A205 and the A308);</li> <li>• The London 5-tonne overnight parking ban prohibits commercial vehicles and coaches between the hours of 6.30 p.m. and 8 a.m., except in exempted streets;</li> <li>• Local 7.5 tonne lorry bans allow access only for loading or unloading at premises within the area;</li> </ul> <p><b>Specific proposals for Freight include:</b></p> <ul style="list-style-type: none"> <li>• Kew Road weight restriction (10k 07/08)</li> <li>• Boroughwide directional signage (£15k 07/08)</li> <li>• Lorry ban on residential road- measures (£60k 07/08-08/09)</li> <li>• Vehicle hard standing for transfer of waste by water (£60k 07/08-08/09)</li> </ul> |  |
| <b>Key Delivery Partners</b>   | <b>Dependencies and Risks</b>  |

|  |  |
|--|--|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Local businesses</li> <li>• Sweltrac</li> <li>• Distribution and logistics operators</li> <li>• Local residents and businesses</li> <li>• Metropolitan Police</li> <li>• Transport for London</li> <li>• Association of London Government</li> <li>• Neighbouring boroughs</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Future legislation</li> <li>• Consultation outcome.</li> <li>• Partnership working.</li> <li>• Technological changes</li> <li>• Parking and road space demand</li> </ul> |
|--|--|

**Delivering the Mayor's Transport Strategy in Richmond upon Thames**

|  |                          |                                   |  |
|--|--------------------------|-----------------------------------|--|
| <ul style="list-style-type: none"> <li>• Relieving traffic congestion and improving journey time reliability through rationalised and managed freight movements</li> <li>• Encouraging walking by improving the street environment, achieved through lower air and noise pollution level particularly in Town Centres</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |
|  | III & VI                 | Target 5, 6 & 12                  | 4K.Pr1-4                                   |

| <b>Modal Impact</b>                       |               | <b>Cross Cutting Goals</b>                                   |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | positive      | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | neutral       | Requirements for sustainable developments                    | positive      |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | neutral       |
| Powered two-wheeler users                 | positive      | Environmental impacts**                                      | positive      |
| Car users                                 | positive      |  |               |
| Freight                                   | positive      |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| <b>TOTAL FUNDING TABLE (£K)</b>   | <b>2006/07</b> | <b>2007/08</b>            | <b>2008/09</b>  | <b>2009/10</b> | <b>Total (£K)</b> |
|-----------------------------------|----------------|---------------------------|-----------------|----------------|-------------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0              | 45                        | 100             | 50             | 195               |
| <b>FUNDING FROM OTHER SOURCES</b> | 0              | 0                         | 0               | 0              |                   |
| <b>TOTAL FUNDING REQUIRED</b>     | 0              | 45                        | 100             | 50             | 195               |
| <b>OTHER FUNDING SOURCES</b>      | <b>AMOUNT</b>  | <b>STATUS</b>             | <b>COMMENTS</b> |                |                   |
| TFL OUTSIDE BSP                   | £0k            | (Requested/ Approved/N/A) | N/A             |                |                   |
| BOROUGH RESOURCES                 | £0k            | (Requested/ Approved/N/A) | N/A             |                |                   |
| PARTNERS (specify here)           | £0k            | (Requested/ Approved/N/A) | N/A             |                |                   |
| OTHER (specify here)              | £0k            | (Requested/ Approved/N/A) | N/A             |                |                   |

**Form Number**      **RUTLIP 3a**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Area Based Schemes   |
| <b>Location:</b>            | Borough-wide   |
| <b>Dates:</b>               | Depending on success of step 1 bids submitted to TfL 05-06 |

**Description of Main Elements:**

**Scheme Details**

Objectives of the overall ABS programme are to:

- To ensure all the facilities are easily accessible;
- To make the public realm a safe and secure place to be;
- To improve public transport availability and connections.
- Create a safer, cleaner environment
- Assess barriers to pedestrians

The **town centres** are as follows:

- Richmond Town Centre (06/07-08/09)
- East Sheen (tba)
- Teddington (tba)
- Twickenham (06/07-09/10)
- Whitton. (tba)

Richmond has unique village environments where a '**Streets for People**' type programme is appropriate. It provides the opportunity to enhance the holistic environment of local shops or green space improving safety and accessibility to enable all stakeholders to fully benefit. The following areas are to be considered for this programme:

- Barnes (to be determined)
- Kew (to be determined)
- Ham (to be determined)
- Hampton Hill- Burtons Road and Links View Road (07/08-08/09)
- Marchmont Road- South Richmond (07/08-08/09)
- Cole Park Road North (07/08-08/09)
- Whitton Road (07/08-08/09)
- Park Road junction with Hampton High Street (07/08-08/09)
- Courtlands Ave- Hampton North (07/08-08/09)
- Hospital Bridge Road (between Staines Road and A316)
- Queens Road and Holly Road (Twickenham Riverside) (08/09-09/10)

**Station Access**

The Council will work in partnership with SWELTRAC in continuing the TfL funded programme to improve accessibility at rail and underground stations located within Richmond upon Thames.  
 All schemes will be looking for combination funding including TfL, S106.

2007/08- Station Access (Borough)- improved signage at Stations (starting with Hampton Wick)- (£10k pa)

| Key Delivery Partners   |          | Dependencies and Risks  |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|---|----------|---|----------------------------|--|------------|----------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|--|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>term contractor for delivery</li> <li>Transport for London</li> <li>neighbouring boroughs</li> <li>Sweltrac (Station Access)</li> </ul>  |          | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Delivering the Mayor's Transport Strategy in Richmond upon Thames   |          |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <p>The purpose of the programme is to:<br/>Address the barriers to pedestrian movement created by the main road network<br/>Improve the safety, security, amenity, accessibility and convenience of pedestrian and cycle routes<br/>Improve service and delivery<br/>Encourage use of public transport</p> <p>This will:<br/>Provide access for all including the mobility impaired<br/>Reduce the number of people killed or injured in traffic accidents<br/>Reduce car dependence and impact of car use – traffic volumes, congestion, environmental impacts<br/>Improve access to public transport<br/>Improve personal security<br/>Support redevelopment and regeneration</p> |          | MTS Priority Area   | LIP Guidance Target Number | Relevant MTS Proposals and Policies  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|   |          | V, VI,VII,I<br>III  | Targets<br>7,10,12,13      | Proposal 3Pr1-6<br>4D.Pr3, Pr6<br>4E.Pr9, Pr13<br>4F.Pr11<br>4G.Pr4, Pr10,<br>Pr11, 4I.Pr1-8,<br>4J.Pr1, Pr3-8<br>4K.Pr4, 4N.Pr5<br>4O.Pr1-14<br>4P.Pr5, Policy<br>3.Po8 |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Modal Impact  |          | Cross Cutting Goals   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <table border="1"> <thead> <tr> <th>Mode</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Pedestrians and mobility impaired persons</td> <td>positive</td> </tr> <tr> <td>Cyclists</td> <td>positive</td> </tr> <tr> <td>Bus passengers</td> <td>positive</td> </tr> <tr> <td>Rail and Underground</td> <td>neutral</td> </tr> <tr> <td>Community transport and taxis</td> <td>positive</td> </tr> <tr> <td>Powered two-wheeler users</td> <td>positive</td> </tr> <tr> <td>Car users</td> <td>positive</td> </tr> <tr> <td>Freight</td> <td>positive</td> </tr> </tbody> </table>  |          | Mode  | Impact                     | Pedestrians and mobility impaired persons  | positive   | Cyclists | positive | Bus passengers | positive | Rail and Underground | neutral | Community transport and taxis | positive | Powered two-wheeler users | positive | Car users | positive | Freight | positive | <table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Promoting safety &amp; perception of safety for all travel modes</td> <td>positive</td> </tr> <tr> <td>Encouraging sustainable means for travel</td> <td>positive</td> </tr> <tr> <td>Balanced road space allocation</td> <td>positive</td> </tr> <tr> <td>Requirements for sustainable developments</td> <td>neutral</td> </tr> <tr> <td>Equality and inclusion impacts*</td> <td>positive</td> </tr> <tr> <td>Environmental impacts**</td> <td>positive</td> </tr> </tbody> </table> |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | neutral | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode  | Impact   |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists  | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers  | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground  | neutral  |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal  | Impact   |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation  | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments   | neutral  |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**   | positive |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| FUNDING REQUIRED TO DELIVER PROPOSAL  |          |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)  | 2006/07  | 2007/08   | 2008/09                    | 2009/10  | Total (£K) |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| FUNDING REQUIRED FROM BSP   | 0        | 1670  | 2350                       | 260  | 4280       |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| FUNDING FROM OTHER SOURCES  | 0        |   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TOTAL FUNDING REQUIRED  | 0        | 1670  | 2350                       | 260  | 4280       |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER FUNDING SOURCES   | AMOUNT   | STATUS  |                            | COMMENTS   |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k      | (Requested/ Approved/N/A)   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k      | (Requested/ Approved/N/A)   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| PARTNERS (EC1 New Deal)   | £0k      | (Requested/ Approved/N/A)   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER (S106)  | £0k      | (Requested/ Approved/N/A)   |                            |  |            |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |

|                    |                  |
|--------------------|------------------|
| <b>Form Number</b> | <b>RUTLIP 3b</b> |
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| <b>London Borough of Richmond upon Thames</b> |
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|                                   |
|-----------------------------------|
| <b>LIP PROPOSAL DELIVERY FORM</b> |
|-----------------------------------|

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Signs, lines & street clutter rationalisation |
| <b>Location:</b>            | Borough-wide (details below)                  |
| <b>Dates:</b>               | Annual programme subject to funding.          |

|                                      |
|--------------------------------------|
| <b>Description of Main Elements:</b> |
|--------------------------------------|

**Scheme Details**

To complement main borough programme, enhancing and rationalising street furniture, rising bollards, trees and signage.

There are many locations across the Borough that are cluttered with too much signage and general street furniture. The Borough prides itself on its leafy appearance and intends to reduce the amount of street clutter across the locale and plant additional trees in appropriate locations. Where street furniture such as bollards is required then they can be designed to minimize visual impact. A proposal for a rising bollard at Water Street is one such proposal for 2007/08 (£30k).

|  |   |
|--|---|
| <b>Key Delivery Partners</b>   | <b>Dependencies and Risks</b>   |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>Contractor for delivery</li> <li>Funding providers</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |

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| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b> |
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|  |                          |                                   |   |
|--|--------------------------|-----------------------------------|---|
| The purpose of the borough street lighting programme is to: <ul style="list-style-type: none"> <li>Maintain good lighting levels on all borough roads.</li> <li>Improve accessibility of borough streets.</li> <li>Improve visibility and road safety.</li> <li>Improve perceptions of safety and security.</li> <li>Encourage street activity.</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>                    |
|  | I, VI                    | N/A                               | Proposal 4G.Pr7, 4G.Pr9, 4G.Pr11, 4G.Pr14, 4I.Pr2-3, & 4I.Pr8 |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | positive      | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | positive      | Requirements for sustainable developments                    | neutral       |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | positive      |
| Powered two-wheeler users                 | positive      | Environmental impacts**                                      | positive      |
| Car users                                 | positive      |  |               |
| Freight                                   | positive      |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2005/06       | 2006/07       | 2007/08         | 2008/09 | Total (£) |
|-----------------------------------|---------------|---------------|-----------------|---------|-----------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0             | 0             | 0               | 0       | 0         |
| <b>FUNDING FROM OTHER SOURCES</b> | 0             | 196           | 196             | 196     | 588       |
| <b>TOTAL FUNDING REQUIRED</b>     | 0             | 196           | 196             | 196     | 588       |
| <b>OTHER FUNDING SOURCES</b>      | <b>AMOUNT</b> | <b>STATUS</b> | <b>COMMENTS</b> |         |           |
| TFL OUTSIDE BSP                   | £0k           | N/A           | N/A             |         |           |
| BOROUGH RESOURCES                 | £0k           | N/A           | N/A             |         |           |
| PARTNERS (specify here)           | £0k           | N/A           | N/A             |         |           |
| OTHER (specify here)              | £0 k          | N/A           | N/A             |         |           |



|                    |                  |
|--------------------|------------------|
| <b>Form Number</b> | <b>RUTLIP 3c</b> |
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| <b>London Borough of Richmond<br/>upon Thames</b> |
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|                                   |
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| <b>LIP PROPOSAL DELIVERY FORM</b> |
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|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Parking & Enforcement Plan Action Plan |
|-----------------------------|--|

|                  |                              |
|------------------|------------------------------|
| <b>Location:</b> | Borough-wide (details below) |
|------------------|------------------------------|

|               |  |
|---------------|--|
| <b>Dates:</b> | CPZ programme due to complete implementation stage by 2007 with further ongoing review |
|---------------|--|

|                                      |
|--------------------------------------|
| <b>Description of Main Elements:</b> |
|--------------------------------------|

|   |
|---|
| <p><b>Scheme Details</b></p> <p>To deliver the plan there are significant financial implications. The plan is not just about allocating and managing scarce on-street and off-street space, it is also about enabling the safe and efficient movement of traffic.</p> |
|---|

|                              |                               |
|------------------------------|-------------------------------|
| <b>Key Delivery Partners</b> | <b>Dependencies and Risks</b> |
|------------------------------|-------------------------------|

|   |   |
|---|---|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |
|---|---|

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|--|--|--|--|
| <b>Delivering the Mayor's Transport Strategy in Richmond-upon-Thames</b> |  |  |  |
|--|--|--|--|

|  |                                  |   |  |
|--|----------------------------------|---|--|
| More efficient Parking and Enforcement will contribute to improving the traffic flow, safer public realm and the movement of public transport. | <b>MTS<br/>Priority<br/>Area</b> | <b>LIP<br/>Guidance<br/>Target<br/>Number</b> | <b>Relevant MTS<br/>Proposals and<br/>Policies</b> |
|  | IV                               | 9 & 7   | 3.Pr2, 3.Pr4-6<br>4G.Po5-6,<br>4G.Pr16-17          |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | positive      | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | neutral       | Requirements for sustainable developments                    | neutral       |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | positive      |
| Powered two-wheeler users                 | positive      | Environmental impacts**                                      | positive      |
| Car users                                 | positive      |  |               |
| Freight                                   | positive      |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)   | 2005/06 | 2006/07                   | 2007/08                             | 2008/09 | Total (£K) |
|----------------------------|---------|---------------------------|-------------------------------------|---------|------------|
| FUNDING REQUIRED FROM BSP  | 0       |                           |                                     |         |            |
| FUNDING FROM OTHER SOURCES | 0       | 1150                      | 1150                                | 1200    | 3500       |
| TOTAL FUNDING REQUIRED     | 0       | 1150                      | 1150                                | 1200    | 3500       |
| OTHER FUNDING SOURCES      | AMOUNT  | STATUS                    | COMMENTS                            |         |            |
| TFL OUTSIDE BSP            | £0k     | (Requested/ Approved/N/A) | N/A                                 |         |            |
| BOROUGH RESOURCES          | £3500k  | (Requested)               | Not formally requested at this time |         |            |
| PARTNERS (specify here)    | £0k     | (Requested/ Approved/N/A) | N/A                                 |         |            |
| OTHER (specify here)       | £0k     | (Requested/ Approved/N/A) | N/A                                 |         |            |

**Form Number RUTLIP 3c1**

**London Borough of Richmond  
upon Thames**

### LIP PROPOSAL DELIVERY FORM

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Provision of Secure Motor-Cycle Parking Facilities and Motor-Cycle Signing |
| <b>Location:</b>            | Throughout the Borough   |
| <b>Dates:</b>               | 2006-07 & 2007-08  |

**Description of Main Elements:**

**Scheme Details**

To provide secure facilities – rails, floor-anchors, chains, etc as to be determined after initial study of potential solutions – at all of the boroughs on- and off-street designated motor-cycle parking areas. The borough currently has 24 such areas on-street and 10 off-street. Additional areas are being provided where this meets a need and space exists. Motor-cycle parking areas mainly serve town and local shopping and business centres, or railway stations.

Notice will be taken of the various recent documents dealing with this area or work, viz the “Government’s Motorcycling Strategy”, Feb 2005 (DfT); “IHIE Guidelines for Motorcycling”, April 2005; “Motorcycle Parking Facilities”, Technical Guidance B27, (in Streetscape Design Manual), TfL, April 2005; “Motor Cycle Parking”, Traffic Advisory Leaflet 2/02, DTLR, March 2002; “Powered Two-Wheeler Vehicle Parking”, Guideline 1/2004, European Parking Association; “Parking for Powered Two Wheelers”, Position Paper No 8, The Parking Forum; and “A Guide to the Design and Provision of Secure Parking for Motorcycles”, Motorcycle Action Group, 2002.

There are currently no secure facilities for motor-cycle parking in the borough.

At the same time motor-cycle spaces will be signed in accordance with Diags 801/804.4 of the Traffic Sign Regulations and General Directions 2002.

**Scheme Element Objectives**

To provide facilities to allow motor-cyclists to leave their machines at designated motor-cycle parking areas in the borough in a secure manner.

To reduce motor-cycle thefts. Tthe police database shows that 74 motorbikes and 150 mopeds and scooters were stolen in the borough between 01/01/2005 and 31/12/2005

Parking for motor-cyclists will remain free of charge.

This proposal will encourage travel by motor-cycle, hopefully reducing travel by private car. At the same time it should add to those travelling onwards by train.

The proposal would support one of the few comments received during consultation on the draft Parking and Enforcement Plan, from the Richmond and Twickenham Primary Care Trust, on the inadequacy of motor-cycle parking facilities in the borough.

**Beyond 2009/2010**

None.

| Key Delivery Partners  | Dependencies and Risks  |
|--|---|
| Partners for this proposal include:<br>Motor Cycle Groups – Motorcycle Action Group<br>British Motorcycle Federation<br>Transport for London | Dependencies and risks identified for this proposal include:<br><br>Funding |

**Delivering the Mayor’s Transport Strategy in Richmond upon Thames**

| <ul style="list-style-type: none"> <li>Improving the parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of businesses for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centre and regeneration areas.</li> </ul> | MTS Priority Area | LIP Guidance Target Number | Relevant MTS Proposals and Policies |
|---|-------------------|----------------------------|-------------------------------------|
|   | IV                | Target 9                   | 4G Pr1                              |

| Modal Impact   | Cross Cutting Goals |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
|--|---------------------|--------|---|---------|----------|---------|----------------|---------|----------------------|----------|-------------------------------|---------|---------------------------|---------------|-----------|-------|---------|---------|--|--------------------|--------|--|---------|--|----------|--------------------------------|---------|---|---------|---------------------------------|---------|-------------------------|---------|
| <table border="1"> <thead> <tr> <th>Mode</th> <th>Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>Neutral</td></tr> <tr><td>Cyclists</td><td>Neutral</td></tr> <tr><td>Bus passengers</td><td>Neutral</td></tr> <tr><td>Rail and Underground</td><td>Positive</td></tr> <tr><td>Community transport and taxis</td><td>Neutral</td></tr> <tr><td>Powered two-wheeler users</td><td>Very Positive</td></tr> <tr><td>Car users</td><td>Small</td></tr> <tr><td>Freight</td><td>Neutral</td></tr> </tbody> </table> | Mode                | Impact | Pedestrians and mobility impaired persons | Neutral | Cyclists | Neutral | Bus passengers | Neutral | Rail and Underground | Positive | Community transport and taxis | Neutral | Powered two-wheeler users | Very Positive | Car users | Small | Freight | Neutral | <table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>Neutral</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>Positive</td></tr> <tr><td>Balanced road space allocation</td><td>Neutral</td></tr> <tr><td>Requirements for sustainable developments</td><td>Neutral</td></tr> <tr><td>Equality and inclusion impacts*</td><td>Neutral</td></tr> <tr><td>Environmental impacts**</td><td>Neutral</td></tr> </tbody> </table> | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | Neutral | Encouraging sustainable means for travel | Positive | Balanced road space allocation | Neutral | Requirements for sustainable developments | Neutral | Equality and inclusion impacts* | Neutral | Environmental impacts** | Neutral |
| Mode   | Impact              |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Pedestrians and mobility impaired persons  | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Cyclists   | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Bus passengers   | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Rail and Underground   | Positive            |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Community transport and taxis  | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Powered two-wheeler users  | Very Positive       |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Car users  | Small               |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Freight  | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Cross Cutting Goal   | Impact              |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Promoting safety & perception of safety for all travel modes   | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Encouraging sustainable means for travel   | Positive            |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Balanced road space allocation   | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Requirements for sustainable developments  | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Equality and inclusion impacts*  | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |
| Environmental impacts**  | Neutral             |        |   |         |          |         |                |         |                      |          |                               |         |                           |               |           |       |         |         |  |                    |        |  |         |  |          |                                |         |   |         |                                 |         |                         |         |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2005/06 | 2006/07 | 2007/08  | 2008/09 | Total (£K) |
|-----------------------------------|---------|---------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 0       | 25       | 0       | 25         |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 5       | 0        | 0       | 5          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 5       | 25       | 0       | 30         |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS  | COMMENTS |         |            |
| TFL OUTSIDE BSP                   | -       | -       | -        |         |            |
| BOROUGH RESOURCES                 | -       | -       | -        |         |            |
| PARTNERS (specify here)           | -       | -       | -        |         |            |
| OTHER (specify here)              | -       | -       | -        |         |            |

|                    |                  |
|--------------------|------------------|
| <b>Form Number</b> | <b>RUTLIP 3d</b> |
|--------------------|------------------|

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|---|
| <b>London Borough of Richmond upon Thames</b> |
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|                                   |
|-----------------------------------|
| <b>LIP PROPOSAL DELIVERY FORM</b> |
|-----------------------------------|

|                             |                                 |
|-----------------------------|---------------------------------|
| <b>Summary of Proposal:</b> | Taxis and Private Hire Vehicles |
| <b>Location:</b>            | Borough-wide                    |
| <b>Dates:</b>               | On-going subject to funding     |

|                                      |
|--------------------------------------|
| <b>Description of Main Elements:</b> |
|--------------------------------------|

**Scheme Details**

The Council will also look at the positioning of taxi waiting areas for both safety and efficiency.

