

Royal Borough of Kensington and Chelsea

Local Implementation Plan

August 2007



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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Introduction

The *Greater London Authority Act* (GLAA) 1999 requires London boroughs to prepare Local Implementation Plans (LIPs) containing their policies and proposals for the implementation of the Mayor of London's Transport Strategy (MTS) within the areas for which they are responsible. LIPs are statutory documents and have to be submitted to the Mayor of London for approval.

Transport for London (TfL) published guidance on preparing LIPs in July 2004. The guidance covers the layout and content of LIPs and includes a matrix of policies and proposals that each borough is required to address. These are divided into policies and proposals that boroughs 'must' address to the Mayor of London's satisfaction in order for their LIP to gain Mayoral approval and those that boroughs 'are encouraged to' address. The Royal Borough's LIP aims to address all the policies and proposals identified in TfL LIP Guidance.

LIPs also contain details of the schemes, proposals and the funding required to implement the MTS in a borough between 2005/2006 and 2008/2009. Borough progress and revisions to their TfL funding requirements are submitted to TfL each summer through the LIP Annual Progress Report (LIPAPR - previously the LIP Reporting and Funding document).

1. Local socio-Economic and Demographic Context

1.1 Geographical

- 1.1.1 The Royal Borough of Kensington and Chelsea is categorised as an Inner London borough for the purpose of the national Census, but as a Central London borough in the London Plan. It is situated in west London and is bounded by the City of Westminster to the east, the London Borough of Hammersmith and Fulham to the west and the London Borough of Brent to the north. The southern boundary is formed by the River Thames with the London Borough of Wandsworth on the southern side. Plan 1.1 shows the location of the Royal Borough within London.
- 1.1.2 Geographically, the Borough extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbrooke Grove up to Kensal Green in the north. It is bounded by Kensington Gardens to the east and by the West London Railway Line to the west. Details are shown on Plan 1.2 (page 2).
- 1.1.3 Excluding the City of London, Kensington and Chelsea is the smallest London borough in terms of area at 1,213 hectares (five square miles).

Plan 1.1: Location of the Royal Borough of Kensington and Chelsea in London



Plan 1.2: Detailed borough map



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0 200 400 600 800 1000 1200 metres

1.2 Population

- 1.2.1 The Royal Borough has the highest population density of any local authority in England and Wales with an average of 131.02 people per hectare (Census 2001). The reported population has been increasing since 1981 and is projected to continue to do so. In addition to the resident population thousands of people come into the borough each day to work and visit and about 30,000 visitors stay each night.
- 1.2.2 The average age of Royal Borough residents is 37.7 years old, slightly older than the London average of 36. Approximately 26 per cent of residents are aged under 25 compared to 32 per cent for London as a whole while the percentage of people aged 70 or over is consistent with the London figure.
- 1.2.3 There are distinct differences with regards to age of residents and location within the borough. There is a higher concentration of people aged under 16 resident in the north, those aged 16 to 64 in the middle of the borough, and those aged 65 or over in the southern-most wards.
- 1.2.4 Just over 21 per cent of residents belong to a black and minority ethnic (BME) group. Compared with London, the Royal Borough has a higher than average population of people belonging to mixed and Chinese or other ethnic groups, and lower than average Black or Black British and Asian or Asian British populations.
- 1.2.5 Again, there are clear distinctions between geographical locations of ethnic groups. White people are more likely to be resident in the south of the borough, Black or Black British and mixed ethnicity residents are concentrated in the north and the populations of Asian or Asian British, Chinese or any other ethnic group are concentrated in the central and northern-most wards.
- 1.2.6 Action Disability Kensington and Chelsea, a local charity supporting independent living and an inclusive society, states that "varying sources estimate that between 5000 and 21000 disabled people, aged between 18 and 64 years, live in the borough".
- 1.2.7 There are over 100 languages spoken by residents in the Royal Borough. Amongst people whose second language is English, the most common first language is Arabic followed by Portuguese and Spanish.

1.3 Employment

- 1.3.1 There are an estimated 109,936 jobs in Kensington and Chelsea, most of which are full time positions (68.6 per cent). The three areas employing most people are "distribution, hotels and restaurants" (37.8 per cent), "finance, IT and other business activities" (22.9 per cent) and "public administration, education and health" (19.9 per cent). Overall 21.3 per cent of all jobs in the borough are related to tourism.
- 1.3.2 71.3 per cent of the Royal Borough's population is estimated to be of working age (16 to 64 years). This is higher than the London average of 66.7 per cent. Of this working age population, 72.4 per cent are economically active (including those that are unemployed) compared with 74.5 per cent in London overall. There is a difference with respect to gender with 83.9 per cent of working age males being economically active compared with 60.1 per cent of females.

There is less of a disparity in London overall, where 81 per cent of working age males are categorised as economically active and 67.6 per cent of females.

- 1.3.3 Over the past few years, the rate of unemployment amongst residents in Kensington and Chelsea has been lower than the London rate and similar to that of England overall. The most recent data based on Job Seekers' Allowance benefit claimants show that two per cent of the working age population in Kensington and Chelsea is unemployed.

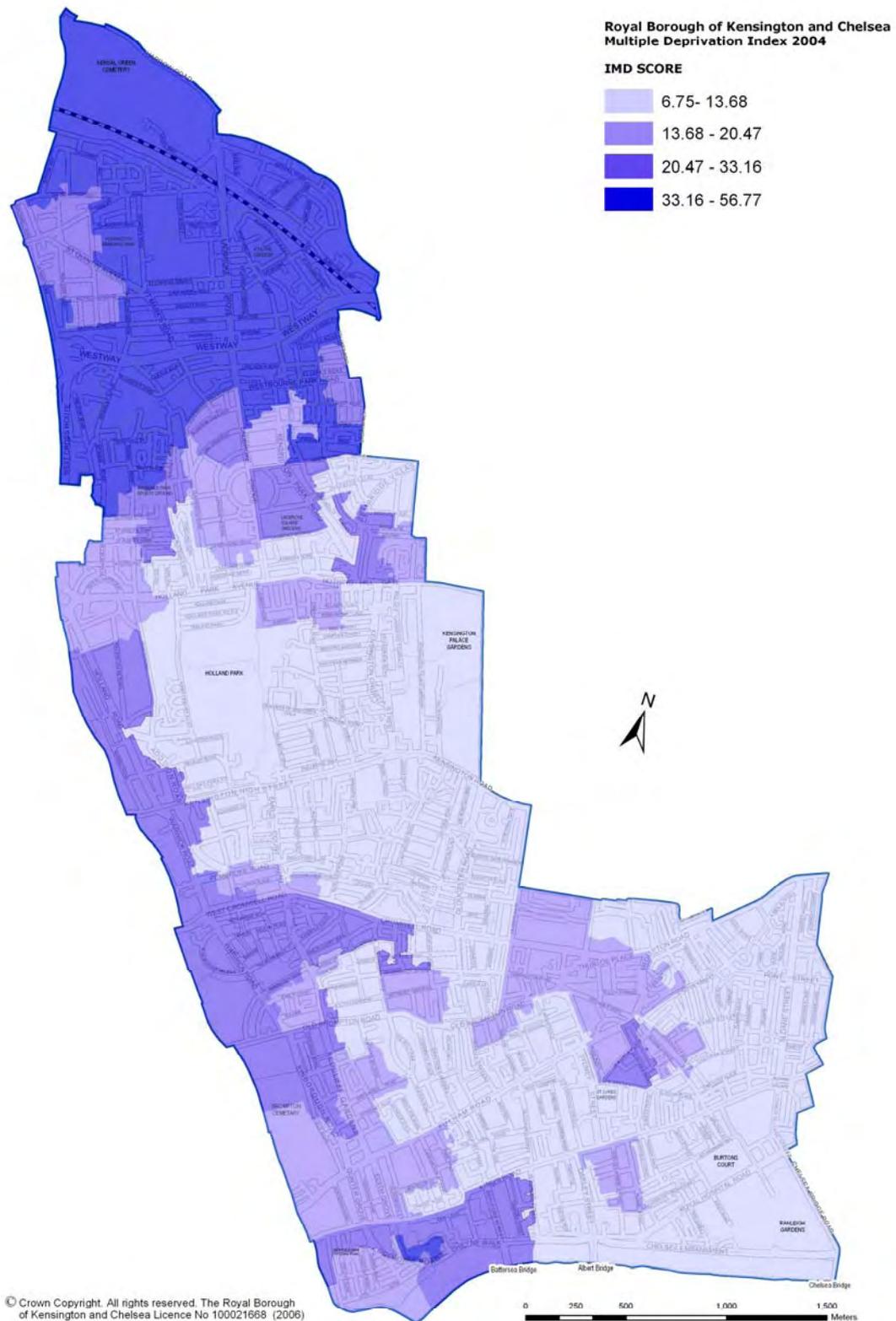
1.4 Housing

- 1.4.1 The Royal Borough is primarily a residential area with a varied mix of housing encompassing 79,146 households (unshared accommodation) in 88,111 dwellings (shared and unshared occupation). Whilst the percentage of households that are owner-occupied is low compared with London (43.7 per cent compared with 56.5 per cent respectively), a higher proportion are owned outright (no mortgage) (27.3 per cent and 22.1 per cent respectively).
- 1.4.2 Comparable to the London average, just over one quarter (26 per cent) of households in the Royal Borough are social rented. The majority of these (66.2 per cent) are rented from sources other than the Council such as Housing Associations and Registered Social Landlords compared with 34.7 per cent in London on average.
- 1.4.3 The Royal Borough is the third highest of local authorities in England and Wales for the proportion of households that are privately rented (26.9 per cent compared with 15.5 per cent in London overall).
- 1.4.4 The Royal Borough has a very high proportion of single person households (33.5 per cent) and a low proportion of lone-parent households (4.5 per cent) compared with other local authorities. The equivalent London figures are 22 per cent and 7.6 per cent respectively. Single person households are more concentrated in the south of the borough and lone-parent households are more likely to be found in the north.
- 1.4.5 Following a sharp decrease to 417 in 2002/2003, the number of households accepted as homeless and in priority need in Kensington and Chelsea increased to 589 in 2004/2005. As a percentage of all households on the housing register, this represents a change from 5.3 per cent to 6.2 per cent. Even with this increase, this is a low percentage compared with London and particularly Inner London figures overall (8.7 per cent and 10.5 per cent respectively).

1.5 Social Conditions

- 1.5.1 Kensington and Chelsea is an area of extremes: whilst there are some of the highest property prices in Europe within the Royal Borough, there are also some of the most deprived areas in England.
- 1.5.2 The Index of Multiple Deprivation 2004 showed that, of the 103 Super Output Areas in the borough, 21 were within the worst 20 per cent in England in terms of deprivation. Two of these were within the worst ten per cent and a further one was in the worst four per cent. All of these areas are located in the north of the borough.

Plan 1.3: Deprivation indices



- 1.5.3 The Council and the police and other local community safety partners have been successful in reducing reported crime in the Royal Borough in recent years. In comparative terms, reported crime has fallen to a greater degree in Kensington and Chelsea since 2003/2004, than in nearly all the other London boroughs.
- 1.5.4 Since 2003/2004 there has been a fall in total reported crime from 29,873 to 24,731 in 2005/2006. This represents a 17 per cent reduction. In 2006/2007 to date this fall is continuing with total reported crime down 6 per cent the previous year's figures.
- 1.5.5 During this period most types of crime have reduced. Table 1.1 provides a breakdown of different types of crime for 2005/2006.

Table 1.1: Crime Figures in the Royal Borough 2005/2006	
Crime type	Number
Theft and handling	13,790
Violence against the person	3,325
Burglary	2,444
Criminal damage	1,789
Fraud/forgery	1,116
Drugs	968
Robbery	906
Sexual offences	211
Other	182
Total	24,731

- 1.5.6 Vehicle crime is included within the total for theft and handling. In 2003/2004 this totalled 3,924. In 2005/2006 this fell to 3,112, a reduction of 20 per cent.
- 1.5.7 Separate information is maintained on racial and homophobic incidents reported to the police. The numbers in Kensington and Chelsea are relatively small; for the first six months of 2006/2007 143 racial and 27 homophobic incidents were reported. This is broadly comparable with the neighbouring boroughs of Hammersmith and Fulham and Wandsworth but much less than in Westminster.

1.6 Education

- 1.6.1 There are 63 schools located within the borough, 36 of which are maintained by the Council providing education for 10,946 pupils. Of these, there are four nursery schools, 26 primary schools and four secondary schools. The other two are a pupil referral unit and a hospital school in the Chelsea and Westminster Hospital. In addition to the schools within the borough the Council also has a residential special school in Swanley, Kent. Overall, an estimated 51 per cent of resident school-age children are educated in the independent sector.
- 1.6.2 There is a shortage of state secondary school places in the Royal Borough and plans are currently being developed for a new voluntary aided secondary school in one of the most deprived areas in the south of the borough. Plans showing the locations of both state and independent schools can be found in Chapter Eight, the School Travel Plan Strategy.
- 1.6.3 There is a wide range of schools in Kensington and Chelsea including international and bilingual schools.

- 1.6.4 In 2005, performance by state pupils at Key Stage 2 (10 to 11 year olds) in the three core subjects of English, Mathematics and Science in Kensington and Chelsea was better than in England overall. This was also true of achievements at Key Stage 3 (13 to 14 year olds). At Key Stage 4 (15 to 16 year olds), 61.9 per cent of pupils in Kensington and Chelsea attained five or more GCSEs at grade A* to C compared with an England average of 57.1 per cent.

1.7 Health and care

- 1.7.1 Self-reporting of general health status showed that over three quarters of residents (75.2 per cent) felt that their health was good. This compares to a 70.8 per cent London average. This self-reporting varies geographically however, with higher proportions of residents in the northerly wards reporting their health as not good. This also correlates with other factors such as housing type in that residents living in social housing have three times the level of "not good" health compared to owner-occupiers.
- 1.7.2 A lower percentage of Kensington and Chelsea residents said they had a long-term illness, health problem or disability which limits daily activities compared with London overall (13.6 per cent and 15.5 per cent respectively).
- 1.7.3 The male and female life expectancies at birth in the Royal Borough during 2002-2004 were 80.8 and 85.8 years respectively, significantly higher than the London averages (76.5 and 81.1 years respectively) and for females represents the highest life expectancy in Britain.
- 1.7.4 For 2001 to 2003, Kensington and Chelsea had a lower mortality rate than London overall (486 and 664 per 100,000 population respectively).
- 1.7.5 The Royal Borough had the lowest rate of premature mortality (avoidable deaths under the age of 75) in London with a rate of 73 deaths per 100,000 population from circulatory diseases and 93 per 100,000 from cancers.
- 1.7.6 There are four hospitals located within the borough: St. Charles' (elderly and palliative care), the Royal Marsden (cancer treatment), the Royal Brompton (heart and lung treatment), and the Chelsea and Westminster (general hospital). A further three are in the local environs and are commonly used by Kensington and Chelsea residents: St. Mary's, Hammersmith and Charing Cross hospitals.
- 1.7.7 In 2001, seven per cent of residents in Kensington and Chelsea reported providing voluntary unpaid care, 13.5 per cent of whom provided 50 or more hours per week. This compares to London-wide figures of 8.5 per cent and 19.5 per cent respectively.
- 1.7.8 At 31 March 2005, there were 250 children looked after by Kensington and Chelsea - a rate of 81 per 10,000 children under 18 years old. This compares to a rate of 98 in Inner London, 73 in London overall and 55 in England.