In line with TfL's Safer Travel at Night, the Council will be looking at the issue of personal safety of the users of taxis and private hire vehicles. The Council run a Safer Travel at Night campaign each year through work on Travel Awareness. However, it is considered that more can be undertaken in this area. One scheme is proposed in the Richmond LIP:

Taxi Rank Study- audit of existing taxi ranks, consideration of suitable locations for additional ranks, and improving existing ranks. This study would be mindful of the STAN principles in order to ensure new facilities are designed and located appropriately and it would be linked to the STAN study proposed in RUTLIP Form 5a1. (Proposed for 08/09 at £20k). Implementation to follow but the cost is unknown at this stage.

| Key Delivery Partners   | Dependencies and Risks   |
|---|--|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Public carriage office</li> <li>• Local residents and businesses</li> <li>• Transport for London</li> <li>• Neighbouring Boroughs</li> <li>• Rail Authority</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Consultation outcome.</li> </ul> |

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| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b> |
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|   |                          |                                   |  |
|---|--------------------------|-----------------------------------|--|
| <ul style="list-style-type: none"> <li>• To make the street environment more accessible</li> <li>• Particularly for those with mobility impairment. By encouraging walking in this way a consequent modal shift is expected.</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |
|   | IV & V                   | 10                                | 3.Po9, 4P.Pr5, 4N.Po2                      |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | positive      | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | neutral       | Requirements for sustainable developments                    | positive      |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | positive      |
| Powered two-wheeler users                 | neutral       | Environmental impacts**                                      | positive      |
| Car users                                 | neutral       |  |               |
| Freight                                   | neutral       |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08                   | 2008/09  | 2009/10 | Total (£K) |
|-----------------------------------|---------|---------------------------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 0                         | 20       | 100     | 120        |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                         | 0        | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 0                         | 20       | 100     | 120        |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                    | COMMENTS |         |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| PARTNERS (specify here)           | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| OTHER (specify here)              | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |

**Form Number**      **RUTLIP 4a**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

**Summary of Proposal:**      Local Area Accessibility

**Location:**      Borough-wide

**Dates:**      On-going subject to funding

**Description of Main Elements:**

The Council aims to provide improved and more efficient accessible transport services. Both residents and visitors to the Borough will benefit from a more accessible public realm. However it is most important to work towards improving the transport environment for those members of the community who have mobility impairments.

The Council wishes to identify funding for accessibility specific schemes which could include:

- Measures necessary to complement accessible transport services
- Signing for different modes
- Bus scheme in partnership with Royal Borough of Kingston.
- Drop kerbs for improved access to hospitals, shopping areas and points of interest

The fundamental objective in enhancing community transport is to support TfL's Equality and Inclusion commitment to "a city for people, an accessible city and a fair city."

The Borough is also willing to consider schemes in the future when the TfL Door-2-Door Strategy has been fully developed.

The Council with SWELTRAC will continue the programme for the Richmond and Kingston Accessible Transport (RAKAT) Community Transport Scheme to assist with the capital cost of vehicle replacement. It is the intention to bid for more funds in future years so that all vehicles are replaced based on 8-year intervals. This has also been identified in the Royal Borough of Kingston-upon-Thames' approved LIP.

Initial programme for next 3 years for work at various locations comprises:

- New ramps and stairs,
- Footbridge replacement
- Footbridges over railway land
- Drop kerbs
- Rotating signal cones
- Ramps
- Pedestrian Crossings
- Widened footpaths
- Tactile Paving

Note: proposed scheme for 07/08 at Riverdale Gardens is proposed to be match funded by 'London's Arcadia' for a total cost of £140k. Work involves new ramps (DDA) and stairs to provide cycle access and wheelchair access to Riverdale Gardens from the towpath.

| Key Delivery Partners   |          | Dependencies and Risks  |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|---|----------|---|----------------------------|---|------------|----------|----------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|---------|-----------|----------|---------|---------|---|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>Richmond upon Thames Borough Council Mobility Forum</li> <li>Richmond upon Thames Council Accessible Transport Department</li> <li>Transport for London</li> <li>Neighbouring boroughs</li> <li>Arcadia</li> </ul>   |          | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>Partnership working</li> <li>Technological changes</li> </ul> |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Delivering the Mayor's Transport Strategy in Richmond upon Thames   |          |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| This programme is designed to improve<br>Accessibility<br>Modal shift   |          | MTS Priority Area   | LIP Guidance Target Number | Relevant MTS Proposals and Policies       |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   |          | IV, V & VI  | 7, 10                      | 3.Po9, 3.Pr7, 4I.Pr2, 4I.Pr8, 4O.Po1      |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Modal Impact  |          | Cross Cutting Goals   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <table border="1"> <thead> <tr> <th>Mode</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Pedestrians and mobility impaired persons</td> <td>positive</td> </tr> <tr> <td>Cyclists</td> <td>positive</td> </tr> <tr> <td>Bus passengers</td> <td>positive</td> </tr> <tr> <td>Rail and Underground</td> <td>positive</td> </tr> <tr> <td>Community transport and taxis</td> <td>positive</td> </tr> <tr> <td>Powered two-wheeler users</td> <td>neutral</td> </tr> <tr> <td>Car users</td> <td>positive</td> </tr> <tr> <td>Freight</td> <td>neutral</td> </tr> </tbody> </table> |          | Mode  | Impact                     | Pedestrians and mobility impaired persons | positive   | Cyclists | positive | Bus passengers | positive | Rail and Underground | positive | Community transport and taxis | positive | Powered two-wheeler users | neutral | Car users | positive | Freight | neutral | <table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Promoting safety &amp; perception of safety for all travel modes</td> <td>positive</td> </tr> <tr> <td>Encouraging sustainable means for travel</td> <td>positive</td> </tr> <tr> <td>Balanced road space allocation</td> <td>positive</td> </tr> <tr> <td>Requirements for sustainable developments</td> <td>positive</td> </tr> <tr> <td>Equality and inclusion impacts*</td> <td>positive</td> </tr> <tr> <td>Environmental impacts**</td> <td>positive</td> </tr> </tbody> </table> |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode  | Impact   |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists  | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers  | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground  | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis   | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users   | neutral  |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users   | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight   | neutral  |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal  | Impact   |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation  | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments   | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**   | positive |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| FUNDING REQUIRED TO DELIVER PROPOSAL  |          |   |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)  | 2005/06  | 2006/07   | 2007/08                    | 2008/09                                   | Total (£K) |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| FUNDING REQUIRED FROM BSP   | 0        | 220   | 71                         | 71  | 362        |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| FUNDING FROM OTHER SOURCES  | 0        | 70  | 0                          | 0   | 70         |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING REQUIRED  | 0        | 290   | 71                         | 71  | 432        |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER FUNDING SOURCES   | AMOUNT   | STATUS  | COMMENTS                   |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k      | (Requested/ Approved/N/A)   | N/A                        |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k      | (Requested/ Approved/N/A)   | N/A                        |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (London's Arcadia)   | £70k     | (Requested/ Approved/N/A)   | Match funded               |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER   | £k       | (NA)  |                            |   |            |          |          |                |          |                      |          |                               |          |                           |         |           |          |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |



Form Number RUTLIP 4a2

London Borough of Richmond  
upon Thames

| LIP PROPOSAL DELIVERY FORM  |   |  |                                   |
|---|---|--|-----------------------------------|
| <b>Summary of Proposal:</b>   | Local Area Accessibility- signage deficiencies  |  |                                   |
| <b>Location:</b>  | Borough-wide  |  |                                   |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |  |                                   |
| <b>Description of Main Elements:</b>  |   |  |                                   |
| <p>Through informal public feedback the Borough receives correspondence on the quality and lack of signage and street naming across the Borough.</p> <p>In order to address this, it is proposed to undertake a study in 2008/09 to undertake an audit of street naming and general signage deficiencies and to consider locations for Advanced Direction Signage for Accessible Routes. From this study a strategy and timetable can be developed which prioritises key locations for improvements first. The budget for the study is £25k with implementation is to be set at an estimated £50k pa to start, which can be reviewed depending on the outcome of the study.</p> <p>Improved signage will help both visitors and residents find their way about in the Borough. Advanced Direction Signage is particularly useful to road users to help them get into the correct lane early and to let people know when a major junction is due.</p> <p>Signage is also important to help people with mobility difficulties to find their way around. Larger script signs may be useful for those who are moderately visually impaired.</p> |   |  |                                   |
| <b>Key Delivery Partners</b>  |   | <b>Dependencies and Risks</b>  |                                   |
| <ul style="list-style-type: none"> <li>• TfL</li> <li>• Borough</li> <li>• Mobility Forum</li> </ul>  |   | <ul style="list-style-type: none"> <li>• Resourcing</li> <li>• Funding</li> <li>• Findings of the Audit and Study</li> </ul> |                                   |
| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |   |  |                                   |
| <ul style="list-style-type: none"> <li>• Improving the ability of people to move around the Borough</li> <li>• Improving the ability of people with mobility difficulties to move through the Borough</li> <li>• Improving road users ability to move through the Borough</li> <li>• Enhancing the safety and accessibility of the Borough</li> </ul>   |   | <b>MTS Priority Area</b>   | <b>LIP Guidance Target Number</b> |
|   |   | -  | -                                 |
|   |   | -  | 4O.Po1<br>4G.Pr22                 |
| <b>Modal Impact</b>   |   | <b>Cross Cutting Goals</b>   |                                   |
| <b>Mode</b>   | <b>Impact</b>   | <b>Cross Cutting Goal</b>  | <b>Impact</b>                     |
| Pedestrians and mobility impaired persons   | positive  | Promoting safety & perception of safety for all travel modes   | positive                          |
| Cyclists  | positive  | Encouraging sustainable means for travel   | neutral                           |
| Bus passengers  | positive  | Balanced road space allocation   | neutral                           |
| Rail and Underground  | positive  | Requirements for sustainable developments  | positive                          |
| Community transport and taxis   | positive  | Equality and inclusion impacts*  | positive                          |
| Powered two-wheeler users   | positive  | Environmental impacts**  | positive                          |
| Car users   | positive  |  |                                   |
| Freight   | positive  |  |                                   |

| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b> |                |                              |                 |                |                   |
|---|----------------|------------------------------|-----------------|----------------|-------------------|
| <b>TOTAL FUNDING TABLE (£K)</b>             | <b>2006/07</b> | <b>2007/08</b>               | <b>2008/09</b>  | <b>2009/10</b> | <b>Total (£K)</b> |
| <b>FUNDING REQUIRED FROM BSP</b>            | 0              | 0                            | 25              | 50             | 75                |
| <b>FUNDING FROM OTHER SOURCES</b>           | 0              | 0                            | 0               | 0              | 0                 |
| <b>TOTAL FUNDING REQUIRED</b>               | 0              | 0                            | 25              | 50             | 75                |
| <b>OTHER FUNDING SOURCES</b>                | <b>AMOUNT</b>  | <b>STATUS</b>                | <b>COMMENTS</b> |                |                   |
| TFL OUTSIDE BSP                             | £0k            | (Requested/<br>Approved/N/A) | N/A             |                |                   |
| BOROUGH RESOURCES                           | £0k            | (Requested/<br>Approved/N/A) | N/A             |                |                   |
| PARTNERS (specify here)                     | £0k            | (Requested/<br>Approved/N/A) | N/A             |                |                   |
| OTHER (specify here)                        | £0k            | (Requested/<br>Approved/N/A) | N/A             |                |                   |

**Form Number**      **RUTLIP 4b**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|  |  |   |  |
|--|--|---|--|
| <b>Summary of Proposal:</b>  | Walking  |   |  |
| <b>Location:</b>   | Borough-wide   |   |  |
| <b>Dates:</b>  | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09 |   |  |
| <b>Description of Main Elements:</b>   |  |   |  |
| <p><b>Scheme Details</b></p> <p>The Council will encourage more people to make more journeys by foot, in particular encouraging walking as a viable and sustainable mode for short journeys. Measures may include:</p> <ul style="list-style-type: none"> <li>• Directional boards and maps and other pedestrian signage</li> <li>• Development of existing and new walking routes across the Borough</li> <li>• Walking audits</li> <li>• Improve the pedestrian environment</li> <li>• Promotion of Walking (see also Travel Awareness proposals)</li> </ul> <p>Areas of special interest for Walking include:</p> <ul style="list-style-type: none"> <li>• Public Rights of Way include public footpaths, bridleways and byways open to all traffic. These paths are legally highways under the Highways Act 1980, and the Council has a legal duty to sign them from metalled roads, maintain them and protect their routes. The Council has successfully carried out ¾ of the programme to sign many of the Borough's 260 public rights of way.</li> <li>• London's Arcadia spans the stretch of the Thames from Teddington to Kew, passing through the London Borough of Richmond upon Thames. It provides free access to the river and the Council is keen to continue the access improvements to this area.</li> </ul> |  |   |  |
| <b>Key Delivery Partners</b>   |  | <b>Dependencies and Risks</b>   |  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Contractors for delivery</li> <li>• Transport for London</li> <li>• SWELTRAC</li> <li>• Living Streets</li> <li>• Cross London Partnership for Strategic Walking Routes in London</li> </ul>  |  | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Success is likely to be dependent on sustained funding to preserve any positive modal shift to walking</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |  |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>   |          |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|--|----------|---------------------------|-----------------------------------|--|---|----------|----------|---------|----------------|----------|----------------------|---------|-------------------------------|---------|---------------------------|---------|-----------|---------|---------|---------|---|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
| <p>The scheme elements will encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.</p> <p>This will support the TfL and borough target to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015.</p> <p>This will also contribute to targets for modal shift to maintain or increase the proportion of personal travel made by means other than car.</p>   |          | <b>MTS Priority Area</b>  | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>                 |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|  |          | 1 & VI                    | Target 12 & 7                     | Proposal 3.Pr2, 3.Pr4-6, 4G.Pr10, 4GPr11, 4I.Pr1-8, 4K.Pr4 |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>Modal Impact</b>  |          |                           | <b>Cross Cutting Goals</b>        |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Mode</th> <th style="text-align: left;">Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>positive</td></tr> <tr><td>Cyclists</td><td>neutral</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>neutral</td></tr> <tr><td>Community transport and taxis</td><td>neutral</td></tr> <tr><td>Powered two-wheeler users</td><td>neutral</td></tr> <tr><td>Car users</td><td>neutral</td></tr> <tr><td>Freight</td><td>neutral</td></tr> </tbody> </table> |          |                           | Mode                              | Impact   | Pedestrians and mobility impaired persons | positive | Cyclists | neutral | Bus passengers | positive | Rail and Underground | neutral | Community transport and taxis | neutral | Powered two-wheeler users | neutral | Car users | neutral | Freight | neutral | <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Cross Cutting Goal</th> <th style="text-align: left;">Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>neutral</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | neutral | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode   | Impact   |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists   | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers   | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground   | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis  | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users  | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users  | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight  | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal   | Impact   |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation   | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments  | neutral  |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**  | positive |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>  |          |                           |                                   |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)   | 2006/07  | 2007/08                   | 2008/09                           | 2009/10  | Total (£K)                                |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>   | 0        | 90                        | 220                               | 255  | 565                                       |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>  | 0        | 0                         | 0                                 | 0  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>  | 0        | 90                        | 220                               | 255  | 565                                       |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER FUNDING SOURCES  | AMOUNT   | STATUS                    | COMMENTS                          |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| TFL OUTSIDE BSP  | £0k      | (Requested/ Approved/N/A) | N/A                               |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| BOROUGH RESOURCES  | £0k      | (Requested/ Approved/N/A) | N/A                               |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| PARTNERS (specify here)  | £0k      | (Requested/ Approved/N/A) | N/A                               |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| OTHER (specify here)   | £0k      | (Requested/ Approved/N/A) | N/A                               |  |   |          |          |         |                |          |                      |         |                               |         |                           |         |           |         |         |         |   |  |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |

**Form Number**      **RUTLIP 4c**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | <b>Cycling:</b> Cycle Training, Cycle Parking; and Cycling Strategy update                  |
| <b>Location:</b>            | Borough-wide  |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |

**Description of Main Elements:**

**Scheme Details:**

**Cycle Training**

Cyclists are particularly vulnerable in traffic. The Borough's cycle training programme is vital to improving the safety of cyclists and the minimising of points of conflict with all other modes. This also cross references to the schemes detailed in Safety Education (RUTLIP 1c)

**Cycle Parking**

With indications of increased numbers of residents and visitors cycling to the borough continuing the cross borough cycle parking programme is important. This also cross references to the schemes detailed in Work Travel Plans (RUTLIP 1d1)

**Cycling Strategy- update**

To update the Cycling Action Plan in recognition of recent changes to Borough Transport Policy and to include an action plan of non-LCN+ cycling measures in the Borough. (This will link in with RUTLIP 4c1)

| Key Delivery Partners  | Dependencies and Risks   |
|--|--|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• London Cycling Campaign</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Neighbouring Boroughs</li> </ul> | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond Borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> </ul> |

**Delivering the Mayor's Transport Strategy in Richmond upon Thames**

|  |                          |                                   |  |
|--|--------------------------|-----------------------------------|--|
| All measures are designed to: <ul style="list-style-type: none"> <li>• Encourage cycling in Richmond upon Thames by improving conditions for cyclists and through the use of travel demand measures</li> <li>• Achieve the Mayor's Transport Strategy target of a 10% modal share for cycling by 2012</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |
|  | 1 & VII                  | Target 1 & 13                     | Proposal 4J.Pr1, 4J.Pr3-9, 4J.Po1          |

| Modal Impact   | Cross Cutting Goals |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|--|---------------------|--------|---|---------|----------|----------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|---------|-----------|---------|---------|---------|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Mode</th> <th style="text-align: left;">Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>neutral</td></tr> <tr><td>Cyclists</td><td>positive</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>positive</td></tr> <tr><td>Community transport and taxis</td><td>positive</td></tr> <tr><td>Powered two-wheeler users</td><td>neutral</td></tr> <tr><td>Car users</td><td>neutral</td></tr> <tr><td>Freight</td><td>neutral</td></tr> </tbody> </table> | Mode                | Impact | Pedestrians and mobility impaired persons | neutral | Cyclists | positive | Bus passengers | positive | Rail and Underground | positive | Community transport and taxis | positive | Powered two-wheeler users | neutral | Car users | neutral | Freight | neutral | <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Cross Cutting Goal</th> <th style="text-align: left;">Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>positive</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode   | Impact              |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | neutral             |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists   | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers   | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground   | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis  | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users  | neutral             |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users  | neutral             |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight  | neutral             |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal   | Impact              |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation   | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments  | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**  | positive            |        |   |         |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08                   | 2008/09  | 2009/10 | Total (£K) |
|-----------------------------------|---------|---------------------------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 60                        | 45       | 35      | 140        |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                         | 0        | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 60                        | 45       | 35      | 140        |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                    | COMMENTS |         |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| PARTNERS (specify here)           | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |
| OTHER (specify here)              | £0k     | (Requested/ Approved/N/A) | N/A      |         |            |

|                                      |
|--------------------------------------|
| <b>Form Number</b> <b>RUTLIP 4c1</b> |
|--------------------------------------|

|   |
|---|
| <b>London Borough of Richmond<br/>upon Thames</b> |
|---|

| <b>LIP PROPOSAL DELIVERY FORM</b>   |  |
|---|--|
| <b>Summary of Proposal:</b>   | Cycling- Non LCN+  |
| <b>Location:</b>  | Borough-wide   |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10  |
| <b>Description of Main Elements:</b>  |  |
| <p><b>Scheme Details</b></p> <p>The Council will seek funding for the enhancement of existing routes and the continuing to development of the boroughs local cycling routes (non LCN+) with measures and objectives that could include:</p> <ul style="list-style-type: none"> <li>• Advanced stop lines</li> <li>• Toucan crossings</li> <li>• Mandatory and Advisory cycle lanes</li> <li>• Improved signing</li> <li>• Improved safety and access</li> <li>• Shared use walking and cycling tracks</li> </ul> <p>Locations for work could comprise, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Approaches to Richmond Park</li> <li>• Towpath between Richmond and Twickenham (Match funded by London's Arcadia in 2007/08)</li> <li>• Other Riverside towpaths</li> <li>• Cycling counts</li> </ul> <p><b>NB: The update to the Cycling Strategy proposed in RUTLIP 4c will help to develop more proposals for 08/09 and beyond.</b></p> |  |
| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• London Cycling Campaign</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Neighbouring Boroughs</li> </ul>  | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond Borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>   |          |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|--|----------|----------------------------|---|--|------------|----------|----------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|---------|-----------|---------|---------|---------|--|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| All measures are designed to: <ul style="list-style-type: none"> <li>Encourage cycling in Richmond upon Thames by improving conditions for cyclists and through the use of travel demand measures</li> <li>Achieve the Mayor's Transport Strategy target of a 10% modal share for cycling by 2012</li> </ul>   |          | <b>MTS Priority Area</b>   | <b>LIP Guidance Target Number</b>                       | <b>Relevant MTS Proposals and Policies</b> |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|  |          | 1 & VII                    | Target 1 & 13   | Proposal 4J.Pr1, 4J.Pr3-9, 4J.Po1          |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>Modal Impact</b>  |          | <b>Cross Cutting Goals</b> |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">Mode</th> <th style="width: 50%;">Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>neutral</td></tr> <tr><td>Cyclists</td><td>positive</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>positive</td></tr> <tr><td>Community transport and taxis</td><td>positive</td></tr> <tr><td>Powered two-wheeler users</td><td>neutral</td></tr> <tr><td>Car users</td><td>neutral</td></tr> <tr><td>Freight</td><td>neutral</td></tr> </tbody> </table> |          | Mode                       | Impact  | Pedestrians and mobility impaired persons  | neutral    | Cyclists | positive | Bus passengers | positive | Rail and Underground | positive | Community transport and taxis | positive | Powered two-wheeler users | neutral | Car users | neutral | Freight | neutral | <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 75%;">Cross Cutting Goal</th> <th style="width: 25%;">Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>positive</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode   | Impact   |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | neutral  |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists   | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers   | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground   | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis  | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users  | neutral  |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users  | neutral  |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight  | neutral  |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal   | Impact   |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation   | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments  | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**  | positive |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>  |          |                            |   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)   | 2006/07  | 2007/08                    | 2008/09   | 2009/10                                    | Total (£K) |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>   | 0        | 205                        | 310   | 10   | 525        |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>  | 0        | 100                        | 0   | 0  | 0          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>  | 0        | 305                        | 310   | 10   | 625        |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER FUNDING SOURCES  | AMOUNT   | STATUS                     | COMMENTS  |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP  | £0k      | (Requested/ Approved/N/A)  | N/A   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES  | £0k      | (Requested/ Approved/N/A)  | N/A   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (London's Arcadia)  | £100k    | (Requested)                | This is for the towpath between Richmond and Twickenham |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER (specify here)   | £0k      | (Requested/ Approved/N/A)  | N/A   |  |            |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |



**Form Number**     **RUTLIP 4c2**

**London Borough of Richmond  
upon Thames**

| LIP PROPOSAL DELIVERY FORM  |   |  |   |  |
|---|---|--|---|--|
| <b>Summary of Proposal:</b>   | Cycling- LCN+   |  |   |  |
| <b>Location:</b>  | Borough-wide  |  |   |  |
| <b>Dates:</b>   | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |  |   |  |
| <b>Description of Main Elements:</b>  |   |  |   |  |
| <p><b>Scheme Details</b></p> <p>The Council will seek funding for the enhancement of existing routes and the continuing to development of the boroughs LCN + with measures that could include:</p> <ul style="list-style-type: none"> <li>Advanced stop lines</li> <li>Toucan crossings</li> <li>Mandatory and Advisory cycle lanes</li> <li>Improved signing</li> </ul> <p>A programme for the period 07/08- 09/10 has been drafted and comprises work to Links 167, 168, 170, 173/176, 174 and 175. Some of these locations are at the implementation phase, whilst others are proposed for feasibility followed by implementation.</p> |   |  |   |  |
| <b>Key Delivery Partners</b>  |   | <b>Dependencies and Risks</b>  |   |  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>London Cycle Network</li> <li>London Cycling Campaign</li> <li>Local residents and businesses</li> <li>Term contractor for delivery</li> <li>Transport for London</li> <li>Neighbouring Boroughs</li> </ul>  |   | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>Potential impact from situations beyond Borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>Consultation outcome.</li> </ul> |   |  |
| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |   |  |   |  |
| All measures are designed to: <ul style="list-style-type: none"> <li>Encourage cycling in Richmond upon Thames by improving conditions for cyclists and through the use of travel demand measures</li> <li>Achieve the Mayor's Transport Strategy target of a 10% modal share for cycling by 2012</li> </ul>  |   | <b>MTS<br/>Priority<br/>Area<br/>1 &amp; VII</b>   | <b>LIP<br/>Guidance<br/>Target<br/>Number</b><br><br>Target 1 &<br>13 | <b>Relevant MTS<br/>Proposals and<br/>Policies</b><br><br>Proposal 4J.Pr1,<br>4J.Pr3-9, 4J.Po1 |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | neutral       | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | positive      | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | positive      | Requirements for sustainable developments                    | positive      |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | positive      |
| Powered two-wheeler users                 | neutral       | Environmental impacts**                                      | positive      |
| Car users                                 | neutral       |  |               |
| Freight                                   | neutral       |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08                      | 2008/09  | 2009/10 | Total (£K) |
|-----------------------------------|---------|------------------------------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 770                          | 425      | 700     | 1895       |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                            | 0        | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 770                          | 425      | 700     | 1895       |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                       | COMMENTS |         |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |
| PARTNERS (specify here)           | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |
| OTHER (specify here)              | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |

Form Number      RUTLIP 4d

London Borough of Richmond upon Thames

### LIP PROPOSAL DELIVERY FORM

|  |  |  |  |
|--|--|--|--|
| <b>Summary of Proposal:</b>  | Bus Stop accessibility   |  |  |
| <b>Location:</b>   | Borough-wide   |  |  |
| <b>Dates:</b>  | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09 |  |  |
| <b>Description of Main Elements:</b>   |  |  |  |
| <p><b>Scheme Details</b></p> <p>The Council will continue its programme to develop and implement the bus stop accessibility programme include</p> <ul style="list-style-type: none"> <li>• Reviewing all bus stops to improve passenger safety, security and comfort</li> <li>• Reviewing all bus movements on the approach and exit from bus stops</li> </ul> <p>These reviews are likely to include 3 main areas for improvements:</p> <p><b>Bus to Stop</b> – Alterations to arrangements to allow buses to stop close to the kerb at bus stops, ensuring buses can be positioned parallel and allowing accessible access to both sets of doors. This may be done by:</p> <ul style="list-style-type: none"> <li>• Extending bus stop clearways and installing new clearways where none are present</li> <li>• Relocating stops to better positions or in some cases</li> <li>• Re-arranging parking close to the bus stop position and changing parking restrictions</li> </ul> <p><b>Passenger to Bus</b> – Alterations to arrangements to allow passengers to board or alight from the bus with ease and without delay. This will involve in some cases:</p> <ul style="list-style-type: none"> <li>• Raising the kerb, to aid ramp deployment and reduce step height.</li> <li>• Laying the footway in new materials to allow changes to the kerb height.</li> <li>• Installing new bus shelters and moving existing shelters, rubbish bins or other street furniture to remove obstructions to passengers boarding and alighting.</li> </ul> <p><b>Passenger to Stop.</b></p> <ul style="list-style-type: none"> <li>• Improvements to footways and to street lighting on the immediate pedestrian routes to bus stops to allow people, especially the disabled, to reach the stop without risk and without the problems associated with uneven footways or street clutter.</li> <li>• Improving the lighting at the bus stop</li> </ul> <p>It is the Council's intention to carry out these improvements on a 'route' basis with the aim of ensuring that the entire bus route is made accessible. The major bus routes will be targeted first as follows:</p> <ul style="list-style-type: none"> <li>• Bus route 111 – 2006/07</li> <li>• Bus route 281 – 2007/08</li> <li>• Bus route 33 – 2008/09</li> </ul> |  |  |  |
| <b>Key Delivery Partners</b>   |  | <b>Dependencies and Risks</b>  |  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• London Bus Initiative</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• SWELTRAC</li> <li>• Neighbouring boroughs</li> </ul>   |  | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> <li>• Cost implication of moving stats</li> </ul> |  |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |          |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|---|----------|----------------------------|-----------------------------------|--|------------|----------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|---------|-----------|---------|---------|---------|---|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| All measures are designed to: <ul style="list-style-type: none"> <li>Improve bus journey times and reliability</li> <li>Reduce bus excess wait times</li> <li>Improve accessibility</li> <li>Promote modal shift</li> </ul>   |          | <b>MTS Priority Area</b>   | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   |          | II, V                      | Target 3,4 & 7                    | Proposal 4F.Pr2-3, 4F.Pr6-8, 4G.Pr4 /      |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>Modal Impact</b>   |          | <b>Cross Cutting Goals</b> |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Mode</th> <th style="text-align: left; padding: 2px;">Impact</th> </tr> </thead> <tbody> <tr><td style="padding: 2px;">Pedestrians and mobility impaired persons</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Cyclists</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Bus passengers</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Rail and Underground</td><td style="padding: 2px;">neutral</td></tr> <tr><td style="padding: 2px;">Community transport and taxis</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Powered two-wheeler users</td><td style="padding: 2px;">neutral</td></tr> <tr><td style="padding: 2px;">Car users</td><td style="padding: 2px;">neutral</td></tr> <tr><td style="padding: 2px;">Freight</td><td style="padding: 2px;">neutral</td></tr> </tbody> </table> |          | Mode                       | Impact                            | Pedestrians and mobility impaired persons  | positive   | Cyclists | positive | Bus passengers | positive | Rail and Underground | neutral | Community transport and taxis | positive | Powered two-wheeler users | neutral | Car users | neutral | Freight | neutral | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 2px;">Cross Cutting Goal</th> <th style="text-align: left; padding: 2px;">Impact</th> </tr> </thead> <tbody> <tr><td style="padding: 2px;">Promoting safety &amp; perception of safety for all travel modes</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Encouraging sustainable means for travel</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Balanced road space allocation</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Requirements for sustainable developments</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Equality and inclusion impacts*</td><td style="padding: 2px;">positive</td></tr> <tr><td style="padding: 2px;">Environmental impacts**</td><td style="padding: 2px;">positive</td></tr> </tbody> </table> |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode  | Impact   |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists  | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers  | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground  | neutral  |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis   | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users   | neutral  |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users   | neutral  |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight   | neutral  |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal  | Impact   |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation  | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments   | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**   | positive |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>   |          |                            |                                   |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TOTAL FUNDING TABLE (£K)  | 2006/07  | 2007/08                    | 2008/09                           | 2009/10                                    | Total (£K) |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>  | 0        | 188                        | 200                               | 200  | 588        |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>   | 0        | 0                          | 0                                 | 0  | 0          |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>   | 0        | 188                        | 200                               | 200  | 588        |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER FUNDING SOURCES   | AMOUNT   | STATUS                     | COMMENTS                          |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (specify here)   | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER (specify here)  | £0k      | (Requested/ Approved/N/A)  | N/A                               |  |            |          |          |                |          |                      |         |                               |          |                           |         |           |         |         |         |   |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |

**Form Number**      **RUTLIP 5a**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Travel Awareness  |
| <b>Location:</b>            | Borough-wide  |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |

**Description of Main Elements:**

Travel Awareness is a key means by which the Borough intends to encourage and educate residents and visitors about the alternative ways and means of travelling through and about the Borough. It is aligned with a programme of travel awareness being undertaken throughout London by other Borough's and by Transport for London. It is closely aligned to the programmes being undertaken in relation to School Travel Plans (RUTLIP 1d), Work Travel Plans (RUTLIP 1d1), and, Safety Education and Training (RUTLIP 1c).

The Borough is an enthusiastic participant in the London-wide Good Going campaign, which aims to encourage walking and cycling as practical alternatives to the car. A programme of travel awareness is undertaken in line with this campaign which comprises:

- Good Going Walk to Work Campaign
- Good Going Week

Other activities may include encouraging greater awareness and use of Public Transport and provision of Public Transport Maps.

An annual Safer Travel at Night campaign is also held in the Borough which aims to increase awareness of safety at night for women and other vulnerable groups.

For 2007/08 a programme of personalised travel planning is also proposed to help provide information to individuals on the best way to get to work. It is currently proposed as a one off programme but if successful may be rolled out in subsequent years.

| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>  |
|---|--|
| <ul style="list-style-type: none"> <li>• Local businesses</li> <li>• Schools</li> <li>• SWELTRAC</li> <li>• TfL</li> <li>• Car Club service provider</li> </ul> | <ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Technological changes</li> </ul> |

**Delivering the Mayor's Transport Strategy in Richmond upon Thames**

|  |                          |                                   |  |
|--|--------------------------|-----------------------------------|--|
| These programmes will help deliver improvements in: <ul style="list-style-type: none"> <li>• Modal shift</li> <li>• Work travel- modal share</li> <li>• Business satisfaction</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>         |
|  | VI                       | 7 and 12                          | 3.Po5, 3.Po9,<br>4O.Po1, 4O.Po2,<br>4I.Pr2, 4I.Pr8 |

| Modal Impact                              |               | Cross Cutting Goals  |               |
|---|---------------|--|---------------|
| <b>Mode</b>                               | <b>Impact</b> | <b>Cross Cutting Goal</b>                                    | <b>Impact</b> |
| Pedestrians and mobility impaired persons | positive      | Promoting safety & perception of safety for all travel modes | positive      |
| Cyclists                                  | positive      | Encouraging sustainable means for travel                     | positive      |
| Bus passengers                            | positive      | Balanced road space allocation                               | positive      |
| Rail and Underground                      | positive      | Requirements for sustainable developments                    | positive      |
| Community transport and taxis             | positive      | Equality and inclusion impacts*                              | positive      |
| Powered two-wheeler users                 | neutral       | Environmental impacts**                                      | positive      |
| Car users                                 | neutral       |  |               |
| Freight                                   | neutral       |  |               |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08                   | 2008/09 |          | Total (£K) |
|-----------------------------------|---------|---------------------------|---------|----------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 70                        | 35      | 40       | 145        |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                         | 0       | 0        | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 70                        | 35      | 40       | 145        |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                    |         | COMMENTS |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/ Approved/N/A) |         | N/A      |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/ Approved/N/A) |         | N/A      |            |
| PARTNERS (specify here)           | £0k     | (Requested/ Approved/N/A) |         | N/A      |            |
|                                   | £0k     | (Requested/ Approved/N/A) |         | N/A      |            |