1.8 Environment

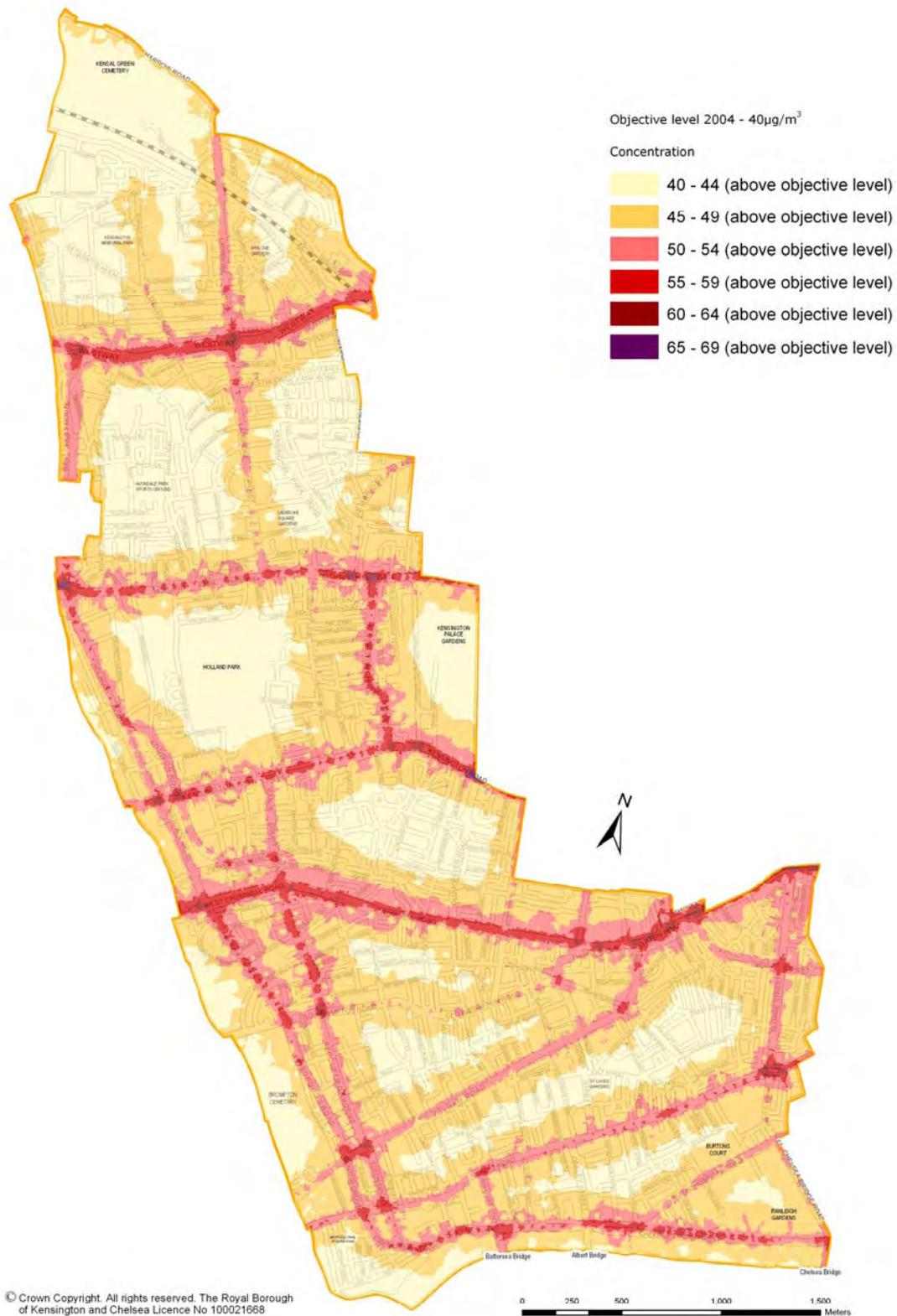
- 1.8.1 Building on previous successes borne from Environmental Policy Statements, the Council has produced an ambitious Environment Strategy to cover 2006 to 2011. This sets out proposals to advance environmental sustainability both in the conduct of its own business and as a community leader.

- 1.8.2 The Royal Borough has 26 public parks and open spaces, eight of which are categorised as major parks due to a combination of size and range of facilities. One of these spaces is Holland Park, a popular visitor attraction which is home to a range of gardens, woodlands, an Ecology Centre and Holland House Youth Hostel.
- 1.8.3 There are 36 conservation areas covering about 70 per cent of the Royal Borough's total area. There are more than 4,000 buildings listed for their special architectural or historical interest.
- 1.8.4 Kensington and Chelsea is the only local authority in the country to provide a twice-weekly door-step recycling service for all residents. The residents' recycling rate has been increasing over the past few years reaching 18.1 per cent in 2004/2005.
- 1.8.5 Following the publication of the Air Quality Regulations and the addendum to the Air Quality Strategy for England Scotland and Wales, national objective levels for a variety of pollutants were set. In response to the regulations and the national strategy the borough was declared an Air Quality Management Area in 2000. The resultant Air Quality Action Plan continues to be implemented effectively. However, levels of nitrogen dioxide (NO₂) and though to a lesser extent, particulate matter (PM₁₀) still exceed the objective levels set by the government and that are detailed in Table 1.2 below. As would be expected, pollution levels are highest around main roads in the borough. Plans 1.4 and 1.5 show the annual mean concentrations of NO₂ and PM₁₀ respectively.

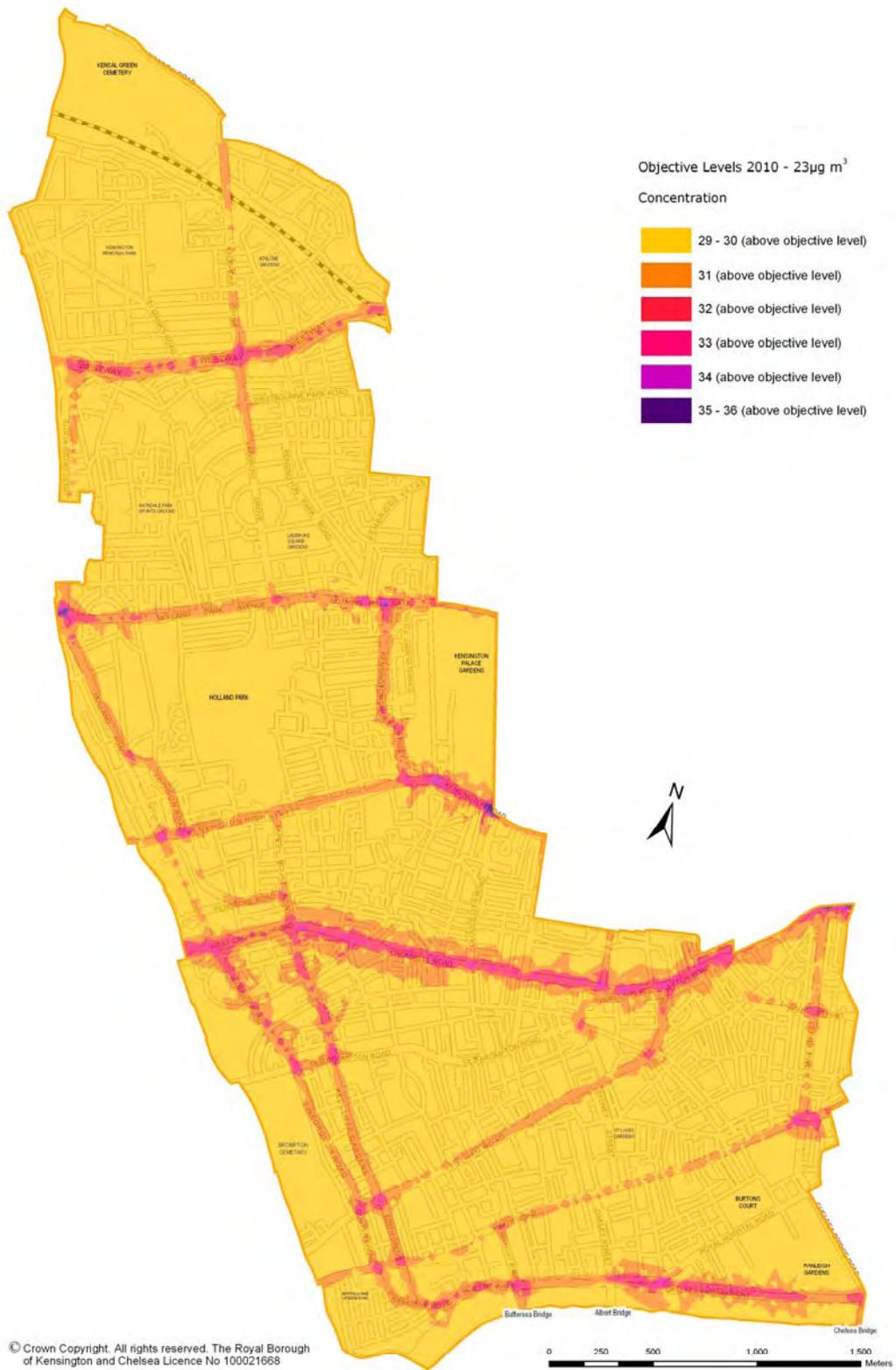
Table 1.2: Objective levels for NO₂ and PM₁₀

Pollutant	Annual mean objective	Target date
NO ₂	40µg/m ³	31/12/2005
PM ₁₀	23µg/m ³	31/12/2010
	20µg/m ³	31/12/2015

Plan 1.4: NO₂ annual mean



Plan 1.5: PM₁₀ annual mean



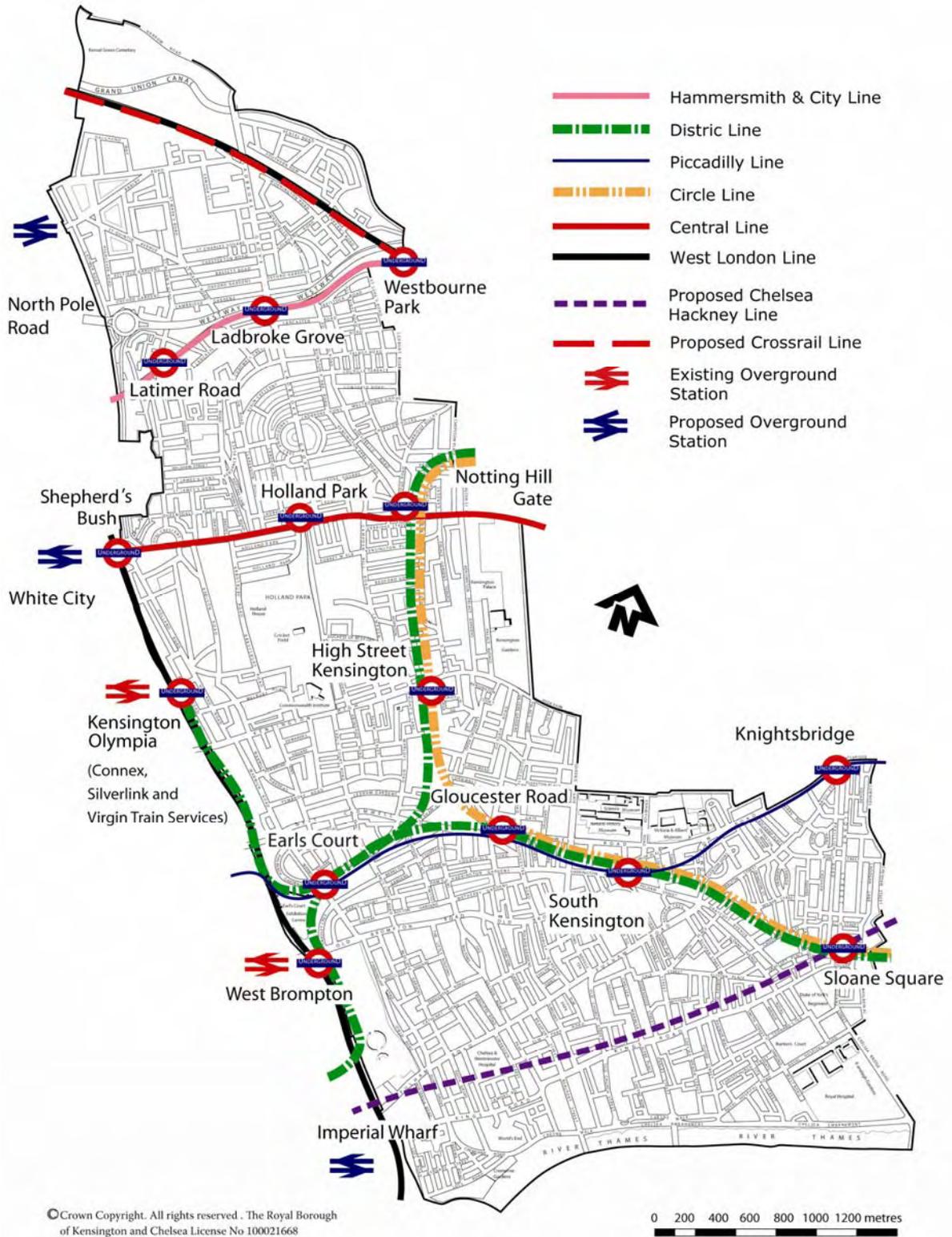
1.9 Tourism and leisure

- 1.9.1 In addition to the three well-known national museums located in the Royal Borough (the Natural History Museum, the Science Museum and the Victoria and Albert Museum), there are a number of smaller galleries and museums. These include: Leighton House Museum and Art Gallery, Linley Sambourne House Museum, the Orangery Gallery in Holland Park and the National Army Museum.
- 1.9.2 The world-famous attractions of Kensington Palace, Sloane Square, Exhibition Road, Kings Road and Portobello Road are also all located in the borough. In addition, the Earl's Court Exhibition Centre which hosts a variety of events year-round and is an Olympic venue in 2012 is located in the borough.
- 1.9.3 The Royal Borough is also home to some renowned events such as the Notting Hill Carnival, the Chelsea Flower Show, Opera Holland Park and the Portobello Road Film Festival.
- 1.9.4 In addition to leisure facilities such as sports pitches situated in many of the parks, there are three main Council leisure centres in the borough: the North Kensington Leisure Centre, the Chelsea Sports Centre and the Westway Sports Centre which includes an indoor climbing wall. There were more than 800,000 visits recorded between the latter two centres during 2004/2005.
- 1.9.5 The major shopping streets of Knightsbridge, King's Road, Kensington High Street, Portobello Road, Fulham Road and Sloane Street are located within the borough, which attract hundreds of thousands of visitors annually.

2. Local Transport Context

- 2.1.1 The Royal Borough is one of the smallest London boroughs being 1,213 hectares in area. It is also the mostly densely populated local authority area in England and Wales with 131.02 persons per hectare. This high population density together with the largely nineteenth century road network means that it is difficult to make changes to the road environment, such as allocating road space for specific road users.
- 2.1.2 The Royal Borough has a large volume of commuter traffic, both people travelling into the area and local residents travelling within and outside the borough. The area is relatively well served by the London Underground network with the Circle, District, Central, Piccadilly and Hammersmith and City Lines running through the borough.
- 2.1.3 There is no over-ground rail service currently within the Royal Borough but the West London Line runs along the eastern boundary of the borough with stations at Kensington Olympia and West Brompton, the proposed new station at Imperial Wharf and a possible new station at North Pole Road. The proposed Crossrail route between Brentwood and Maidenhead runs through the borough but no stations are proposed within its boundaries. Plan 2.1 shows the rail and underground networks in the borough.
- 2.1.4 There is an extensive bus network in the Royal Borough as shown as plan 2.2 below and ten per cent of journeys to and from work made by residents of the borough are by bus.
- 2.1.5 However, as can be seen from the public transport accessibility levels shown in Plan 2.3, parts of the north of the borough (that has no underground or rail links) and the far south along the Thames are still below the level that the Council would like to see.

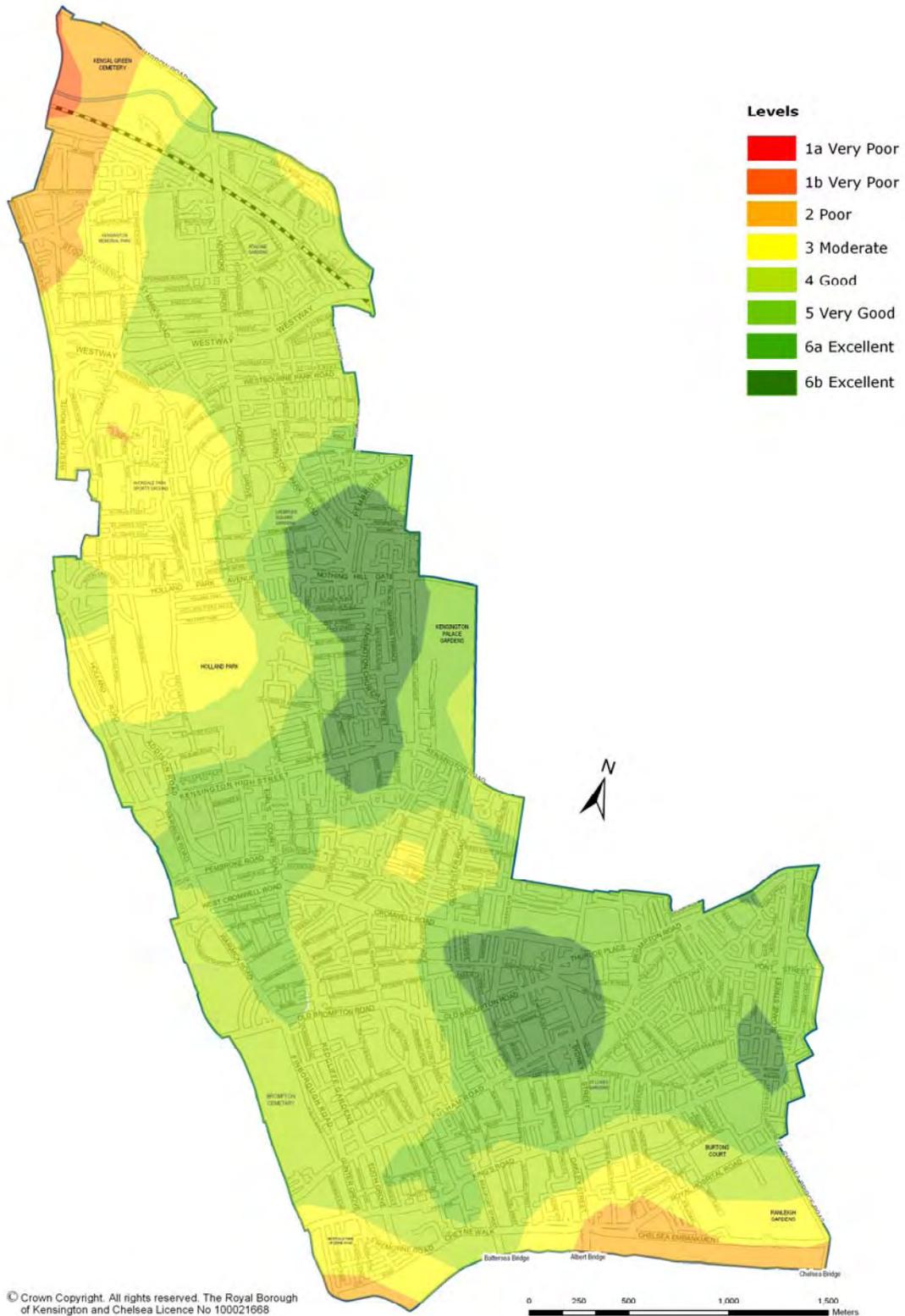
Plan 2.1: London underground and rail networks



Plan 2.2: Bus routes



Plan 2.3: Public transport accessibility levels



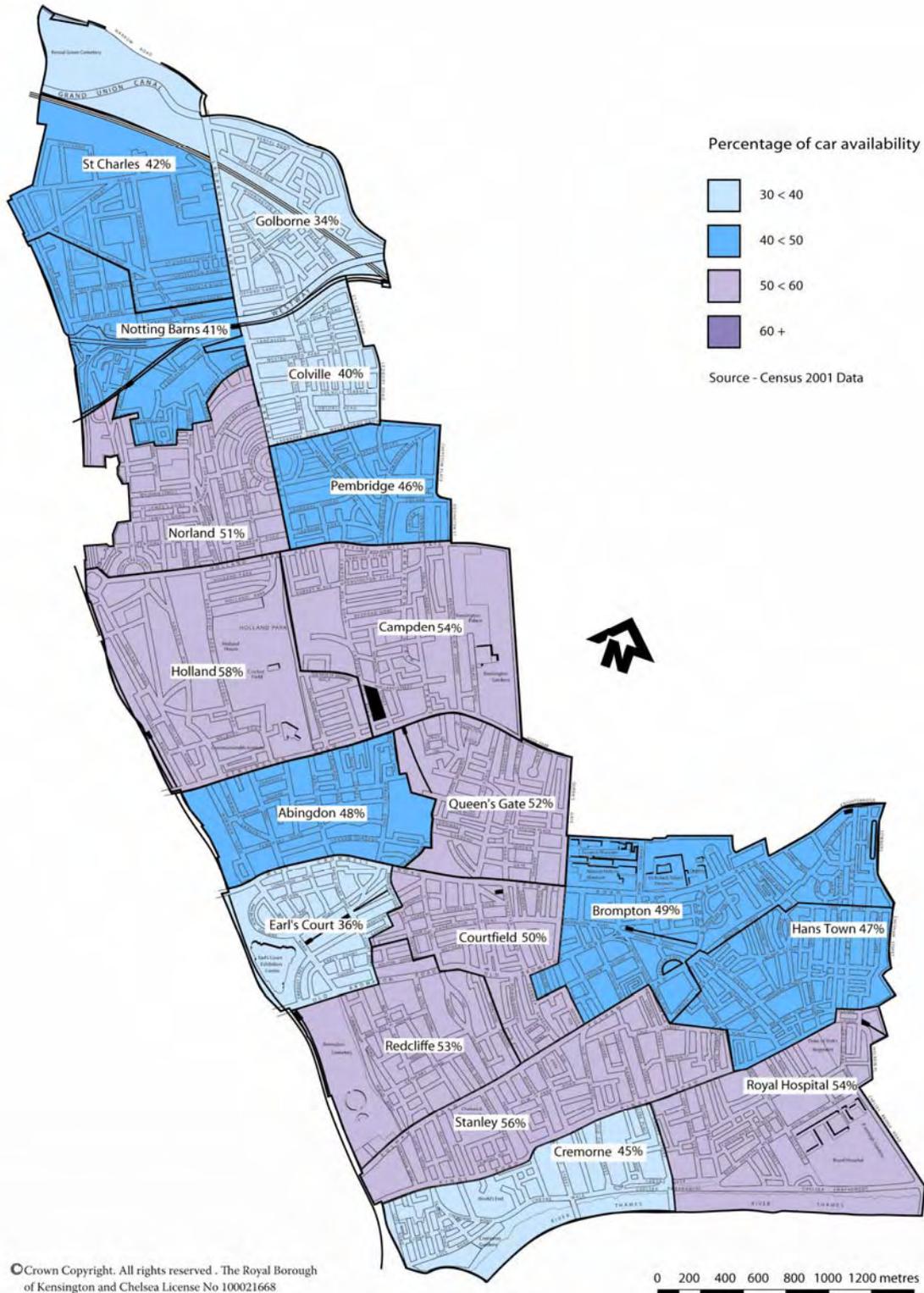
- 2.1.6 Local residents rely heavily on the underground for journeys to and from work with around 35 per cent of residents using this mode. The percentage of residents driving to work is slightly lower than the Inner London figure with about 17 per cent of Kensington and Chelsea residents using this mode compared to 19 per cent for Inner London and 34 per cent for Greater London. Details of modes used for travel to work are given in Table 2.1.
- 2.1.7 There are 207 km (127.6 miles) of roads in the Royal Borough. 28 km (17 miles) (13.5 per cent) are A roads, ten km (six miles) (4.8 per cent) are B roads and the remaining 169 km (105 miles) (81.6 per cent) are C roads or unclassified. Six per cent (12.5 km (7.8 miles)) of the roads in the borough are designated as part of the Transport for London Road Network (TLRN). TfL is the Highway Authority for these routes. These routes are:
- Westway (A40) – which follows on from the M40 into Central London
 - Cromwell Road (A4) – which follows on from the M4 into Central London
 - Earl's Court one-way system (A3220) – linking Shepherd's Bush, Kensington High Street and the Embankment
 - Chelsea Embankment (A3212) – running parallel with the Thames
- 2.1.8 The Council is the Highway Authority for all other adopted roads in the Royal Borough.
- 2.1.9 Plan 2.4 below shows the road hierarchy in the borough.

Plan 2.4: Road Hierarchy in the Royal Borough



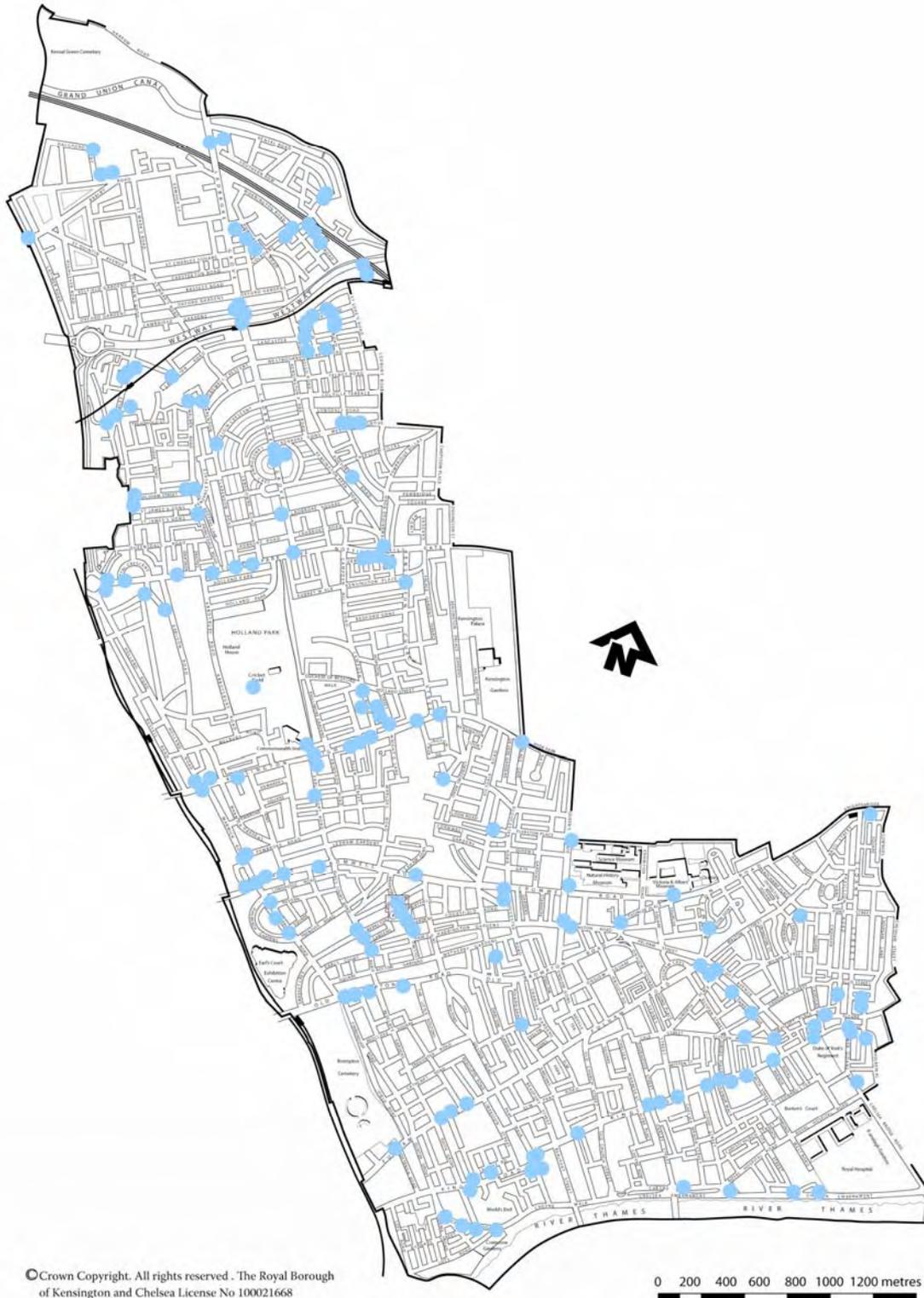
- 2.1.10 Access to the Royal Borough from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North/south through routes in the borough are restricted because of the presence of the Westway, the Hammersmith and City underground line, the Grand Union Canal, Holland Park and Kensington Gardens. Access into and out of the borough to the west is also restricted because of the West London railway line.
- 2.1.11 The restrictions on the available north/south or east/west routes mean that those routes that are available are heavily trafficked. These routes are also often major retail areas with heavy pedestrian flows, resulting in competition for road space.
- 2.1.12 The transport infrastructure has changed relatively little since its major development in the nineteenth century. The most notable changes in recent history have been:
- the construction of the Westway flyover
 - the decline in the use of the River Thames
- 2.1.13 In contrast to a low level of change in the infrastructure the demands placed upon it have continued to change and the demand for movement of people, goods and services has increased.
- 2.1.14 Historically, as with most other local authorities, the Royal Borough's focus was on using traffic management techniques to increase traffic capacity on the existing road network. However, there is little scope to further increase capacity in this way. Therefore, as with other London boroughs, the Council has moved away from trying to increase capacity to demand management, encouraging the use of alternatives to the private car and improving access to alternative modes of travel.
- 2.1.15 Congestion charging was extended to incorporate the majority of the borough in February 2007. While not all residents are in the extended zone, all residents in the borough will qualify for the residents' discount. It is expected that the number of vehicles travelling through the borough will decrease once congestion charging has been extended.
- 2.1.16 Car or van availability or ownership in Kensington and Chelsea is fairly typical for an Inner London borough. In the 2001 census half of all households reported they did not have access to a car or van, 39 per cent had access to one, eight per cent had access to two and two per cent had access to three or more cars or vans. Plan 2.5 shows the percentage of households with access to a car by ward.

Plan 2.5: Percentage of households with access to one or more cars or vans by ward



- 2.1.17 There has always been pressure on parking within the Royal Borough. With approximately 28,400 permit holders' parking bays in the borough and over 40,000 residents' parking permits issued, competition for parking spaces is high. There are about 6,000 bays available for short-stay visitors; these spaces are also in high demand although it is likely that the demand for visitor parking may reduce following the extension of congestion charging. There are 288 bays for holders of disabled badge holders (118 for Blue Badge holders and 170 for Purple Badge holders), 20 doctors' bays and 132 diplomat bays. Further details regarding parking, including enforcement can be found in Chapter Seven.
- 2.1.18 There are more than 1,500 parking spaces for powered two wheelers (P2W) in the borough spread over 187 locations. These are currently being reviewed and it is expected that this will increase to over 2,600 spaces. The Council is also introducing approximately 1,600 anchor points in bays for residents with motorcycle parking permits.
- 2.1.19 Compared with neighbouring boroughs and the rest of London, a relatively high percentage of residents normally travel to work by P2W (1.9 per cent; see Table 2.1).
- 2.1.20 Kensington and Chelsea pioneered a set of design principles that were used successfully in the award-winning redesign of Kensington High Street. In 2005/2006, the Council received the London Transport Award for Walking and the Public Realm for this innovative approach to highway design and streetscape. The Council is currently drawing up plans, based on this concept, for future works on Sloane Square and Exhibition Road. Ensuring streets are safe and attractive for pedestrians is key to the streetscape concept.
- 2.1.21 More than one in ten (12.9 per cent) of residents reported usually walking to work – a higher percentage than residents in neighbouring boroughs and London overall (see Table 2.1).
- 2.1.22 There are currently 925 bicycle parking stands in the borough providing some 1850 spaces and this number is increasing year on year. Compared with neighbouring boroughs and Inner London overall, a relatively low proportion of residents usually travel to work by bicycle (2.8 per cent; see Table 2.1). However, bicyclist numbers have increased in recent years, particularly on the east/west routes through the borough where an average increase of 18 per cent has been seen since 1990. The numbers are expected to increase further following the extension of congestion charging.