**Form Number RUTLIP 5a1**

**London Borough of Richmond upon Thames**

| LIP PROPOSAL DELIVERY FORM   |                             |  |  |
|--|-----------------------------|--|--|
| <b>Summary of Proposal:</b>  | STAN Study                  |  |  |
| <b>Location:</b>   | Borough-wide                |  |  |
| <b>Dates:</b>  | On-going subject to funding |  |  |
| <b>Description of Main Elements:</b>   |                             |  |  |
| <p><b>Scheme Details</b></p> <p>This proposal is in response to the lack of clear guidance or proposals on how best to consider STAN initiatives in various locations across the Borough. Therefore it is proposed to undertake a STAN study:</p> <p>STAN Study- Policy study of how best to implement STAN initiatives in the Borough and to focus the Council on those locations that most require STAN initiatives. (Proposed for 08/09 at £20k). Implementation is likely to occur in other work areas and the cost is unknown at this stage. This is likely to look closely at STAN initiatives at Underground Stations, National Rail Stations and Bus Stations, together with safer walking at night and principles around using Taxi's and Private Hire Vehicles.</p> <p>The STAN Study would build on the initiatives undertaken through Travel Awareness (RUTLIP 5a) and is also linked to the Station Access programme undertaken by Sweltrac (and the Borough in the future). Work Travel Plans also include STAN measures from time to time depending on the nature of the Travel Plan. The Policy study would help to build on the measures used in such Travel Plans.</p> |                             |  |  |
| <b>Key Delivery Partners</b>   |                             | <b>Dependencies and Risks</b>  |  |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>• Public carriage office</li> <li>• Local residents and businesses</li> <li>• Transport for London</li> <li>• Neighbouring Boroughs</li> <li>• Rail Authority</li> <li>• Sweltrac</li> </ul>  |                             | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>• Funding</li> <li>• Potential for high cost depending on findings of the study</li> </ul> |  |
|  |                             |  |  |
| <ul style="list-style-type: none"> <li>• Programme to reduce fear of crime</li> <li>• Improving safety at Railway Stations</li> <li>• Safety around Underground Stations</li> <li>• Improving safety for vulnerable groups (e.g. women)</li> <li>• Safety for taxi and private hire vehicle users</li> <li>• Safety at night for bus users</li> </ul>  | <b>MTS Priority Area</b>    | <b>LIP Guidance Target Number</b>  | <b>Relevant MTS Proposals and Policies</b> |
|  | 3.Po9                       | -  | 3.P09                                      |
|  | -                           | -  | 4N.Pr1                                     |
|  | V                           | 10   | 4P.Pr5                                     |
|  | VI                          | 7, 12  | 4I.Pr2                                     |
| V  | 10                          | 4E.Pr9   |  |
| -  | -                           | 4C.Pr12  |  |

| Modal Impact   |          | Cross Cutting Goals |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|--|----------|---------------------|---|----------|----------|----------|----------------|----------|----------------------|----------|-------------------------------|----------|---------------------------|---------|-----------|---------|---------|---------|---|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
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| Mode   | Impact   |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users  | neutral  |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users  | neutral  |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight  | neutral  |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal   | Impact   |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation   | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**  | positive |                     |   |          |          |          |                |          |                      |          |                               |          |                           |         |           |         |         |         |   |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08                      | 2008/09 | 2009/10 | Total (£K) |
|-----------------------------------|---------|------------------------------|---------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 0                            | 20      | 100     | 120        |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                            | 0       | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 0                            | 20      | 100     | 120        |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                       |         |         |            |
| TFL OUTSIDE BSP                   | £0k     | (Requested/<br>Approved/N/A) | N/A     |         |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/<br>Approved/N/A) | N/A     |         |            |
| PARTNERS (specify here)           | £0k     | (Requested/<br>Approved/N/A) | N/A     |         |            |
| OTHER (specify here)              |         | (Requested/<br>Approved/N/A) | N/A     |         |            |



|                    |                  |
|--------------------|------------------|
| <b>Form Number</b> | <b>RUTLIP 5b</b> |
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|---|
| <b>London Borough of Richmond<br/>upon Thames</b> |
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|                                   |
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| <b>LIP PROPOSAL DELIVERY FORM</b> |
|-----------------------------------|

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Environmental Measures  |
| <b>Location:</b>            | Borough-wide  |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |

|                                      |
|--------------------------------------|
| <b>Description of Main Elements:</b> |
|--------------------------------------|

**Scheme Details**

As part of the LIP the council has carried out a Strategic Environmental Assessment (SEA). The Council will have to monitor all schemes delivered from the LIP to keep an eye on their environmental impacts. There will be funding required to sustain this requirement. The transport measures relating to each of the main environmental areas can be linked to air quality, noise, energy, waste and biodiversity or a combination.

**Air Quality**

The Council's Air Quality Action Plan (AQAP) includes measures to both reduce the pollution emitted from the vehicles on the borough's roads and to reduce the amount of traffic on the roads. In particular the council wishes to be able to monitor its air pollution hotspots both for emissions and traffic congestion.

The Council is interested in the possible establishment of a Low Emission Zone (LEZ) for London, and is working with the Greater London Assembly to ensure that any LEZ that is established is the most effective and feasible model taking into account London boroughs' capacity and resources. The Borough has prepared a submission on the draft LEZ proposals.

- **Waste Programme**

The Council will seek funding to deliver the transport elements of its Waste Strategy Action Plan.

- **Noise Programme**

Richmond upon Thames suffers noise from a variety of different sources, including road traffic, railways and aircraft. The Council will seek funding for monitoring noise levels and piloting noise reduction schemes.

- **Aircraft Noise Monitoring**

For the 2007/08 funding period, the Borough intends to take a lead role for a joint proposal with Ealing, Hounslow and Wandsworth Council's to undertake Aircraft Noise Monitoring on a joint basis. An estimated cost of £20k is required for this in the first year although ongoing monitoring will be undertaken.

- **Congestion Hotspot Monitoring**

The Council intends to monitor for congestion hotspots across the Borough with particular reference to improving Bus journey times but also to improving other sources of congestion such as at level crossings and certain junctions. The monitoring is proposed for the 07/08 and 08/09 periods for a total of £15k over the two-year period. Cross reference to RUTLIP form 3a for footbridge study.

- **Permanent Traffic Counters**

These form part of an ongoing programme of traffic counters across the Borough to monitor the volume of traffic and to assess areas that need remedial action. The £10k pa funding is used for new traffic counters but also to replace older counters as required.

- **Tree Planting**

This is proposed in various locations throughout the Borough to help reduce the effects of air pollution. It is intended that this would be an ongoing programme commencing in 07/08 at £15k and increasing to £50k pa.

| Key Delivery Partners   |               | Dependencies and Risks  |                            |   |            |
|---|---------------|---|----------------------------|---|------------|
| Partners for this proposal include: <ul style="list-style-type: none"> <li>Local environmental groups</li> <li>Countryside Agency</li> <li>English Heritage</li> <li>English Nature</li> <li>Environment agency</li> <li>Health Sector, National Health Service and Primary Care Trusts</li> <li>Local residents and businesses</li> <li>Transport for London</li> <li>Neighbouring boroughs</li> </ul> |               | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>Consultation outcome.</li> <li>Partnerships working.</li> </ul> |                            |   |            |
| By designing schemes to reduce the ecological footprint this should improve walking, cycling and general modal shift.   |               | MTS Priority Area   | LIP Guidance Target Number | Relevant MTS Proposals and Policies                               |            |
|   |               | VI & VII  | 12 & 13                    | Proposal 3.Po6, 3.Pr2, 3.Pr4-6, 4G.Pr10, 4GPr11, 4I.Pr1-8, 4K.Pr4 |            |
| Modal Impact  |               | Cross Cutting Goals   |                            |   |            |
| <b>Mode</b>   | <b>Impact</b> | <b>Cross Cutting Goal</b>   |                            | <b>Impact</b>   |            |
| Pedestrians and mobility impaired persons   | positive      | Promoting safety & perception of safety for all travel modes  |                            | positive  |            |
| Cyclists  | positive      | Encouraging sustainable means for travel  |                            | positive  |            |
| Bus passengers  | positive      | Balanced road space allocation  |                            | positive  |            |
| Rail and Underground  | positive      | Requirements for sustainable developments   |                            | positive  |            |
| Community transport and taxis   | positive      | Equality and inclusion impacts*   |                            | positive  |            |
| Powered two-wheeler users   | positive      | Environmental impacts**   |                            | positive  |            |
| Car users   | positive      |   |                            |   |            |
| Freight   | positive      |   |                            |   |            |
| FUNDING REQUIRED TO DELIVER PROPOSAL  |               |   |                            |   |            |
| TOTAL FUNDING TABLE (£K)  | 2006/07       |   | 2008/09                    | 2009/10   | Total (£K) |
| FUNDING REQUIRED FROM BSP   | 0             | 85  | 167.5                      | 160   | 412.5      |
|   | 0             |   | 0                          | 0   | 0          |
| <b>TOTAL FUNDING REQUIRED</b>   |               | 85  | 167.5                      | 160   | 412.5      |
| OTHER FUNDING SOURCES   | AMOUNT        |   | COMMENTS                   |   |            |
| TFL OUTSIDE BSP   | £0k           | (Requested/ Approved/N/A)   | N/A                        |   |            |
| BOROUGH RESOURCES   | £0k           | (Requested/ Approved/N/A)   | N/A                        |   |            |
| PARTNERS (specify here)   | £0k           | (Requested/ Approved/N/A)   | N/A                        |   |            |
| OTHER (specify here)  | £0k           | Approved/N/A)   | N/A                        |   |            |

|                    |                  |
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| <b>Form Number</b> | <b>RUTLIP 5c</b> |
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| <b>London Borough of Richmond upon Thames</b> |
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| LIP PROPOSAL DELIVERY FORM   |                                     |   |                                   |   |
|--|-------------------------------------|---|-----------------------------------|---|
| <b>Summary of Proposal:</b>  | Water                               |   |                                   |   |
| <b>Location:</b>   | Borough's waterways                 |   |                                   |   |
| <b>Dates:</b>  | Annual programme subject to funding |   |                                   |   |
| <b>Description of Main Elements:</b>   |                                     |   |                                   |   |
| <p><b>Scheme Details</b></p> <p>Both residents and visitors benefit from the extensive waterways in Richmond upon Thames. The Council wants to balance the need for safe access for pedestrians and cyclists with the need to protect the waterways biodiversity. The Council will continue to work with Thames Waterways, TfL to support sustainable use of all its waterways. Funding is required for small mitigating measures programme.</p> |                                     |   |                                   |   |
| <b>Key Delivery Partners</b>   |                                     | <b>Dependencies and Risks</b>   |                                   |   |
| Partners for this proposal include: <ul style="list-style-type: none"> <li>Term contractor for delivery</li> <li>Transport for London</li> <li>Neighbouring boroughs</li> <li>British Waterways</li> </ul>   |                                     | Dependencies and risks identified for this proposal include: <ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul> |                                   |   |
|  |                                     |   |                                   |   |
| <ul style="list-style-type: none"> <li>Improving access to the borough's waterways will benefit Modal Shift and accessibility.</li> <li>Developing freight movement on water in line with the council's planning policy will contribute to reducing congestion.</li> </ul>   |                                     | <b>MTS Priority Area</b>  | <b>LIP Guidance Target Number</b> |   |
|  |                                     | V & VI  | 10                                | <b>Relevant MTS Proposals and Policies</b>                                |
|  |                                     |   |                                   | Proposal 3.Pr2, 3.Pr4-6, 4G.Pr10, 4GPr11, 4I.Pr1-8, 4K.Pr4 4M.Po2, 4M.Pr2 |

| Modal Impact   |          | Cross Cutting Goals |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
|--|----------|---------------------|---|----------|----------|---------|----------------|---------|----------------------|---------|-------------------------------|---------|---------------------------|---------|-----------|---------|---------|---------|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|---------|---------------------------------|----------|-------------------------|----------|
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| Mode   | Impact   |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Pedestrians and mobility impaired persons  | positive |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cyclists   | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Bus passengers   | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Rail and Underground   | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Community transport and taxis  | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Powered two-wheeler users  | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Car users  | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Freight  | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Cross Cutting Goal   | Impact   |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes   | positive |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Encouraging sustainable means for travel   | positive |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Balanced road space allocation   | positive |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Requirements for sustainable developments  | neutral  |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Equality and inclusion impacts*  | positive |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |
| Environmental impacts**  | positive |                     |   |          |          |         |                |         |                      |         |                               |         |                           |         |           |         |         |         |  |                    |        |  |          |  |          |                                |          |   |         |                                 |          |                         |          |