Plan 2.6: Bicycle parking in the Royal Borough



- 2.1.23 There are four London Cycle Network Plus (LCN+) routes running east/west through the Royal Borough and one running north/south. Plan 2.7 shows the LCN+ network in the borough.

Plan 2.7: The LCN+ network in the Royal Borough



2.1.24 As with other Inner London boroughs, traffic congestion is an ongoing problem in Kensington and Chelsea. As well as residents' vehicles on the streets, many

coaches and taxis enter the borough because of the number of tourist hotels, museums and other areas of interest such as the Earl's Court Exhibition Centre.

- 2.1.25 The Royal Borough was declared an Air Quality Management Area in 2000 and, whilst the resultant Action Plans have been implemented effectively, the levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) still exceed the objective levels set by the government as illustrated in Plans 1.4 and 1.5. As would be expected, pollution levels are highest around main roads. The Council is using a variety of approaches to help mitigate pollution levels.
- 2.1.26 The main transport issues currently facing the Royal Borough are:
- the extension of congestion charging in February 2007
 - relieving congestion in the crowded southwest of the borough
 - improving air quality across the borough, with particular attention to hotspot locations, such as King's Road and Sloane Square
 - improving public transport in the southwest of the borough
 - improving public transport serving the north of the borough
 - improving pedestrian facilities at busy junctions
 - addressing environmental and road safety issues along the A roads and Busy Bus routes
 - achieving casualty reduction targets
 - achieving school travel plan (STP) targets
 - reducing overcrowding on public transport and at underground stations especially Earl's Court and High Street Kensington
 - ensuring adequate public transport provision for the 2012 Olympics, particularly for access to Earl's Court Exhibition Centre, the venue for the volleyball competition
 - the impact on public transport and through routes of any extension of Heathrow Airport
- 2.1.27 Table 2.1 below compares the travel to work patterns of the residents of the Royal Borough with those of Hammersmith and Fulham, Westminster and Inner and Greater London.

		Kensington and Chelsea	Hammersmith and Fulham	Westminster	Inner London¹	Greater London
Number of people in employment		55,771	83,023	89,472	1,253,781	3,319,134
Percentage						
Usual method of travelling to work	Works mainly at or from home	13.58	8.88	11.07	8.77	8.61
	Underground, metro, light rail or tram	34.88	37.63	27.85	25.36	18.84
	Train	2.74	3.67	10.42	10.18	12.18
	Bus, minibus or coach	10.52	10.71	14.29	13.58	11.12
	Taxi or minicab	1.69	2.2	1.55	1.41	1.42
	Driving a car or van	16.87	17.97	19.91	18.75	33.5
	Passenger in a car or van	1.45	1.03	1.45	1.39	2.51
	Motorcycle, scooter or moped	1.94	0.51	0.76	0.73	0.65
	Bicycle	2.82	4.75	3.47	3.15	2.33
	On foot	12.61	12.13	10.96	10.15	8.42
	Other	0.91	0.52	0.53	0.50	0.42

¹Inner London: Hammersmith and Fulham, Kensington and Chelsea, Westminster, Camden, Haringey, Islington, Hackney, Tower Hamlets, Newham, City of London, Southwark, Lewisham, Lambeth and Wandsworth.

3. Borough Policy Statement

3.1 Building a Better City Life

3.1.1 The Council launched its updated objectives in June 2006 under the heading "Building a Better City Life" as listed below:

- **Responding to residents**
 - Putting residents first
 - Listening to and responding to all of our residents
 - Providing clear information on our services, activities and ambitions
 - Recognising the diverse needs, ambitions and backgrounds of our residents
 - Championing residents' interests
- **Really good services**
 - Providing services that are well-led and well-managed
 - Setting ambitious and clear goals
 - Keeping well-informed, being willing to learn and ready to improve
 - Working successfully with our partners
- **Renewing the legacy**
 - Delivering high quality buildings and public spaces - from schools and libraries to housing and parks
 - Removing clutter from our streets and using high quality materials to improve our environment
 - Working with partners to make the borough more attractive
 - Using our planning powers to protect the borough's character and improve its appearance

3.2 Renewing the Legacy

3.2.1 Under the "Renewing the Legacy" objective the Council has launched the 21 Projects for the 21st Century initiative. Many of these involve transport and the environment and are listed below:

- World's End Place – a great public space for West Chelsea
- Golborne Road – a great place to live, work and visit
- A Royal Borough standard in streetscape – more white lighting, more Yorkstone, less clutter, smarter street furniture, better design
- More public art
- Sloane Square – one of London's finest squares
- Exhibition Road – a world class streetscape
- Little Wormwood Scrubs – a greatly improved local park for local people
- Brompton Cemetery – owned and managed by Kensington and Chelsea
- A more beautiful South Kensington – a better station and a better setting
- Wornington Green – a chance to remodel a disadvantaged corner of the borough.

3.3 Council Policies

3.3.1 The Council's transport policies have been developed through its main planning policy document, the *Unitary Development Plan* (UDP) and the transport policy related documents, the former *Transport Policies and Programme* (TPP), the *Interim Transport Plan* (ITP) and the *Interim Local Implementation Plan* (ILIP).

Other plans and strategies that impact upon transport include the *Environment Strategy* and the *Community Strategy*.

- 3.3.2 The Council's UDP was adopted in May 2002 and the policies it contains are currently being reviewed as boroughs move towards their Local Development Frameworks (LDF) to reflect the Mayor of London's *London Plan*. Unfortunately the timetables for developing LIPs and LDFs are not synchronised and the UDP remains the key transport planning policy document as far as the LIP is concerned. The Council's local planning policies are, and any plans to amend them will be, in general conformity with the London Plan.
- 3.3.3 The overall aim of the UDP is "to maintain and enhance the character and function of the borough as a residential area and to ensure its continuing role within the metropolitan area as an attractive place in which to live and work". In terms of transport the principal strategic policy is "to seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character, amenity and quality of the Royal Borough". The UDP aims to contribute to the development of a transport system for the Royal Borough which is:
- safe
 - efficient
 - environmentally acceptable
 - provides for walking, cycling and use of the river
- 3.3.4 The Council has therefore adopted the following objectives for transport in its UDP:
- to locate high trip-generating activity in areas well served by public transport
 - to improve access to all land uses, especially for those with special mobility needs through the efficient use of the transport network
 - to reduce the need to travel and, in particular, the number and length of motor vehicle trips by ensuring that development is located appropriately
 - to promote measures to reduce the need to travel
 - to reduce overall levels of road traffic in the borough
 - to reduce air pollution from road traffic and the noise nuisance caused by transport
 - to increase the proportion of journeys made on foot and by bicycle
 - to improve public transport so it is more convenient and reliable to use, is better able to meet demand and is attractive as an alternative to the private car
 - to reduce the number and severity of road accident casualties
 - to minimise the adverse effects of traffic in the borough, particularly on the environment of residential areas and shopping centres
 - to ensure that development does not add to on-street parking stress, in particular where demand is already saturated
 - to ensure that changes to the transport infrastructure improve the borough's townscape
- 3.3.5 Motorised traffic has many adverse effects on people's health and on the predominantly residential character of the borough, these include:
- road safety problems for all road users
 - the effects on health of vehicle emissions, traffic noise and a lack of exercise brought on by the increased use of the private car
 - deterioration in the environment of residential areas and shopping centres brought about by excessive traffic speeds and use by non-local traffic

- restrictions on the movement of pedestrians, cyclists and people with special mobility needs, as well as severance of local communities, through the presence of roads and heavy traffic
- congestion, resulting in less convenience for people making local trips by bus and by car
- heavy demand for kerbside parking and loading space leading to saturated parking conditions, with vehicles circulating looking for space

3.3.6 The Council is very proud of the environment it has inherited and has been at the forefront of streetscape design over recent years, most notably with the award-winning Kensington High Street improvements completed in 2003. The developing emphasis on streetscape issues reflected in the "Building a Better City Life" objectives is documented in the Royal Borough's Streetscape Guide and its current high profile proposals for Sloane Square and Exhibition Road.

3.4 Partnerships

3.4.1 The Royal Borough is a member of the London Bus Priority Network (LBPN), the London Bridges Engineering Group (LoBEG), the London Cycle Network Plus (LCN+), the Strategic Walking Network and London Lorry Control Scheme London-wide partnerships as well as three sub-regional partnerships as below:

- Central London Partnership (CLP)
- The North Orbital Rail Partnership (NORP)
- The South and West London Transport Conference (SWELTRAC)

3.4.2 The LIP common statements for each partnership are given in Appendix I.

3.5 Mayor's Transport Strategy

3.5.1 The LIP is a statutory document under the *Greater London Authority Act 1999* to demonstrate how London boroughs intend to implement the Mayor of London's Transport Strategy (MTS).

3.5.2 The Mayor of London's priorities for transport in London relevant to the LIP are to:

- improve road safety
- improve bus journey times and reliability
- relieve traffic congestion and improve journey time reliability
- improve the working of parking and loading arrangements
- improve accessibility and social inclusion on the transport network
- encourage walking
- encourage cycling
- bring transport infrastructure to a state of good repair

3.5.3 This LIP sets out the Council's proposals to implement the MTS over the coming years across the Royal Borough.

4. Equality Impact Assessment

4.1 Background

- 4.1.1 The Council has a clear policy that sets out its commitment to promoting equality and respecting diversity, by delivering fair, accessible and relevant services and equal opportunities in employment.
- 4.1.2 The Royal Borough contains one of the most diverse populations in London. We seek to recognise and value the differences in the people we serve and employ. These include differences in age, disability, race, faith, gender and sexual orientation.
- 4.1.3 The Council produced an updated Equality Scheme and accompanying Action Plan in 2006 setting out the Council's objectives, targets and the specific actions that it will take to achieve its ambitions for equality and inclusivity, and thereby fulfil its statutory duties.
- 4.1.4 There are a number of legal duties that the Council must fulfil in relation to equality. Although the legal framework is still based on anti-discrimination provisions, there has been a major shift towards positive duties that require public bodies such as the Council to promote good equality practice.
- 4.1.5 The first positive equality duty was introduced in relation to race in 2000. The Council established a Race Equality Scheme in 2002, followed by a Race Action Plan in 2004 to meet its race equality duty. An equivalent disability equality duty has come into force in December 2006 and a gender equality duty will come into force in April 2007.
- 4.1.6 We want to go beyond our legal duties to implement the spirit and principles underlying equalities legislation. That is why, since 2005, we have expanded the scope of our Equality Scheme and Action Plan to cover all aspects of equality, as well as those we are required to cover by law.
- 4.1.7 It is also why we have made a commitment to achieve the "Equality Mark", awarded to local authorities that are externally assessed as having attained the level five of the Equality Standard for Local Government. The Council has already achieved level four, and aims to achieve level five during 2007/2008.
- 4.1.8 We recognise that quality of life for the different communities in the borough is most likely to be improved when local people and the organisations that serve them work together. The Kensington and Chelsea Partnership, consisting of local public organisations such as the Council, the police and Primary Care Trust working alongside the voluntary sector, business and community groups, has prepared a Community Strategy for the Royal Borough, following extensive consultation with local groups and individuals, which contains a challenging set of objectives for equality and inclusivity.
- 4.1.9 We have adopted these local ambitions and objectives as the basis of our Equality Scheme. Our Equality Action Plan sets out the specific actions that the Council will take to contribute to their achievement.

4.2 Equality Impact Assessment of the LIP

4.2.1 Name of strategy, project or policy: Royal Borough of Kensington and Chelsea Local Implementation Plan

4.2.2 Main purpose of the strategy/ policy/ project: To demonstrate how Kensington and Chelsea aim to implement the Mayor’s Transport Strategy.

4.2.3 Main policy areas

- Principal road renewal
- Bus stop accessibility
- Parallel initiatives (considering the needs of all road users along a route or area and in particular along A roads and busy bus routes as defined by TfL)
- Road safety
- Town centres
- 20 mph zone
- Streets for people
- Walking
- Cycling
- Regeneration
- Bus priority
- Station access
- Freight
- Car parking and enforcement
- Workplace travel plans
- Travel awareness
- Education, training and publicity
- Community transport
- Accessible transport
- Bridge strengthening and assessment

4.2.4 Consultation

Details of the organisations that were consulted on the draft LIP are included in Chapter Ten. Unfortunately, many of the consultees did not respond to the consultation. SixtyPlus did respond and had no adverse comments to make.

The Council will continue the existing practice of consulting on individual schemes when appropriate so that the views and concerns of various equality target groups are considered.

4.2.5 Main beneficiaries

Borough residents, those who work in or travel through the borough, tourists and visitors, TfL and the Mayor of London.

4.2.6 Impacts on target groups

Table 4.1 shows the overall impact of the LIP on equality target groups and indicates which policies and proposals will contribute to this impact. A description of each policy area follows Table 4.1. The Council recognises that while the overall effects of the various programme areas is positive, individual schemes may have elements that will have a negative impact on some groups, for example disruption caused during construction works and conflicting requirements for different road user groups. The Council will work to minimise these impacts by consultation, high quality design, and consideration of mitigating measures when appropriate.

Table 4.1: Impact of the LIP policy areas on equality target groups														
See text for explanations and rationale for levels of impact.														
Equality target group	Overall impact	Bus stop accessibility	Parallel initiatives	Road safety	Town centres	20 mph zone	Streets for people	Walking	Cycling	Regeneration	Station access	Education, training and publicity	Community transport	Accessible transport
Gender														
Women	Positive	✓			✓		✓	✓	✓		✓			
Men	Neutral													
Race														
Asian or Asian British people	Neutral													
Black or Black British people	Neutral													
Chinese people and other people	Neutral													
People of mixed race	Neutral													
White people (including Irish people)	Positive									✓				
Disabled people	Positive	✓	✓	✓	✓	✓	✓	✓					✓	✓
Lesbians, gay men and bisexuals	Neutral													
Transgender people	Neutral													
Older people (60+)	Positive	✓		✓			✓				✓		✓	✓
Younger people (17-25) and children	Positive	✓						✓	✓			✓		
Faith groups	Neutral													

-
- 4.2.7 The **bus stop accessibility** programmes will improve access to public transport, improve travel choice and quality and provide transport links to jobs, facilities and services that meet the particular needs of people with mobility problems, older people, young people and children as well as women who tend to have less access to cars. The Council recently completed a bus stop audit of every bus stop in the borough. This information will be used to develop a programme to improve accessibility at an average of seven bus stops per year. All changes will conform to the TfL Accessible bus stop design guidance and will improve access for all passengers, particularly older and less mobile people. Priority will be given to bus stops located close to hospitals and health centres, as well as stops which have high passenger use and multiple bus routes serving them.
- 4.2.8 Some **parallel initiatives** will have a positive impact on disabled people. These include: Ladbroke Grove, with its improved streetscape benefiting disabled people as well as other pavement users; and King's Road, with street clutter removal plans and road treatments. Any potential conflicts between different road user groups will be minimised by effective consultation and high quality design. Taxi ranks will also be enhanced where necessary to improve accessibility and security for users, particularly the elderly, the disabled and women. Improving safety and security particularly for vulnerable groups will be addressed as part of the scheme design process.
- 4.2.9 Local **road safety** schemes will have a greater benefit for older people and disabled people as these groups are particularly vulnerable to road accidents. The ultimate aim is to reduce the number and severity of accidents and detailed proposals will be developed following route studies, mass action plans such as anti-skid treatment and junction studies.
- 4.2.10 In **town centre** improvements, as well as the standard streetscape improvements such as wider footways and reduced street clutter, the Notting Hill Gate proposal includes improved on-street provisions for disabled people, particularly at pedestrian crossings. Other shopping centre improvements include improved interchange between underground stations and bus stops and improved street lighting. This will have particular benefit for women travelling at night due to reduced likelihood of crime. Improving safety and security particularly for vulnerable groups will be addressed as part of the scheme design process. Taxi ranks will also be enhanced where necessary to improve accessibility and security for users, particularly the elderly, the disabled and women. Any potential conflicts between different road user groups will be minimised by effective consultation and high quality design.
- 4.2.11 Introducing a **20mph zone** in Golborne Road should result in a reduction in road traffic casualties, a reduction in inappropriate speeds, improved streetscape, improved pedestrian environment, less crowded footways and improved balance between pedestrians and traffic. Whilst these factors obviously benefit all road users, it is felt that a positive impact would particularly be felt by disabled people. Any potential conflicts between different road user groups will be minimised by effective consultation and high quality design.
- 4.2.12 Specific **streets for people** schemes will have positive impacts on equality target groups. For example, as part of the Exhibition Road developments there will be wider footways, reduced street clutter and improved street lighting. Enhancements to the pedestrian tunnel will improve accessibility for wheelchair users by providing lifts and inclined travelators to allow step-free access to the Victoria and Albert and Natural History Museums and eventually, once London Underground Ltd has implemented station improvement works, step-free access
-

from street level to the platforms at South Kensington Station. Environmental improvements are planned for the junction of Gloucester Road, Stanhope Gardens and Harrington Gardens along with improved provisions for disabled people at pedestrian crossings. The improved lighting will improve the perception of safety for all pedestrians but particularly for women walking at night. Improving safety and security particularly for vulnerable groups will be addressed as part of the scheme design process. Any potential conflicts between different road user groups will be minimised by effective consultation and high quality design. Taxi ranks will also be enhanced where necessary to improve accessibility and security for users, particularly the elderly, the disabled and women.

- 4.2.13 There are various **walking** and **cycling** initiatives that will benefit non-car users, traditionally women and young people. These include: improved pedestrian facilities; streetscape improvements such as reduced street clutter and improved lighting – particularly white light which provides clearer CCTV pictures and reduces the fear of crime; improved street cleaning; improving the Thames Path including increasing bicycle parking; improving walking routes under and beside the Westway (A40); and improvements to the Grand Union Canal towpath. Any potential conflicts between different road user groups will be minimised by effective consultation and high quality design. The Council also offers free bicyclist training, which includes awareness raising to reduce bicycling on footways, to anyone who lives, works or studies in the borough.
- 4.2.14 There is a **regeneration** project proposed to develop and implement environmental and access improvements to the Westway Travellers' Site, including Stable Way. Stable Way is the private access road to the travellers' site and runs from Latimer Road. Improving safety and security particularly for vulnerable groups will be addressed as part of the scheme design process. The majority of residents at the Westway Travellers' Site are White Irish people.
- 4.2.15 There are improvements to **station access** planned at Westbourne Park Station (Hammersmith and City line); Ladbroke Grove Station (Hammersmith and City line); Knightsbridge Station (Piccadilly line); and Latimer Road Station (Hammersmith and City line). Whilst these improvements will benefit all station users reducing the likelihood of crime, there will be particular impact on women and older people travelling at night due to improved lighting. There are no national rail stations within the borough although there is limited access to West Brompton and Olympia from borough roads. The Council will support proposals to improve the access to and within these stations.
- 4.2.16 Two elements of the **education, training and publicity** proposal are aimed at schoolchildren. Theatre in education explores road safety issues with children in years eight and nine and safe driving for those in year ten and above. Practical pedestrian skills training focuses on children aged six and seven to promote good road safety skills. Both aim to reduce road traffic incidents.
- 4.2.17 A **community transport project** is proposed to support Westway Community Transport's community car scheme. This is a service for mobility-impaired, disabled or older people who find it difficult or impossible to use public transport. The scheme focuses on target groups in the borough such as people in sheltered accommodation and areas where public transport is overcrowded or the roads are physically too narrow for bus services to run.
- 4.2.18 The plans surrounding **accessible transport** include: travel assistance training to increase confidence in using public transport for people with a physical impairment, a visual impairment, learning difficulties, older people, mental health service users and victims of crime; promoting the mobile scooter loan

scheme to encourage more users, particularly younger disabled people and visitors; introducing dropped kerbs to ease accessibility to certain public buildings and pedestrian crossings; and introducing a lift on the southbound platform at West Brompton underground station.

- 4.2.19 Whilst there are no proposals that directly benefit any specific **race groups** (aside from the regeneration project), it is felt that all of the improvements are aimed at benefiting any individual using any form of transportation in the borough. There is evidence to suggest that certain race groups, particularly Black and Black British people, are less likely to have access to a car or van (see Table 4.2) and so it could be said that any proposals encouraging a modal shift to transport other than cars will benefit these groups.

By household (%)	White and White British	Mixed race	Asian and Asian British	Black and Black British	Chinese or other ethnic group	Total
No cars or vans	48.1	62.3	51.1	68.7	60.4	50.4
One car or van	40.7	31.9	39.7	26.8	32.5	39.2
Two or more cars or vans	11.2	5.8	9.2	4.5	7.1	10.4
Total	100.0	100.0	100.0	100.0	100.0	100.0

- 4.2.20 Also, projects such as the community car project and the accessible transport proposals benefit older and disabled people regardless of race, gender, faith, sexuality or any other equality grouping.
- 4.2.21 There are no proposals that specifically target **faith groups**, however they might benefit indirectly due to easier access to places of worship.

4.3 Mitigation

- 4.3.1 Whilst proposals have been developed in line with equalities standards and with a view to benefiting equalities target groups, inevitably there might be some conflict between different groups.
- 4.3.2 To ameliorate any negative impacts as best as possible, appropriate consultation is carried out on projects including with local specialist groups such as Action Disability Kensington and Chelsea and local residents.

5. LIP Proposals for Mayor of London's Transport Strategy Priority Areas

This chapter deals with the issues that TfL LIP Guidance states London boroughs "must" and "are encouraged" to address to the Mayor of London's satisfaction in order for their LIP to gain Mayoral approval. To assist cross referencing, the issues are addressed in the same order as they appear in the matrix in Appendix C of the LIP Guidance and are identified by the appropriate MTS policy or proposal reference and borough response required. To minimise repetition throughout the document, where a certain issue is addressed elsewhere in the LIP a reference to the relevant section is given. References to LIP Proposal Forms included as Appendix II, are also given where appropriate, for example F1/RBKC/RO/1.

5.1 Mayor of London's Transport Strategies

5.1.1 **Policy 3 Po5:** *The GLA and TfL will work with the London boroughs to promote and support sustainable forms of residential and town centre development, including: applying Sustainable Residential Quality principles for residential areas; ensuring residential developments are located within easy reach of existing or new public transport links; seeking to improve public transport access and the pedestrian environment in town centres.*

Borough response required: *Boroughs are encouraged to set out their planning policy context and any plans to amend it in line with the London Plan. Boroughs are also encouraged to support improved public transport and pedestrian environments as well as sustainable forms of residential and town centre development.*

Response: The Council's planning policies are set out in its UDP. With respect to transport the UDP contains the following strategies which are all generally compatible with the London Plan and the MTS:

- to support the reduction of road traffic movement within the metropolitan area
- to support measures to reduce air and noise pollution from motor vehicles
- to promote walking and improve the pedestrian environment
- to promote cycling and to provide comprehensively for cyclists
- to support and encourage the improvement of the public transport network for the metropolitan area, including the needs of the disabled
- to encourage the use of rail for passenger and freight movement
- to support the development of new rail links around London for through passenger and freight movement in order to release capacity in London for local services
- to support local bus services and measures to improve service quality, including the development of the London Bus Priority Network
- to support the use of the River Thames and other waterways for passenger and freight movements
- to achieve targets set for the reduction in the number and severity of road casualties in the borough through traffic safety schemes, education and training initiatives, as well as promoting enforcement initiatives
- to support the maintenance of a strategic London Road Network and to ensure a consistent road hierarchy between the Royal Borough and adjoining boroughs
- to implement programmes of comprehensive traffic management and accident remedial measures on all roads in the borough, incorporating facilities to help pedestrians, cyclists and buses, where appropriate

- to support the effective London-wide control of night-time and weekend lorry movement
- to monitor regularly demand in the Controlled Parking Zone and periodically review its operation, including regulations for the issue of residents permits, taking account of the supply of on-street and off-street parking space
- to oppose any increased capacity at Heathrow Airport unless associated improvements to the public transport networks are developed to relieve increased pressure on the networks within the borough

In support of the above strategies the UDP highlights 45 local transport related policies covering the following themes:

- the location of development
- walking
- cycling
- public transport
- road safety
- roads and traffic management
- public on-street and public off-street parking
- control of development
- helicopter facilities

It also encompasses three transport related Supplementary Guidance Notes on Air Quality, Permit-free and Car-free plus Permit-free Residential Developments and Technical Guidance on Transportation Standards. The last note covers permission for works to, or furniture on, the highway, streetscape, pedestrians, tables and chairs and permanent street furniture, the transportation needs of disabled people, cyclists, parking quantities and dimensions, vehicle access considerations and refuse storage and collection as well as parking and servicing standards and design.

The UDP seeks to promote sustainable residential and commercial development through locating high trip generating uses in areas which are or will be served by public transport and by encouraging the local provision of services and facilities to reduce the need to travel. It also promotes sustainable development to conserve and enhance the environmental quality of the Royal Borough.

- 5.1.2 **Policy 3 Po6:** *Transport initiatives and plans will contribute to improving the cultural life of London by, for example: supporting growth in tourism, sport and the cultural, and creative industries in London; providing improvements to off peak and night time services in those areas where there is demand for these services; ensuring that transport services and infrastructure are in place to enable London to host major cultural and sporting events; enhancing the value of London's streets and other public spaces as places for recreation and cultural events where appropriate; protecting the transport heritage whilst adopting high standards of contemporary design.*

Borough response required: *Boroughs are encouraged to include, where relevant, their transport plans associated with the cultural life of London.*

Boroughs are also encouraged to indicate what transport schemes, if any, they are proposing as part of the overall transport plan for the London Olympics 2012.

Response: The Royal Borough plays an important part in London's cultural life and as a tourist attraction in its own right. It is home to the Natural History, Science and Victoria and Albert museums as well as numerous smaller galleries and museums. The world-famous attractions of Kensington Palace, Earl's Court

Exhibition Centre, Sloane Square, Exhibition Road, Knightsbridge, King's Road and Portobello Road are also all located in the borough. Several renowned events such as the Notting Hill Carnival and the Chelsea Flower Show take place in the borough.

The Council has a designated Carnival Officer who co-ordinates the required traffic management and parking restrictions and suspensions with the Police, the City of Westminster and other stakeholders. The Council then makes an annual Traffic Order which covers road closures in certain roads and prohibits parking on single yellow lines in others. The Chelsea Flower Show operates on a much smaller scale and limited traffic management measures and parking suspensions are introduced to assist the additional traffic flow, including buses.

The Streets for People proposals for Sloane Square (F1/RBKC/SfP/1) will help to enhance the area as a destination for culture and tourism. Associated with the museums and other cultural attractions around South Kensington are the Council's Streets for People proposals for Exhibition Road (F1/RBKC/SfP/2) and South Kensington Station – one way system (F1/RBKC/SfP/3). Both the Sloane Square and Exhibition Road proposals are included in the first phase of the Mayor of London's 100 Open Spaces initiative.

The Council's general commitment to maintaining its streets and footways to high standards and its on-going programme of streetscape improvements all help to enhance its status as a cultural centre.

Whilst the only Olympic event currently scheduled to take place in the Royal Borough is volleyball at the Earl's Court Exhibition Centre on the boundary with Hammersmith and Fulham, the Council is keen to work with TfL and other agencies to ensure London hosts a successful Olympics in 2012.

The Council sees the West Cromwell Road as an important gateway to the Royal Borough and central London from Heathrow and the west and is working closely with TfL on the A4 West Cromwell Road Streetscape Improvement proposals.

- 5.1.3 **Policy 3.Po7:** *In exercising his functions in relation to planning applications, draft Unitary Development Plans and other land use matters the Mayor will give due weight to the matters listed below. The London boroughs should also give due weight to these matters in exercising their functions in relation to planning applications and development plans, where appropriate: that development should be planned and located with the aim of providing a range of attractive and convenient travel choices, and encouraging alternatives to car use, in accordance with Planning Policy Guidance Note 13 (PPG13)6; in particular, new high density trip generating development should be located in areas that are, or will be made, accessible by public transport, taking account of public transport capacity, the management of parking; in the interim, until the London Plan (Spatial Development Strategy) is finalised, boroughs should have regard to the standards for employment generating uses (A2/B1) as set out in London Planning Guidance, RPG3 {16}, and modified by Regional Planning Guidance for the South East (RPG9)2.*

The London boroughs should also have regard to the parking standards for residential dwellings set out in the Government's Planning Policy Guidance Note 3: Housing (PPG3)17, the former London Planning Advisory Committee's policies for sustainable residential quality (12), and the possibility of applying stricter standards; the need to support and enhance the role of London's town centres by providing sustainable access through land-use planning, development and transport policies, in accordance with Planning Policy Guidance Note 6 (PPG6)18; the provision of developer contributions for transport measures

where appropriate and reasonably related to the development proposal; the provision of transport assessments for mayor new trip generating development proposals - these should include information about how travel behaviour will be influenced by the proposed development, and how public transport, walking and cycling will be encouraged. Workplace travel plans should be produced where appropriate

Borough response required: *Boroughs must demonstrate how they give due weight to these matters. In particular how they support the location of high density trip generating development in areas that have or will have both high levels of public transport accessibility and capacity, sufficient to meet the needs of development and how parking provision reflects levels of public transport accessibility. Boroughs are encouraged to include reference to the use of 'Public Transport Accessibility Levels' as a tool for assessing public transport accessibility.*

Response: The Council's transport-related planning policies are set out in its UDP, details of which can be found in Chapter Three - Borough Policy Statement and the response to Policy 3.Po5.

The Council is concerned about the effects of traffic generated by development. Developments should be planned in such a way to reduce the need to travel and to encourage the use of alternatives to the private car that have less of an environmental impact. High trip-generating developments should therefore be located in areas well served by public transport in line with Planning Policy Guidance Note 13 (PPG13). The Council has devised a public transport accessibility map which is based on indices indicating walking times to bus stops and underground stations and the frequency of bus and underground services. The indices are banded into five groups of accessibility ranging from "high" to "low". These groups are relative values as they represent access to public transport in Kensington and Chelsea. Plan 2.3 showing public transport accessibility in the borough is given in Chapter Two – Transport Context. The Council considers that high trip-generating development should be located in areas with good public transport accessibility where there is capacity for additional passengers.

The above approach is supported by limiting the provision of private non-residential parking and controlling on-street parking, in order to minimise traffic generation and secure sustainable patterns of development. The Council's UDP parking standards are set out in its Parking and Enforcement Plan in Chapter Seven.

Where appropriate the Council will negotiate developer contributions from related developments for improvements to transport services and facilities, including public transport services, walking and cycling facilities and improvements to the pedestrian environment, particularly around public transport nodes.

The Council currently encourages the incorporation of workplace or school travel plans (STPs) in planning applications as appropriate.

- 5.1.4 **Policy 3.Po8:** *TfL, the GLA, and the London Development Agency will work together and with other key partners to identify and promote: suitable sites for high quality, carefully designed, higher density and mixed use development in locations where there are high levels of public transport access and capacity; sustainable forms of land use and transport in London's suburbs to improve the quality of access for the 60% of Londoners who live there; highly accessible 'hub' nodes which could act as key development and interchange points and,*

where appropriate, also link with regeneration initiatives; suitable sites across London for passenger transport purposes such as bus depots, and for goods such as distribution centres and freight interchanges; suitable sites for a small number of major freight interchanges between road, rail, and water with high multi-modal accessibility, which support sustainable economic development

Borough response required: *Boroughs are encouraged to include evidence of support for high quality, higher density and mixed-use development in locations where there are, or will be, high levels of public transport accessibility and capacity.*

Boroughs are also encouraged to provide evidence of the provision of suitable sites for public transport and freight distribution centres and interchanges.

Response: See responses to Policy 3.Po5 and Policy 3.Po7 and the Borough Policy Statement in Chapter Three.