**FUNDING REQUIRED TO DELIVER PROPOSAL**

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2007/08                      | 2008/09  | 2009/10 | Total (£K) |
|-----------------------------------|---------|------------------------------|----------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 0                            | 5        | 5       | 10         |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 0                            | 0        | 0       | 0          |
| <b>TOTAL FUNDING REQUIRED</b>     | 0       | 0                            | 5        | 5       | 10         |
| OTHER FUNDING SOURCES             | AMOUNT  | STATUS                       | COMMENTS |         |            |
|                                   | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |
| BOROUGH RESOURCES                 | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |
|                                   | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |
| OTHER (specify here)              | £0k     | (Requested/<br>Approved/N/A) | N/A      |         |            |

**Form Number**      **RUTLIP 6**

**London Borough of Richmond  
upon Thames**

**LIP PROPOSAL DELIVERY FORM**

|                             |  |
|-----------------------------|--|
| <b>Summary of Proposal:</b> | Parallel Initiatives   |
| <b>Location:</b>            | Borough-wide   |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005/06-09/10 |

**Description of Main Elements:**

In accordance with Transport for London guidance on Parallel Initiatives, the Borough is proposing a number of works that fall within the definition of Parallel Initiatives. Parallel Initiatives involve splitting the network into homogenous sections to provide workable areas, which can be considered holistically. Generally these will relate to various sections of 'A' Roads and busy bus routes and ideally, these will have consistent land use and flows along the sections and will be suitable for designing comprehensive schemes.

The following locations/schemes are proposed in the Richmond LIP in response to this requirement:

2007/08- Develop a programme of parallel initiatives to cover a 5-year period. This will look at bus hotspots and congestion areas (£50k), and undertake feasibility studies for Parallel Initiatives along the Strategic Road Network, on the A307, A310 and A311 (Hampton Hill)

2007/08- Delivery of two schemes for parallel initiatives (ongoing schemes bid for under Streets for People- see RUTLIP Form 3a)

2007/08- Delivery of one bus lane scheme at Kew Road (feasibility to be undertaken in 06/07) – (see RUTLIP Form 2f for more detail on this scheme as it is included as a part of the Bus Priority proposals)

2008/09- Implementation of programme developed in 2007/08 (£250k)

2009/10- Ongoing implementation of programme developed in 2007/08 (£250k)

The nature of Parallel Initiatives is that they may include aspects of all or some of the following:

- Addressing Bus Hotspots and congestion bottlenecks (on Busy Bus Routes and 'A' Roads)- see also RUTLIP 5b- Environmental Measures for details of hotspot monitoring
- Bus Priority measures such as Selective Vehicle Detection measures and bus lanes
- Pedestrian crossings
- Measures to improve cycling and walking
- Improving interchange and integration between modes
- Encouraging a balanced use of street space
- Environmental improvements

Parallel Initiatives may also be provided for as a part of other programme areas with the principle overarching theme comprising a holistic approach- ie looking at all aspects.

| <b>Key Delivery Partners</b>  | <b>Dependencies and Risks</b>   |
|---|---|
| <ul style="list-style-type: none"> <li>• TfL</li> <li>• Bus operators</li> <li>• Borough</li> <li>• Bus Priority</li> <li>• Bus Priority Lead Borough- Bromley</li> </ul> | <ul style="list-style-type: none"> <li>• Consultation</li> <li>• Funding</li> <li>• Resourcing</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy in Richmond upon Thames</b>  |                          |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|---|--------------------------|-----------------------------------|--|---|-------------------|----------|----------|----------------|----------|----------------------|---------|-------------------------------|----------|---------------------------|----------|-----------|----------|---------|----------|--|--|--|--|--------------------|--------|--|----------|--|----------|--------------------------------|----------|---|----------|---------------------------------|----------|-------------------------|----------|
| <ul style="list-style-type: none"> <li>• Bus Hotspots</li> <li>• Bus standing facilities and stops</li> <li>• Bus Priority on busy bus routes and 'A' routes</li> <li>• Balanced use of street space</li> <li>• Traffic Growth</li> <li>• Parking and Loading</li> <li>• Cycling, Walking, Road Safety</li> <li>• Congestion Bottlenecks</li> <li>• Pedestrian Phasing- Selective Vehicle Detection Measures</li> <li>• Interchange and Integration</li> </ul>  | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b> |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | II                       | 3, 4                              | 4F.Pr6                                     |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | III                      | 5, 6, 7                           | 4F.Pr8                                     |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | III                      | 5, 6, 7                           | 4G.Po2                                     |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | III                      | 5, 6, 7                           | 4G.Pr12                                    |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | IV                       | 7                                 | 4G.Pr15                                    |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | III                      | 5, 6, 7                           | 4G.Pr18                                    |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | III                      | 5, 6, 7                           | 4G.Pr20                                    |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
|   | VI                       | 7                                 | 4I.Pr7                                     |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| VII   | 13                       | 4J.Pr5                            |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| -   |                          | 4P.Po2                            |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>Modal Impact</b>   |                          | <b>Cross Cutting Goals</b>        |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">Mode</th> <th style="width: 50%;">Impact</th> </tr> </thead> <tbody> <tr><td>Pedestrians and mobility impaired persons</td><td>positive</td></tr> <tr><td>Cyclists</td><td>positive</td></tr> <tr><td>Bus passengers</td><td>positive</td></tr> <tr><td>Rail and Underground</td><td>neutral</td></tr> <tr><td>Community transport and taxis</td><td>positive</td></tr> <tr><td>Powered two-wheeler users</td><td>positive</td></tr> <tr><td>Car users</td><td>positive</td></tr> <tr><td>Freight</td><td>positive</td></tr> </tbody> </table> |                          | Mode                              | Impact                                     | Pedestrians and mobility impaired persons | positive          | Cyclists | positive | Bus passengers | positive | Rail and Underground | neutral | Community transport and taxis | positive | Powered two-wheeler users | positive | Car users | positive | Freight | positive | <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 70%;">Cross Cutting Goal</th> <th style="width: 30%;">Impact</th> </tr> </thead> <tbody> <tr><td>Promoting safety &amp; perception of safety for all travel modes</td><td>positive</td></tr> <tr><td>Encouraging sustainable means for travel</td><td>positive</td></tr> <tr><td>Balanced road space allocation</td><td>positive</td></tr> <tr><td>Requirements for sustainable developments</td><td>positive</td></tr> <tr><td>Equality and inclusion impacts*</td><td>positive</td></tr> <tr><td>Environmental impacts**</td><td>positive</td></tr> </tbody> </table> |  |  |  | Cross Cutting Goal | Impact | Promoting safety & perception of safety for all travel modes | positive | Encouraging sustainable means for travel | positive | Balanced road space allocation | positive | Requirements for sustainable developments | positive | Equality and inclusion impacts* | positive | Environmental impacts** | positive |
| Mode  | Impact                   |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Pedestrians and mobility impaired persons   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cyclists  | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Bus passengers  | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Rail and Underground  | neutral                  |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Community transport and taxis   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Powered two-wheeler users   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Car users   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Freight   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Cross Cutting Goal  | Impact                   |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Promoting safety & perception of safety for all travel modes  | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Encouraging sustainable means for travel  | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Balanced road space allocation  | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Requirements for sustainable developments   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Equality and inclusion impacts*   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| Environmental impacts**   | positive                 |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b>   |                          |                                   |  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING TABLE (£K)</b>   | <b>2006/07</b>           | <b>2007/08</b>                    | <b>2008/09</b>                             | <b>2009/10</b>                            | <b>Total (£K)</b> |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING REQUIRED FROM BSP</b>  | 0                        | 10                                | 250  | 250                                       | 510               |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>FUNDING FROM OTHER SOURCES</b>   | 0                        | 0                                 | 0  | 0   | 0                 |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>TOTAL FUNDING REQUIRED</b>   | 0                        | 10                                | 250  | 250                                       | 510               |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| <b>OTHER FUNDING SOURCES</b>  | <b>AMOUNT</b>            | <b>STATUS</b>                     | <b>COMMENTS</b>                            |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| TFL OUTSIDE BSP   | £0k                      | (Requested/ Approved/N/A)         | N/A  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| BOROUGH RESOURCES   | £0k                      | (Requested/ Approved/N/A)         | N/A  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| PARTNERS (specify here)   | £0k                      | (Requested/ Approved/N/A)         | N/A  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |
| OTHER (specify here)  | £0k                      | (Requested/ Approved/N/A)         | N/A  |   |                   |          |          |                |          |                      |         |                               |          |                           |          |           |          |         |          |  |  |  |  |                    |        |  |          |  |          |                                |          |   |          |                                 |          |                         |          |

Form Number      RUTLIP 7

London Borough of Richmond  
upon Thames

### LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Sweltrac Programme  |
|                             | Borough-wide  |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |

**Description of Main Elements:**

A common statement on Sweltrac which outlines it's purpose and objectives is detailed in Appendix G- Common Statements. For the purpose of outlining schemes in the Borough that are proposed by Sweltrac, it was considered best to put them into one Form in a similar manner as Bus Priority and LCN+ proposals. See also RUTLIP form 7a.

The Sweltrac programme is comprehensive and covers a number of programme areas across the Borough. The programme with scheme details from 07/08 through to 08/09 is provided as follows:

| <b>2007/08</b>   | <b>£'s</b> |
|--|------------|
| <b>People Movement</b>                                 |            |
| Bus Service to Richmond Park                           | 100,000    |
| Extension of North London Line                         | 25,000     |
| Hampton Hill- Station Feasibility                      | 25,000     |
| <b>Area Based Schemes- Station Access</b>              |            |
| Mortlake- implementation                               | 100,000    |
| Barnes- implementation                                 | 100,000    |
| North Sheen- feasibility and design                    | 25,000     |
| Hampton Wick- feasibility                              | 12,000     |
| Hampton- feasibility                                   | 12,000     |
| <b>Area Based Schemes- Streets for People</b>          |            |
| Kew- feasibility and design                            | 30,000     |
| <b>Cycling</b>   |            |
| River Crane- joint bid with adjacent Sweltrac Boroughs | 100,000    |
| <br><b>2008/09</b>                                     |            |
| <b>Community Transport</b>                             |            |
| RAKAT Community Transport (with Kingston)              | 80,000     |
| <b>Area Based Schemes- Station Access</b>              |            |
| North Sheen- implementation                            | 100,000    |
| Hampton Wick- implementation                           | 100,000    |
| Hampton- implementation                                | 100,000    |
| Fulwell- feasibility                                   | 12,000     |
| <b>Area Based Schemes- Streets for People</b>          |            |
| Kew- implementation                                    | 100,000    |
| <b>Cycling</b>   |            |
| River Crane- joint bid with adjacent Sweltrac Boroughs | 100,000    |
| <br><b>2009/10</b>                                     |            |
| <b>Area Based Schemes- Station Access</b>              |            |
| Fulwell- implementation                                | 100,000    |
| Teddington- feasibility                                | 12,000     |
| St Margarets- feasibility                              | 12,000     |
| <b>Area Based Schemes- Streets for People</b>          |            |
| Kew- implementation                                    | 100,000    |