The Council's UDP seeks to promote high environmental and architectural design standards and to maximise the residential capacity of the borough in line with Strategic Guidance for London.

The Royal Borough will benefit from two major new public transport interchanges at Shepherd's Bush and Imperial Wharf stations on the West London Line (WLL). Where major development proposals have been submitted, such as at Ladbrooke Green, the Council has been keen to ensure the provision of good quality interchange and bus stand facilities.

While there are no obvious sites for new public transport/freight interchange or bus garage facilities at present, the Council will keep them under review and respond to any proposals put forward by TfL.

- 5.1.5 ***Policy 3.Po9:*** *Transport initiatives and plans should support social inclusion by taking account of the needs of all Londoners to access jobs, facilities and services through: taking account of the particular needs of deprived areas when determining programmes for transport improvements; addressing the needs of groups with specific travel requirements; introducing equality policies to ensure that transport organisations' workforces at every level fully reflect London, particularly by increasing the employment of women, disabled people, and black and ethnic minority people at every level; and ensuring that transport workers particularly front line staff are trained to deal properly with the diverse requirements of people using the transport system, and continuing to ensure that all staff are protected from harassment and discrimination.*

Borough response required: *Boroughs are encouraged to include actions to support adequate transport provision for deprived areas and all social groups, particularly equality and inclusion target groups.*

Response: The Council recognises that the areas of the borough with the poorest public transport accessibility levels are also generally the most deprived.

The Council continues to lobby for increases in public transport, particularly bus services, in these areas and has to some extent been successful with the introduction of new and extended bus services. However, in some instances this has resulted in decreases in the frequency of existing services.

The 452 is a new bus route which travels from Ladbrooke Grove to Chelsea Bridge in this borough and a new night bus route (N295) was also introduced recently. Some routes such as the C1 and the 31, both to Shepherd's Bush,

have been extended and the 430 extended to include South Kensington. The frequency on some routes has also increased. The Council has pressed TfL for considerably more bus improvements as it considers that these improvements did not address the longstanding problems with north-south bus movement in the borough (especially on the western side). TfL have since stated that they plan to introduce two new routes in North Kensington in the next year or so.

The Council also wishes to see new over-ground rail stations constructed on the West London Line at Shepherd's Bush and Imperial Wharf and increases in the frequency of the services on the line. While neither of these proposed stations are in the Royal Borough, their locations are such that they would improve accessibility to public transport in areas that are currently not well served. The construction of a new station in the North Pole Road area in the northwest of the borough (F1/RBKC/SA/5) would also improve accessibility for an area that is poorly served as well as ease congestion on the underground network.

Access improvements to existing underground stations are also currently being carried out and further works are planned for the future (F1/RBKC/SA/1 to 4). The Council also supports London Underground's programme of improving accessibility within the stations to facilitate platform access for those with restricted mobility.

The Council is currently expanding its network of on-street car club vehicles to nearly 100, as it aims to bring a dedicated car club parking bay to within a five minute walk of nearly every household in the borough.

In addition to the specific schemes relating to bus stop accessibility (F1/RBKC/BSA/1) the Council has a wide ranging programme of improvements for the street environment that will assist with access to public transport, especially buses. Improvements such as the lighting programme (F1/RBKC/W/5) will increase the sense of personal security for those travelling at night including women and solo travellers and so hopefully encourage their use of the public transport network. Other proposals such as the improvements to World's End Place and those in the walking (F1/RBKC/W/F1 to 6), station access (F1/RBKC/SA/1 to 4), streets for people (F1/RBKC/SfP/1 to 4) and town centre (F1/RBKC/TC/1 and 2) programme areas will also have a positive impact on improving access to public transport for all social groups including the equality and inclusion target groups.

The Council is investigating environmental and access improvements to the Westway Travellers' Site off Latimer Road in the northwest of the borough (F1/RBKC/RP/1).

The Council provides a wide range of community transport services for disabled and older people including its shop mobility scooter loan scheme. It also works closely with Westway Community Transport (WCT) to provide additional accessible and affordable transport to local organisations, groups and individuals, particularly disabled or older residents and young children. In partnership with the Council, WCT would like to expand their services to include a Community Car Project that provides assisted door-to-door transport (F1/RBKC/CT/1) and a Group Transport and Driver Training initiative (F1/RBKC/CT/2).

The Council's Community Safety Team works in conjunction with the police to help ensure the safety of the travelling public. Measures include having Police Community Support Officers (PCSOs) in the areas around underground stations at busy periods to deter criminals and to improve people's perceptions of safety,

particularly for the more vulnerable members of the community as detailed in the inclusion groups list in TfL LIP Guidance.

- 5.1.6 **Proposal 3.Pr1:** *Specific proposals for taking forward Policy 3.9 include: establishing pan-London social group and issue-based forums to provide input to the policy development and implementation process, building on existing arrangements - and TfL will prepare a report detailing the travel behaviour and concerns of groups in London with specific travel needs, and residents of deprived areas of London, with recommendations for action; ensuring that measures to improve the quality of the residential environment such as the Streets-for-People areas and Home Zones proposed in Chapter 4G – Streets for All : improving London's roads and streets, give particular priority to making improvements in areas of high deprivation; ensuring that new transport services and infrastructure protect and enhance community integration; improving safety and security throughout the transport system; through the proposals set out in Chapter 4 - improving London's transport system; encouraging partnership working with a range of organisations and institutions, such as the National Health Service, business and the London boroughs, to tackle these complex issues; requiring TfL to set priorities and targets for improving transport for a range of socially excluded groups as part of its business planning process; requiring TfL to develop an Action Plan, by the end of 2001, which works towards the proper representation of all Londoners in its workforce at all levels, with regular reporting of progress; ensuring that training programs recognise the diversity of travellers and staff, and that all users and staff are treated with respect.*

Borough response required: *Boroughs must state how they ensure that local voluntary and community organisations, including disabled groups, are fully consulted on relevant proposals developed by boroughs to meet these objectives.*

Boroughs must include information on Local Mobility Forums, where relevant.

Response: The Council believes that appropriate consultation is essential in the delivery of high quality services. The Council maintains a database of local voluntary and community organisations as well as residents' associations and statutory consultees. These groups are all consulted on relevant proposals as appropriate. Specific voluntary groups involved in the consultation process include the Council's Residents' Panel, the Transport Policy Reference Group and the Environment Round Table. Action Disability Kensington and Chelsea (ADKC), an organisation run and controlled by local disabled people, is the main focus for consulting with disabled people in the Royal Borough.

On larger area schemes, such as the proposals for Sloane Square and Exhibition Road, the Council engages with disability groups including ADKC and the Guide Dogs for the Blind Association throughout the design process to ensure that any issues that may arise are considered at an early stage.

The Council's latest Equality Action Plan contains a commitment to investigate the setting up of a Local Mobility Forum in the Royal Borough in 2007/2008.

- 5.1.7 **Proposal 3.Pr2:** *TfL and the GLA will take the lead in ensuring that transport initiatives and plans will contribute to improving air quality by: ensuring improved alternatives to use of the car are provided, and encouraging a shift towards public transport, walking, and cycling; encouraging business to reduce the emission impacts and energy consumption of its transport activities; encouraging and promoting the benefits of the more rapid adoption of cost-effective cleaner technologies and fuels, non-fossil fuels, and zero emission*

technologies for all road vehicles concentrating on the most polluting vehicles; ensuring TfL and GLA vehicle fleets sets a good example on emission reduction, and developing plans for reducing emissions from the taxi fleet (currently regulated by TfL), and the private hire vehicle (to be regulated by TfL); developing and implementing traffic management measures that reduce emissions and energy use as well as encouraging safe, economical and considerate driving; examining methods of reducing traffic pollution, including a joint feasibility study with the London boroughs, Government, the Association of London Government and others to consider the viability, costs, and benefits of one or more low emission zones in London. Business will also be involved through a consultative forum; supporting balanced and appropriate local transport measures proposed by the London boroughs to work towards the National Air Quality Objectives; working with the Department for Transport, Local Government and the Regions to identify whether additional national measures may be required to improve air quality, especially to reduce emissions of nitrogen dioxide (NO₂). (Further details will be set out in the Mayor's Air Quality Strategy.)

Borough response required: *Boroughs must have regard to the Mayor's Air Quality Strategy and are encouraged to set out how they are addressing its priorities relevant to their transport responsibilities.*

Boroughs must set out their policy response to they key proposal for an LEZ.

Reference must be made to boroughs' Air Quality Management Area Action Plans where relevant.

Response: The Council was declared an Air Quality Management Area (AQMA) in 2000 and published its Air Quality Action Plan (AQAP) in 2003. The AQAP sets out the steps the Council is taking towards meeting the Government and the Mayor of London's air quality objectives. The AQAP is reviewed annually and progress on transport related issues is summarised below. The Council has:

- considered the Mayor of London's proposals for a London-wide Low Emission Zone (LEZ)
- carried out vehicle emission testing campaigns
- taken up powers to require drivers of stationary vehicles to switch off "idling" engines with associated publicity and appropriate enforcement action
- continued to monitor and model air quality across the borough
- required Council contractors to choose the Best Practicable Environmental Option for their vehicle fleet
- worked to establish fuelling points for alternative fuels including the installation of six electric vehicle charging points in the Town Hall's Hornton Street public car park
- appointed a Travel Plan Coordinator to further develop the Council's own travel plan and lead on encouraging and assisting local schools and businesses to produce their own travel plans
- installed a secure bicycle parking facility scheme in the Town Hall (F1/RBKC/MISC/1)
- ensured that over 70 per cent of the Council's vehicle fleet runs on alternative fuels
- helped local organisations to adopt greener fleets
- agreed to expand the operation of car clubs in the borough
- considered the introduction of graduated controlled parking zone permits to encourage the take up of less polluting vehicles
- ensured that charges for on-street visitor parking spaces continue to be effective in managing demand

- supported and encouraged appropriate permit-free and car and permit-free development in planning applications
- continued to reduce the need to travel and, in particular, the number and length of motor vehicle trips by ensuring that development is located appropriately through its planning policies
- worked with the relevant authorities on improving public transport throughout the borough including a Local Public Service Agreement (LPSA) on improving bus reliability
- set high standards of streetscape design and street cleansing to encourage walking as an attractive option
- encouraged responsible cycling through the provision of well maintained and cleansed road surfaces, abundant cycle parking, cycle training, pool bikes for council staff and, where appropriate, traffic management
- opposed the expansion of Heathrow Airport
- committed to waste transport options that minimise emissions by maximising the use of existing waterway and rail networks
- continued to implement schemes such as the Kensington High Street Improvements and develop schemes such as the proposals for Sloane Square, Exhibition Road and Notting Hill Gate to encourage walking
- implemented local streetscape initiatives to reduce street clutter and licensed the placing of tables and chairs and other street furniture on the highway to improve conditions for pedestrians
- committed to establishing AirTEXT – a system of notifying interested people living, working or visiting the borough of air quality conditions considered 'moderate' or above'

As demonstrated above, the Council is fully committed to see improvements in air quality. However, the Council finds it difficult, on the basis of the information presented by TfL, to support the LEZ in its current proposed form. The Royal Borough believes that the marginal benefits offered by the LEZ scheme, compared with the improvements that TfL predict will occur without an LEZ, make it impossible to justify the significant costs to vehicle operators.

- 5.1.8 **Proposal 3.Pr4:** *TfL will contribute to reducing traffic and transport noise by working with the boroughs and local communities living adjacent to the TLRN to develop a programme to reduce traffic noise in the worst affected areas – as first step, a report on this issue will be prepared by the end of 2002; ensuring that as the Underground is modernised, cost effective noise control engineering and management practices are adopted, and by working with the rail industry, promote the use of such measures on the National Rail Network; making use of cost effective low noise road surfaces and vehicles and designing traffic management measures to minimise noise; adopting cost effective operating techniques to minimise noise. (Further details of such measures will be set out in the Mayor's Ambient Noise Strategy and the London Plan (Spatial Development Strategy).)*

Borough response required: *Boroughs must state their policies with respect to traffic and transport related noise and relevant borough activities relating to reducing traffic and transport related traffic noise.*

Response: Noise from vehicles is particularly intrusive in densely populated urban areas and the Royal Borough's UDP contains a strategy to support measures to reduce noise nuisance caused by transport.

To reduce noise intrusion associated with lorries, particularly at night when roads are generally less busy, the Council supports the effective London-wide

control of night time and weekend lorry movement. This includes noise nuisance associated with large lorries servicing the increasing number of small and medium sized supermarket developments from the highway in residential areas.

The Council carried out trials using quiet asphalt seven years ago which showed dramatic reductions in levels of traffic noise. Since then, quiet asphalt has been used as standard for resurfacing on all principal borough roads and its use is also considered where appropriate on other major traffic routes across the borough. The whole of what is now the Transport for London Road Network (TLRN) was also resurfaced in quiet asphalt before TfL took over as the highway authority and who continue to use it as standard.

Noise impact assessments are carried out when developing major schemes such as the proposals for Sloane Square.

The Council has taken up powers to require drivers of stationary vehicles to switch off "idling" engines.

The Council is currently working closely with TfL and London Buses to try and reduce the impact of noise nuisance associated with their newly introduced Volvo buses following complaints from residents.

The Council will continue to work with London Underground Limited to address any such concerns brought to its attention.

Disturbance from aircraft noise from Heathrow airport, particularly at night and in the early morning seriously affects residents in the south of the borough who live under the flight path to the northern runway. The Council is therefore concerned that there should be no development at Heathrow that leads to an increase in taking off and landing movements.

The Council is concerned that helicopters flying over the borough lead to an increased nuisance from noise and will therefore resist the development of helicopter facilities which would result in increased noise over the borough.

- 5.1.9 **Proposal 3.Pr5:** *TfL will contribute to the protection and enhancement of open space and biodiversity by: undertaking surveys of biodiversity on its land; ensuring that the potential for wildlife habitats on its land is realised where this does not conflict with the efficient operation of the transport system, or the safety or personal security of travellers; promoting the responsible use of open space, the Thames and other waterways for movement whilst protecting their ecological and conservation value. (The Mayor and GLA will encourage other transport bodies to adopt similar practices.)*

Borough response required: *Boroughs are encouraged to have regard to the Mayor's Biodiversity Strategy and also to include details of how they intend to protect and enhance natural habitats and biodiversity along their transport routes (cycleways, verges etc.).*

Response: The Council broadly supports the Mayor of London's Biodiversity Strategy and has its own Local Biodiversity Action Plan for 2002 to 2006 which is currently under review.

The main objectives of the Local Biodiversity Action Plan are:

- habitat protection – to protect the open spaces and Sites of Nature Conservation Importance in Kensington and Chelsea

- habitat creation and improvement – to create new habitats and increase biodiversity in the borough
- practical management – to manage the Council's own land to increase its value for biodiversity and to encourage and assist other landowners to do likewise
- education – to develop formal and informal environmental education programmes for local schools and residents to increase awareness and understanding of biodiversity
- community involvement – to encourage all sectors of the community to participate in and benefit from biodiversity initiatives
- monitoring biodiversity – to establish and develop key biodiversity indicators for habitats and species in the Royal Borough

The Council's UDP contains the strategic policy "to have regard for nature conservation and the protection of the natural habitat and wildlife environment in the consideration of all proposals".

In terms of transport, the Council particularly recognises the biodiversity value of the West London Line corridor, the River Thames and the Grand Union Canal. The Council will take steps to mitigate any potential negative impacts on local biodiversity and ecology when developing proposals such as the bicycle, walking and access improvements along the Grand Union Canal.

- 5.1.10 **Proposal 3.Pr6:** *To reduce the impact of the transport of waste: TfL will work with the boroughs, the SRA and other relevant partners to encourage the movement of waste by rail and water, by for example ensuring that wharves and transfer stations that are, or could be reasonably made, viable for the movement of recyclable and residual waste and other materials are safeguarded (see also proposals 4K.Pr4 and 4M.Pr2); where transport of waste by road is unavoidable, cost effective measures to mitigate environmental and road traffic impacts will be encouraged through partnership (see proposal 4K.Pr2) and waste contracts. (Further details will be set out in the Mayor's Waste Strategy.)*

Borough response required: *Boroughs must set out how they seek to encourage the movement of waste by rail or water or otherwise reduce the impact of the transport of waste.*

Response: The Royal Borough is a member of the Western Riverside Waste Authority (WRWA) along with the London Boroughs of Hammersmith and Fulham, Wandsworth and Lambeth. The bulk of WRWA waste is already transported by barge along the River Thames from one of two riverside transfer stations in Wandsworth (Smugglers Way and Cringle Dock, Battersea) to the Mucking landfill site near Thurrock, Essex. This environmentally sound transportation method saves many thousands of lorry movements across London every year. This arrangement is scheduled to continue until 2007, when any residual waste that is not recycled will be transferred, again by barge, from Smugglers Way to a new Energy from Waste plant at Belvedere, Kent.

As a member of the WRWA and in line with the Mayor of London's Municipal Waste Management Strategy, the Council supports the promotion of the Best Practicable Environmental Option principle for managing all types of waste. The Council is committed to supporting and investing in waste transport options that minimise emissions and congestion by maximising the use of existing waterway and rail networks.

The environmental performance of the Council's contractor's refuse fleet is of particular local importance. The whole of the borough has been designated an AQMA. The specification for the next contract sets out a series of onerous

expectations on the contractor. These requirements will reduce the immediate nuisance of smoky emissions and the less obvious risks to health associated with small particulates.

- 5.1.11 **Proposal 3.Pr7:** *Transport initiatives and plans should contribute to improving the health of all Londoners by: promoting healthier methods of transport; encouraging organisations to review their own transport policies and practices and associated locational decisions from a health promotion perspective; improving the environment in which Londoners live and work; improving transport safety, especially reducing road traffic accidents and fatalities; providing access to key services and facilities; taking account of inequalities in health and environmental quality across London in deciding which transport improvements have priority.*

Borough response required: *Boroughs are encouraged to demonstrate how they will contribute to improving the health of Londoners, for example by promoting workplace and school travel plans and thus reducing accidents.*

Boroughs are also encouraged to review and summarise how they interact with the London Health Commission on transport related activities

Response: The Council is committed to improving the health of Londoners and works very closely with the local Health Authority, Kensington and Chelsea Primary Care Trust to achieve this aim. The latest joint community initiative, *Towards a new Public Health Strategy for Kensington and Chelsea* was launched in October 2006. The aims of this Community Strategy with respect to transport and the environment are listed below:

- protect and improve the borough's environment
- deliver services and work with local people day by day to make the borough a pleasant place to be in
- improve local transport management, services and networks
- promote energy efficiency, recycling and the reduction of pollution

As detailed in the response to 4P.Pr4 the Council is committed to encouraging the development of school and workplace travel plans to increase road safety awareness and reduce road casualties (F1/RBKC/STP/1 and F1/RBKC/WTP/1). The Council also provides bicyclist training for anyone who lives, works or studies in the Royal Borough to encourage people to bicycle more and increases the amount of on-street bicycle parking year on year (F1/RBKC/CS/2). The Council also wishes to see the towpath along the Grand Union Canal developed to allow better access for both pedestrians and bicyclists and to provide a route away from traffic (F1/RBKC/CS/1).

The Council carries out a wide variety of infrastructure improvement schemes using its own funding as well as funding from TfL and other partners to encourage people to walk and to reduce the number of personal injury accidents. These include town centre and streets for people schemes (F1/RBKC/TC/1 and 2 and F1/RBKC/SfP/1 to 4) and schemes specifically designed to reduce casualties (F1/RBKC/LSS/1 and F1/RBKC/ZO/1). The Council also promotes road safety via education, training and publicity and is looking to extend the current provision using TfL funding (F1/RBKC/ETP/1).

The Council supports the aims of the London Health Commission to reduce health inequalities and improve the health and well being of Londoners and many of the Council's activities contribute to this aim. The aims of the above mentioned local public health strategy reflect the Commission's London-wide

strategy. The Council is willing to consider future initiatives promoted by organisations such as the Commission that further improve public health.

5.2 London Underground

- 5.2.1 **Proposal 4C.Pr12:** *TfL and London Underground, the London boroughs and other appropriate agencies, will develop a programme of actions to address safety issues and personal security fears on the Underground and on journeys to and from Underground stations.*

Borough response required: *Relevant boroughs are encouraged to include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and TfL will be consulted.*

Relevant boroughs are encouraged to include ways in which they promote TfL's 'Safer Travel at Night' initiatives as well as their own proposals for improving personal safety and security in getting to and from the Underground (as well as DLR and national rail) stations.

Response: The Council's latest crime and disorder strategy is called the Community Safety Strategy 2005 – 2008. It was produced by the Community Safety Programme Board (the local Crime and Disorder Reduction Partnership) and is the third such strategy produced since 1998. The GLA are represented on the Programme Board. The Strategy is reviewed annually. Further details are given in the response to 4P.Pr5.

The Council is working with London Underground to provide step-free access to South Kensington Underground Station.

The Council has put forward plans to improve access at Westbourne Park, Ladbrooke Grove, Knightsbridge (Hans Crescent) and Latimer Road underground stations (F1/RBKC/SA/1 to 4). These all contain elements which should help to improve personal safety such as improved street lighting.

5.3. National Rail

- 5.3.1 **Proposal 4E.Pr7:** *TfL will work with the SRA, Railtrack, the train operating companies and the London boroughs to identify a phased programme, co-ordinated with franchise replacement, for the implementation of the London Metro concept, including OrbiRail. (The programme will be published in 2002.)*

Borough response required: *Boroughs are encouraged to set out, in this regard, their planning policy context and any plans to amend it in line with the London Plan.*

Response: The Council supports the use of rail for passenger and freight movement as well as the development of new rail links around London to release capacity in London for local services. The Council supports the proposals for Crossrail and is keen to encourage the improvement and increased frequency of local passenger services on the West London Line, including the provision of new stations.

- 5.3.2 **Proposal 4E.Pr8:** *TfL will work with the SRA to ensure: additional network capacity for freight is provided to tackle existing pinch-points and to ensure that the growth in rail freight does not impose limitations on existing or planned passenger services; the development of freight bypass routes around London,*

wherever possible removing non-London traffic from dense residential areas and releasing capacity for expanded passenger services and London-based freight.

Borough response required: *Boroughs are encouraged to identify sites for freight handling in their planning documents.*

Response: The Council encourages the use of rail for freight movement. However, owing to its densely populated nature, there are no realistic sites for further freight handling operations in the Royal Borough. This is supported by the findings of the 2004 study, *The Development of Sites in and around London as Rail Freight Terminals*, commissioned by TfL on behalf of the London Sustainable Distribution Partnership (LSDP).

- 5.3.3 **Proposal 4E.Pr9:** *TfL will work with the SRA, the Train Operating Companies and the London boroughs to significantly improve the sense of security felt by rail passengers when using rail stations, and to raise more stations in London to the 'Secure Stations' standard.*

Borough response required: *Boroughs must include supporting measures/schemes and must include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and TfL will be consulted (as per 4C.Pr12).*

Boroughs are encouraged to include ways in which they promote TfL's 'Safer Travel at Night' initiatives.

Response: See responses to Proposals 4C.Pr12 and 4P.Pr5 for details of the Royal Borough's Community Safety Strategy.

- 5.3.4 **Proposal 4E.Pr10:** *TfL will consult with the SRA, Railtrack, the train operating companies and boroughs to develop and publish an interchange improvement agenda to guide future implementation.*

Borough response required: *Boroughs are encouraged to set out their programme(s) to implement their elements of the Interchange Plan.*

Response: The Royal Borough has no national rail interchanges identified in the TfL Interchange Plan.

- 5.3.5 **Proposal 4E.Pr13:** *TfL will work with the SRA, Railtrack (Network Rail), the Train Operating Companies and the London boroughs to identify and implement a London-wide programme of improved accessibility of National Rail stations, including the establishment of a core network of accessible stations. (The programme should be agreed by the end of 2002.)*

Borough response required: *Boroughs must set out programmes for projects to contribute towards improved accessibility of rail stations.*

Response: West Brompton and Olympia are the only two national rail stations in the borough and both are located to the west on the boundary with the London Borough of Hammersmith and Fulham. The Council will support any proposals that Hammersmith and Fulham may have to improve access to Olympia Station in line with its streetscape policy.

West Brompton is already fully accessible from the street but the Council supports the proposal to install a lift on the southbound platform. Olympia is also accessible from Russell Road and the Council is happy to work with the appropriate partners to consider any further improvements required. The

Council supports Hammersmith and Fulham's proposals to improve access to West Brompton station through the North Orbital Rail Partnership (NORP) of which the Royal Borough is also a member.

- 5.3.6 **Proposal 4E.Pr14:** *TfL will, in conjunction with the SRA, Network Rail, Train Operating Companies and the London boroughs, develop a framework by mid 2002 within which proposals for park-and-ride in London can be considered, particularly in outer London where the issue has the most relevance. The framework will need to encompass both National Rail and London Underground stations.*

Borough response required: *Boroughs are encouraged to set out proposals, if any, for park-and-ride.*

Response: The whole of the borough lies in Zones One and Two and the Council shares the TfL view that no new park and ride schemes should be considered within Zones One to Three due to their likely generation of additional car trips. The Council does not therefore consider there to be any suitable sites for park and ride schemes in the borough.

- 5.3.7 **Policy 4E.Po3:** *Railtrack (Network Rail), Train Operating Companies and the London boroughs should consider proposals to increase parking to ensure they achieve a net gain for sustainable modes from the car, and have regard to the local traffic, access and environmental impacts. The Mayor will have regard to these criteria in considering cases in which he has a planning remit.*

Borough response required: *Boroughs are encouraged to include a programme for review of existing parking provision.*

Response: The Council shares the TfL view that there should be no expansion of existing car parking facilities at stations in Zones One to Three.

5.1 Buses

Bus services are the main means of public transport for short trips but also serve a significant proportion of medium and longer distance trips, particularly on corridors where there is no alternative by rail. For most people, buses are the nearest public transport service. Improvements in the quality of bus services can be achieved through route reviews, introducing bus priority measures, introducing high frequency midi/mini bus services, and the greater use of telecommunications to improve the control of and information on bus movements. Higher standards of driving could also significantly improve the quality of bus journeys.

Traffic congestion is adding increasing delays to bus journey times and causes frustration, unreliability and uncertainty. The scope for introducing specific bus priority measures in the Royal Borough is limited. Without a decrease in the overall level of traffic, buses can usually best be helped by traffic management measures and parking controls that improve the general movement of traffic. Nevertheless, where appropriate, the Council does introduce bus priority measures such as bus lanes, bus detection at traffic signals, and protection at bus-stops from illegal parking.

The UDP contains the following bus related policies:

- to seek new bus services and improvements to the quality, reliability and environmental performance of existing bus services

- to improve bus services by identifying and introducing traffic management schemes on bus routes, including bus priority measures to reduce delays to buses, and by improvements to bus stop facilities

5.4.1 **Proposal 4F.Pr2:** *TfL will devote greater resources to reviewing and improving the performance and reliability of individual routes through more effective operational management, in partnership with the operators, London boroughs and enforcement agencies.*

Borough response required: *Boroughs must demonstrate support for the effective enforcement of bus priority (see also Target 3, Proposal 4F.Pr7 and relevant policies in Chapter 4G of the MTS).*

Boroughs must develop and agree Target 4 with TfL for improving journey times by summer 2005.

Boroughs must set out their standards for gritting on bus routes during periods of cold weather.

Response: The Council supports the effective enforcement of bus priority and in particular provides high levels of parking enforcement on bus routes and at bus stops. This is demonstrated in the work associated with its LPSA with the government described in the response to Proposal 4F.Pr7.

The Council responded to TfL's consultation on borough bus targets in 2005. The target agreed in 2006 is for boroughs to reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes. The Council will continue to work closely with TfL and London Buses to achieve the target.

All bus routes on borough roads are rated as priority one with respect to gritting. They are therefore treated as top priority when the gritting regime is triggered following severe weather warnings. The same procedure applies to footways around bus stops, bus shelters and outside tube stations (see response to Proposal 4G.Pr26).

5.4.2 **Proposal 4F.Pr3:** *TfL, with the operators, London boroughs, and other interested parties, will ensure sufficient bus garage and standing facilities can be provided to meet the needs of the London bus network, including the requirements of the revised contracting regime and to facilitate the expansion of the network.*

Borough response required: *Boroughs must demonstrate their commitment to support provision of bus standing and garage facilities at agreed locations in association with London Buses, and identify projects they are implementing. This must include the development of appropriate planning policies.*

Response: There are no bus garages in the borough and there is currently little scope for providing any. The Royal Borough is the second smallest of the London boroughs and is very densely populated. Eighty per cent of the borough is classed as conservation area with no obvious large vacant development sites. Whilst there are therefore no obvious sites for new bus garage or bus stand facilities at present, the Council will keep them under review and respond to any proposals put forward by TfL.

The Council maintains a number of existing bus stands on its roads. The Council will continue to work with TfL and London Buses in considering requests for further stands at appropriate locations taking into account the potential impact

on local residents, for example noise, road safety concerns and hours of operation, and the availability of necessary facilities for bus drivers.

There is no specific policy on the provision of bus stands or garages in the Royal Borough's UDP other than to negotiate appropriate developer contributions for improvements to public transport services and facilities where appropriate. For example, the provision of a new bus stand is being considered as part of the redevelopment proposals for the Gas Works site off Canal Way in the north of the borough.

- 5.4.3 **Proposal 4F.Pr6:** *Bus priority and protection against congestion will be substantially increased on all bus routes London-wide, both in the amount of street space allocated and the time of operation. The current phase of the LBPN will be completed by April 2004. (Further extensions and co-ordination with the London Bus Initiative, and work undertaken by the sub-regional partnerships will be reviewed in light of this strategy's objectives, and available resources).*

Borough response required: *Boroughs must detail effective bus priority programmes dealing with both streetspace allocation and hours of operation, to significantly reduce bus delay and journey time variability across the bus network.*

Response: There is limited scope for introducing specific bus priority measures such as bus lanes or bus gates in the Royal Borough. The Council recently reviewed all existing bus lanes following concerns that the benefits to buses were limited. The review resulted in the experimental removal of the westbound bus lane in Kensington High Street/Kensington Road, the southbound lane in Beaufort Street between King's Road and Cheyne Walk and the shortening of the eastbound bus lane in the King's Road on the approach to the junction with Beaufort Street. The data collected during the experiment proved that these lanes were of little or no benefit to bus journey times and reliability and the changes were subsequently made permanent. Neither TfL nor London Buses objected to these changes.

The Council will consider any bus lane proposals that TfL Buses identify on borough roads taking into account their proven effectiveness and impact on other road users and the streetscape.

The Council favours traffic management measures to reduce bus delays and journey time variability. These include reviewing waiting and loading restrictions and bus stop layouts and increasing parking enforcement on bus routes. These measures were adopted in the Royal Borough's LPSA with the government to improve bus reliability as described in the response to Proposal 4F.Pr7.

The expansion of congestion charging across the borough in February 2007 should have a positive impact on bus journey times and reliability in the borough.

In line with The Council's inclusive approach to scheme development its work on Parallel Initiatives will take full account of the needs of bus passengers and consider any opportunities for bus priority. The programmed work to improve bus stop accessibility, building on recent LPSA work, will also have benefits for bus reliability.

The Council is a member of the London Bus Priority Network partnership (LBPN) and will continue to work with the northwest sector members on bus priority issues as they arise (F1/RBKC/BP/1). However, the bulk of the Council's bus

priority work will be addressed through the proposed parallel initiatives to be investigated once the effects of the congestion charging extension are known.