Across all the Sweltrac Borough's, Sweltrac propose to undertake work in the following areas:

- Rail/Freight distribution centres and interchanges
- Electric Charging Points
- Transport Links to Heathrow Airport
- Travel Plan Co-ordinators
- Workplace Travel Plans
- Travel Plan Support (Challenge Funds)
- Area Based Travel Plan for Teddington
- Travel Plan monitoring
- NHS Network
- Travel Awareness at the Workplace

**Dependencies and Risks**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Sweltrac</li> <li>• TfL</li> <li>• South West Trains</li> <li>• Network Rail</li> </ul> | <ul style="list-style-type: none"> <li>• Funding being available over consecutive years</li> <li>• Approvals from SW Trains and Network Rail (if required)</li> </ul> |
|--|---|

**Delivering the Mayor's Transport Strategy in Richmond upon Thames**

|  |                          |                                   |  |
|--|--------------------------|-----------------------------------|--|
| <ul style="list-style-type: none"> <li>• To improve access to Stations</li> <li>• To improve the ability of people with mobility difficulties to move around</li> <li>• To enhance neighbourhoods</li> <li>• To enhance accessibility to Public Transport</li> </ul> | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>   |
|  | III; V; VI; VII VIII     | 7, 8, 10, 12, 14                  | 3.Po8; 3.Pr1-2, 4-6; 4E.Pr9-10, 13; 4F.Pr6, 11; 4G.Pr4, 10-11; 4I.Pr2-4, 6-8; 4J.Po1; 4J.Pr1, 3-8; 4K.Pr4-5; 4L.Po5; 4N.Pr5; 4O.Pr1-14; 4P.Po2, 4P.Pr4-5 |

**Modal Impact**

**Cross Cutting Goals**

| Mode                                      | Impact   | Cross Cutting Goal   | Impact   |
|---|----------|--|----------|
| Pedestrians and mobility impaired persons | positive | Promoting safety & perception of safety for all travel modes | positive |
| Cyclists                                  | positive | Encouraging sustainable means for travel                     | positive |
| Bus passengers                            | positive | Balanced road space allocation                               | positive |
| Rail and Underground                      | positive | Requirements for sustainable developments                    | positive |
| Community transport and taxis             | positive | Equality and inclusion impacts*                              | positive |
| Powered two-wheeler users                 | neutral  | Environmental impacts**                                      | positive |
| Car users                                 | neutral  |  |          |
| Freight                                   | neutral  |  |          |

| TOTAL FUNDING TABLE (£K)          | 2006/07 | 2008/09 | 2009/10 | 2009/10 | Total (£K) |
|-----------------------------------|---------|---------|---------|---------|------------|
| <b>FUNDING REQUIRED FROM BSP</b>  | 0       | 0       | 0       | 0       |            |
| <b>FUNDING FROM OTHER SOURCES</b> | 0       | 529     |         | 224     | 1345       |
| <b>TOTAL FUNDING REQUIRED</b>     |         | 529     | 592     | 224     | 1345       |

| OTHER FUNDING SOURCES | AMOUNT | STATUS                    | COMMENTS   |
|-----------------------|--------|---------------------------|------------|
| TFL OUTSIDE BSP       | £0k    | (Requested/ Approved/N/A) | N/A        |
| BOROUGH RESOURCES     | £0k    | Approved/N/A)             | N/A        |
| PARTNERS (Sweltrac)   | £1145k | (Requested)               | Submission |
| OTHER (specify here)  | £0k    | (Requested/ Approved/N/A) | N/A        |



Form Number      RUTLIP 7a

London Borough of Richmond  
upon Thames

### LIP PROPOSAL DELIVERY FORM

|                             |   |
|-----------------------------|---|
| <b>Summary of Proposal:</b> | Sweltrac Programme – Non Borough Specific   |
| <b>Location:</b>            | SWELTRAC sub region   |
| <b>Dates:</b>               | This programme is expected to continue annually beyond the LIP planning cycle of 2005-09/10 |

#### Description of Main Elements:

A common statement on SWELTRAC which outlines its purpose and objectives is detailed in Appendix G: Common Statements. For the purpose of outlining schemes within the Sub Region that are proposed by SWELTRAC, it was considered appropriate to put them all in one form in a similar manner as Bus Priority and LCN proposals. These proposals cover schemes that are project managed by SWELTRAC and which are not tied to one Borough of particular geographic location.

Across all the Sweltrac Borough's, Sweltrac propose to undertake work in the following areas:

**Freight** – Efficient distribution of goods assists all sections of the local economy and SWELTRAC is well placed to address the issue of sub regional freight movement, particularly regarding the important freight hub that is Heathrow. SWELTRAC will undertake a variety of projects under this heading to maximise the efficiency of freight distribution, minimise the adverse effects of freight and develop strategies and solutions for the future. In 2007/08, SWELTRAC will bid for a study for rail freight distribution centres and interchanges.

**Environment** - SWELTRAC will work with the Boroughs and TfL to develop new and innovative approaches to environmental schemes, taking advantage of the associated benefits of economies of scale and consistency in design. The problems in this area are not confined to one Borough and neither should the solutions be. In 2007/08, SWELTRAC will be bidding for a programme of electric charging points throughout the sub region.

**Travel Plans** – Travel Plans will continue to be an integral part of the SWELTRAC programme. The SWELTRAC travel plan co-ordinators provide a framework for travel plan activities, act as liaison between the Boroughs and TfL, provide economies of scale and Borough support. The main area of work for the co-ordinators is the promotion, development and monitoring of workplace travel plans. SWELTRAC will continue to produce literature and guidance, work with specific sectors, offer a range of support and incentives to organisations, set up networks, provide a monitoring framework. SWELTRAC must consider all the options to encourage sustainable transport including personalised travel planning, residential travel planning, car sharing, car clubs, alternative fuel technology and other innovative approaches.

SWELTRAC will continue to seek funding on 2007/08 onwards for its two travel plan co-ordinators, as well as funding to support their work in the development of workplace travel plans, including the provision of challenge funds, monitoring and networking projects as well as new initiatives such as area based travel plans.

**Travel Awareness** – SWELTRAC will also continue to support the promotion of the London-wide good going campaign at workplaces as well as seeking to address reluctance to modal shift

**People Movement** – Although not a specific programme area, the issue of people movement is key for SWELTRAC – orbital travel, north-south, east-west links and strategic studies are an important part of the SWELTRAC programme. A key issue for SWELTRAC has always been Transport Links to Heathrow Airport and in 2007/08, SWELTRAC will be bidding for work to undertake a study in this area.

| <b>Scheme</b>                                      | <b>2007/08 £k</b> | <b>2008/09 £k</b> | <b>2009/10 £k</b> |
|--|-------------------|-------------------|-------------------|
| Rail/Freight distribution centres and interchanges | 30                | TBC               | TBC               |
| Electric Charging Points                           | 105               | 100               | 110               |
| Transport Links to Heathrow Airport                | 50                | TBC               | TBC               |
| Travel Plan Co-ordinators                          | 95                | 95                | 100               |
| Workplace Travel Plans                             | 20                | 20                | 20                |
| Travel Plan Support (Challenge Funds)              | 20                | 20                | 20                |
| Area Based Travel Plan for Teddington              | 50                | 146               | 64                |
| Travel Plan monitoring                             | 20                | 20                | 20                |
| NHS Network  | 10                | 25                | 25                |
| Travel Awareness at the Workplace                  | 15                | 15                | 15                |
|  |                   |                   |                   |
| <b>Total</b>                                       | <b>415</b>        | <b>441</b>        | <b>374</b>        |

In addition to the programme set out above, SWELTRAC will continue to work with its Borough partners to deliver projects across a number of transport areas, including walking, cycling, regeneration, accessibility, town centres, streets for people and station access. Where a SWELTRAC scheme is linked to a particular borough, details of that scheme will be contained in the respective Boroughs LIP. For example, the SWELTRAC/Richmond schemes are detailed in RUTLIP 7.

| <b>Key Delivery Partners</b>   | <b>Dependencies and Risks</b>   |
|--|---|
| <ul style="list-style-type: none"> <li>• Sweltrac Boroughs</li> <li>• TfL</li> <li>• Relevant Train Operating Companies</li> <li>• Network Rail</li> </ul> | <ul style="list-style-type: none"> <li>• Funding being available over consecutive years</li> <li>• Approvals from Train Operating Companies and Network Rail (if required)</li> </ul> |

| <b>Delivering the Mayor's Transport Strategy</b>   |                          |                                   |   |
|--|--------------------------|-----------------------------------|---|
|  | <b>MTS Priority Area</b> | <b>LIP Guidance Target Number</b> | <b>Relevant MTS Proposals and Policies</b>  |
| <ul style="list-style-type: none"> <li>• To improve access to Stations</li> <li>• To improve the ability of people with mobility difficulties to move around</li> <li>• To enhance neighbourhoods</li> <li>• To enhance accessibility to Public Transport</li> </ul> | III; IV; V; VI; VIII     | 7, 8, 10, 12, 14                  | The full list of the links between the SWELTRAC proposals and the MTS is contained in Appendix 2 of the SWELTRAC LIP Reporting and Funding Submission for 2007/08 |

| Modal Impact                                |                | Cross Cutting Goals  |                 |                |                   |
|---|----------------|--|-----------------|----------------|-------------------|
| <b>Mode</b>                                 | <b>Impact</b>  | <b>Cross Cutting Goal</b>                                    | <b>Impact</b>   |                |                   |
| Pedestrians and mobility impaired persons   | positive       | Promoting safety & perception of safety for all travel modes | positive        |                |                   |
| Cyclists                                    | positive       | Encouraging sustainable means for travel                     | positive        |                |                   |
| Bus passengers                              | positive       | Balanced road space allocation                               | positive        |                |                   |
| Rail and Underground                        | positive       | Requirements for sustainable developments                    | positive        |                |                   |
| Community transport and taxis               | positive       | Equality and inclusion impacts                               | positive        |                |                   |
| Powered two-wheeler users                   | neutral        | Environmental impacts  | positive        |                |                   |
| Car users                                   | neutral        |  |                 |                |                   |
| Freight                                     | positive       |  |                 |                |                   |
| <b>FUNDING REQUIRED TO DELIVER PROPOSAL</b> |                |  |                 |                |                   |
| <b>TOTAL FUNDING TABLE (£K)</b>             | <b>2006/07</b> | <b>2007/08</b>   | <b>2008/09</b>  | <b>2009/10</b> | <b>Total (£K)</b> |
| <b>FUNDING REQUIRED FROM BSP</b>            | 0              | 415  | 441             | 374            | 1230              |
| <b>FUNDING FROM OTHER SOURCES</b>           | 0              | 0  | 0               | 0              | 0                 |
| <b>TOTAL FUNDING REQUIRED</b>               | 0              | 415  | 441             | 374            | 1230              |
| <b>OTHER FUNDING SOURCES</b>                | <b>AMOUNT</b>  | <b>STATUS</b>  | <b>COMMENTS</b> |                |                   |
| TFL OUTSIDE BSP                             | £0k            | (Requested/ Approved/N/A)                                    | N/A             |                |                   |
| BOROUGH RESOURCES                           | £0k            | (Requested/ Approved/N/A)                                    | N/A             |                |                   |
| PARTNERS (Sweltrac)                         | £0k            | (Requested/ Approved/N/A)                                    | N/A             |                |                   |
| OTHER (specify here)                        | £0k            | (Requested/ Approved/N/A)                                    | N/A             |                |                   |