- 5.4.4 **Proposal 4F.Pr7:** *All bus routes will be effectively enforced, to protect against illegal stopping and other traffic offences, using cameras wherever possible. Emergency vehicles operated by the police, London Ambulance Service or London Fire Service will be able to use bus lanes at all times. All bus stops on routes with 24-hour bus services or routes in the London Bus Initiative or London Bus Priority Network will have 24 hour bus stop clearways. At other stops there will be a general presumption in favour of 24-hour clearways, but as a minimum, there must be clearways that cover the operating hours of the bus route. (Camera enforcement by April 2002 – see Proposal 4G.Pr4. Bus stop clearways programme to be covered in boroughs' Parking and Enforcement Plans, with completion by the end of 2006 – see Proposal 4G.Pr17.)*

Borough response required: *Boroughs must include a summary or reference to the boroughs' enforcement Service Level Agreements (or equivalent) with TfL, and details of how these will be regularly reviewed and monitored.*

Boroughs must set out the local clearways programme.

Response: The Council signed its LPSA with the government in 2003. This included an agreement with the Department for Transport (DfT) relating to improving bus reliability. This covers large sections of bus routes 52, 328, 10, 27, 28, 19, 414, 11 and 345 on Ladbrooke Grove, Kensington Park Road, Kensington Church Street, Kensington High Street, Kensington Road, Sloane Street, Fulham Road, King's Road and Beaufort Street. The target is measured by average bus journey times and average variability in bus journey times during the year within the borough, compared with those at appropriate boundary points of the borough. The measures used to address this target concentrated on reviewing waiting and loading restrictions and bus stop layouts and increasing enforcement on the roads and routes in question. The DfT is currently assessing the Council's performance against the target.

As part of the LPSA, TfL were responsible for collecting the Marquis data, and the DfT were responsible for analysing it and summarising the results. The Council would be happy to share DfT results with TfL when the DfT provide them.

The Council has recently updated its database of bus stop layouts which included collecting details of waiting and loading restrictions and clearways. The Council recognises that bus stop clearways represent an essential element of bus stop accessibility. There are currently 227 bus stops on borough roads, 110 of which already have clearway markings. Appropriate clearway markings will be installed in the remaining bus stops in 2007/08.

- 5.4.5 **Proposal 4F.Pr8:** *TfL and the boroughs will promote and implement a package of whole route enhanced, intensified and enforced bus priority measures on major bus corridors. Together with other complementary measures, this will provide a high quality, fully accessible bus network on the London Bus Initiative BusPlus routes. (The target date for the completion of Stage One is April 2002 and, by the end of 2002, elements complementary to central London congestion charging scheme will be completed. High levels of priority will be given on all major bus corridors by 2011.)*

Borough response required: *Boroughs must include agreed programmes, plans and proposals to demonstrate delivery of high levels of bus priority on 'A' Roads and Busy Bus Routes.*

Boroughs must demonstrate that consistent and high levels of traffic enforcement will be integral to their proposals and that there is consistency with the accessible bus network proposals.

Boroughs must demonstrate that all boroughs' road proposals and programmes include measures that mitigate any significant adverse impacts on buses on major bus corridors.

Response: See response to 4F.Pr6 for bus priority proposals.

High levels of traffic enforcement on Busy Bus routes and at bus stops will complement any proposals as demonstrated in the Council's LPSA work described in the response to 4F.Pr7.

The Royal Borough's inclusive approach to traffic management means that the impact of relevant proposals on all road users including buses is always considered. Mitigation measures such as bus beacons and advance detection at traffic signals are included where appropriate.

Having provided TfL Buses with its initial comments in September 2006 the Council looks forward to continue working with TfL on the development of the 345 bus route under the 3G initiative.

- 5.4.6 **Proposal 4F.Pr11:** *TfL and the London boroughs will develop and implement a long-term programme so that all bus stops have appropriate passenger facilities and can be served effectively by low floor buses. (The initial phases will be included in the London Bus Initiative, so will be delivered within the timetable of that programme. The Mayor wants TfL and the London boroughs to develop a further programme and costed timetable by early 2002.)*

Borough response required: Boroughs must set out their programme for making all bus stops accessible.

Response: The Council has recently updated its database of bus stop layouts on borough roads to include information on accessibility such as kerb heights, waiting and loading arrangements at the entry and exit of the stop, location of flags and shelters, clearways and cage markings. The Council will work with TfL, operators and users, including its Mobility Forum, to create a prioritised programme to improve bus stop accessibility in 2007 (F1/RBKC/BSA/1). The Council will then seek to improve between six and eight bus stops a year between 2007 and 2011 subject to available funding.

Bus stop accessibility is also considered during the Royal Borough's inclusive approach to schemes such as town centre improvements, streets for people proposals, parallel initiatives and pedestrian improvements.

- 5.4.7 **Proposal 4F.Pr21:** *TfL will establish a partnership by the end of 2001 to review arrangements for coach parking, facilities and terminals and to look at how to manage the negative environmental impacts of coach travel. This will build on the work of existing organisations and involve relevant interested parties, including the coach industry, the London boroughs and the police*

Borough response required: *Central London boroughs must include a commitment to produce a strategy and programme for implementation of coach parking in cooperation with TfL.*

Response: The Council acknowledges the benefits of coaches as well as the problems they bring and that need to be managed.

The Council makes full use of its existing UDP policies, listed below, to ensure that coach servicing and parking needs are properly addressed in planning applications.

- to require, where appropriate, coach facilities for the dropping-off and picking-up of passengers at new hotel developments and at extensions to existing hotels
- to encourage the provision of coach parking at off-street locations sufficiently convenient for major hotels and public attractions
- to resist the loss of off-street coach parking
- to support restrictions on coach movements in local areas

The Council will work with TfL at a strategic level to consider issues raised by coach operators and other parties regarding coach parking and servicing. The Council's approach to coach parking is given in the Parking and Enforcement Plan in Chapter Seven.

5.5 Streets

- 5.5.1 **Proposal 4G.Pr1:** *A London Motorcycle Working Group will be established by TfL to include user groups, the police and the boroughs. This group's work will include measures to enhance and extend the provision of parking for motorcycles and mopeds, particularly in areas of high demand. Opportunities will be explored to improve road safety and reduce emissions and noise pollution. It will also review the evidence and if appropriate consider experiments to allow motorcycles and mopeds to share bus lanes. (Review of use of bus lanes to be completed by the end of 2001.)*

Borough response required: *Boroughs must include details of their strategy and programmes for implementing powered two-wheeler parking particularly in areas of high demand.*

Response: The Council recognises the need to provide parking for powered two-wheelers as use of this popular mode increases, both by residents and by those travelling into the borough, particularly in response to the existing congestion charging zone and the recently introduced western extension. Details of the extensive programme for reviewing parking for motorcyclists are given in the Parking and Enforcement Plan in Chapter Seven and F1/RBKC/PC/1.

- 5.5.2 **Policy 4G.Po2:** *In balancing the use of street space, account should be taken of the objectives of the Transport Strategy and the current London road hierarchy. On the TLRN and most other 'A' Roads there is a general presumption in favour of distribution, particularly for those making business journeys, bus passengers and commercial vehicle operators. On other London roads there is a presumption in favour of access and amenity, particularly for residents, buses, pedestrians and cyclists and where necessary, business access.*

Borough response required: *In balancing the use of street space boroughs must have regard to the presumptions set out in Policy 4G.Po2.*

Response: The Council's UDP defines and uses a road hierarchy. The major roads in the borough (strategic roads and London distributor roads) are intended to carry the main traffic flows and longer-distance movements. Heavy

goods vehicles and coaches in particular should use these roads, unless they need access to specific premises in the borough. Minor roads (local distributor roads and local roads) are intended to provide access to residential and commercial premises. Minor roads, therefore, are typically located in areas bounded by major roads or other significant barriers. These bounded "local areas" contain only minor roads.

Major Roads comprise:

- Strategic Roads, which are those roads in the Royal Borough designated by the previous Department of the Environment, Transport and the Regions (DETR) as part of London's Strategic Road Network and are intended to carry the main traffic flows and longer distance movements. They include the previous Trunk Roads (the Westway and the M41/Holland Park Roundabout and West Cromwell Road west of its junction with Warwick Road) as part of the Priority (Red) Route Network, which also includes the Cromwell Road, the Earl's Court One-Way System, and Chelsea Embankment. These are now under the direct responsibility of TfL and are collectively referred to as the Transport for London Road Network (TLRN).
- London Distributor Roads, which are the links between the Strategic Roads and the Local Distributor Roads and which form the main bus routes with bus priority measures where appropriate.

Minor Roads comprise:

- Local Distributor Roads, which are the links between the London Distributor Roads and the Local Roads. These roads have an important traffic distribution function, but also provide direct access to residential and commercial properties. The capacity of the Local Distributor Roads in the borough varies considerably according to their particular character. Most of the Local Distributor Roads can be used for bus routes with bus priority measures where appropriate.
- Local Roads are all the roads in the borough which do not fall into the above categories. These provide direct access to residential and commercial properties.

The Council takes the above road hierarchy into account when developing schemes that involve balancing the use of street space.

- 5.5.3 **Proposal 4G.Pr2:** *TfL will work with the police, the Association of London Government, the boroughs, the Driver and Vehicle Licensing Agency and other relevant parties to develop and begin implementation of the Outline Enforcement Plan to deliver better traffic enforcement and vehicle registration throughout Greater London. (Outline Enforcement Plan implementation to begin by the end of 2002.)*

Borough response required: *Boroughs are encouraged to work with other agencies to improve data sharing protocols, including their participation in or support of the work of the ETF.*

Response: The Council takes part in and contributes to joint enforcement activities where appropriate and will continue to do so.

TfL chairs the Enforcement Task Force (ETF), which is made up of the key enforcement agencies in London, including TfL, London Councils and the Metropolitan Police. The ETF works to ensure that enforcement organisations

work together to tackle the wide range of traffic enforcement issues that each organisation faces. The Council will consider working with the ETF on various initiatives including the Persistent Evaders database managed by London Councils Transport and Environment Committee.

- 5.5.4 **Proposal 4G.Pr3:** *TfL in conjunction with the London boroughs will press the Government to introduce new legislation to allow further non-endorsable traffic offences to be enforced on all streets through the decriminalised system. (New legislation to be introduced by the end of 2002.*

Borough response required: *Boroughs are encouraged to set out any relevant plans.*

Response: The Council has no current plans to take up any further enforcement powers for non-endorsable traffic offences. However, the Council works closely with the police, and where appropriate PCSOs, who are responsible for enforcement of traffic offences in the borough.

- 5.5.5 **Proposal 4G.Pr4:** *TfL, working with the police and the London boroughs, will introduce camera enforcement on all 700 bus lanes in Greater London by April 2002. (Completed by April 2002. Part of the London Bus Initiative.)*

Borough response required: *Boroughs must include a programme for bringing signage up to the standards required by the DfT.*

Response: All signing associated with bus lanes in the borough has been brought up to DfT standards.

- 5.5.6 **Proposal 4G.Pr7:** *TfL will develop, with the London boroughs, the police and other relevant organisations, the first London-wide Road Safety Plan. The London boroughs will be expected to adopt the approach set out in the plan and to publish their own Road Safety Plans as an integral part of their LIP, outlining how the target reductions are to be achieved locally. (London Road Safety Plan to be completed in Summer 2001. Annual reports will be produced by TfL and boroughs indicating progress towards the targets.)*

Borough response required: *Boroughs must include the latest version of their Road Safety Plan as an integral part of their LIP and must explain how Target 1 is to be met locally.*

Boroughs must review their Road Safety Plan annually and provide progress updates.

Response: The Council reviews its Road Safety Plan annually and the latest plan is given in Chapter Six.

- 5.5.7 **Proposal 4G.Pr9:** *The London boroughs and TfL should make greater use of their increased powers to introduce 20mph zones and speed limits, where appropriate. Priority will normally be given to residential areas with large numbers of children, such as outside schools. The London boroughs are also encouraged to consider the use of Safer Routes to Schools and Home Zones to complement 20mph speed limits. Consideration will be given to implementing 20mph areas, which include sections of the TLRN where there are very high pedestrian flows, road safety problems, schemes can be effectively enforced, and are without detriment to priority traffic.*

Borough response required: *Boroughs must include a programme for the review of road safety around all primary and secondary schools and, where relevant, other sites by 2008 with consideration given to use of 20mph zones.*

Response: The Council reviews road safety around its schools annually and no specific issues were identified during the latest review. Whenever treatable problems are identified appropriate remedial action is considered. Further details are given in the Council's Road Safety Plan in Chapter Six.

- 5.5.8 **Proposal 4G.Pr10:** *The London boroughs will be encouraged to design and manage appropriate local streets as 'Streets-for-People' areas emphasising their function as social spaces. Priority will initially be given to areas of high deprivation, regeneration areas and in particular areas of high density neighbourhood renewal. TfL will co-operate with these initiatives where they are likely to affect the operation of the TLRN. (Programme to start in 2003.)*

Boroughs must include a programme for identification and review of potential schemes as well as programmes and funding assumptions for implementing agreed schemes and in particular supporting the Mayor's programme for 100 public spaces. (See LIP Guidance Chapter 7.)

Response: The Royal Borough has two schemes included in the first phase of the Mayor of London's 100 Open Spaces initiative - Sloane Square (F1/RBKC/SfP/1) and Exhibition Road (F1/RBKC/SfP/2).

Other proposals include those for the area around South Kensington Underground Station (F1/RBKC/SfP/3). F1/RBKC/SfP/4 is included for the development of new proposals and monitoring of completed ones.

- 5.5.9 **Proposal 4G.Pr11:** *TfL will work with the London boroughs to develop a plan setting out a programme of environmental street improvement schemes to improve the attractiveness of London's town centres. (Plan to be produced by end of 2002.)*

Borough response required: *Boroughs must set out how they plan to work jointly with TfL to develop a plan of environmental street improvements to enhance the attractiveness of London's town centres.*

Response: The Council has always exemplified high standards of street construction and maintenance. It recognises that the management and design of its streets and public space is a vital part of improving and maintaining the streetscape of the Royal Borough. The Council published its Streetscape Guide in July 2004 under the strapline "to protect and enhance for future generations".

The Council's main principles for streetscape design are:

- preservation of the historic fabric of the Royal Borough
- respecting and enhancing local character
- considered yet innovative design
- experimentation – a willingness to see what works
- reduction of clutter
- high quality materials
- simple, clean designs
- coordination of design and colour
- equal and inclusive access for all road users
- maintaining the existing and improved environment

These design principles were developed during the design and implementation of the Kensington High Street improvements. They are now incorporated into the development of all traffic and environmental improvement schemes including the proposals for Sloane Square and Exhibition Road.

The Council works closely with TfL on streetscape design, particularly at locations where TfL's work on the TLRN has a direct impact on borough roads or on the streetscape in general.

The Council has two rolling programmes of streetscape initiatives, the ward-by-ward Streetscape Review and the Streetscape Improvements on Principal and Local Shopping Streets programme (F1/RBKC/TC/2). Other specific proposals include those for Notting Hill Gate (F1/RBKC/TC/1) and Hans Crescent (F1/RBKC/SA/3).

- 5.5.10 **Proposal 4G.Pr12:** *The Strategy adopts a target for 2011 of absolute reductions in weekday traffic of 15 percent in Central London, zero growth across the rest of inner London, and reducing growth in outer London by a third, with the aim of achieving zero growth or absolute reductions in outer London town centres. This will provide a context for the London boroughs' road traffic reduction responsibilities. The London boroughs will be expected to play a key role in achieving or exceeding these targets through road traffic reduction initiatives introduced at local level. This target will be kept under review in the light of monitoring evidence.*

Borough response required: *Boroughs must include their local traffic growth forecasts and set out how they expect their policies to contribute to meeting the traffic reduction targets in Proposal 4G.Pr12.*

Boroughs must also set out schemes and activities to reduce traffic growth.

Appropriate boroughs must not adopt policies nor implement projects that compromise the traffic reduction benefits achieved by the Central London CCS.

Response: The Mayor's Transport Strategy sets a target for central London of a 15 per cent reduction in traffic flows between 2001 and 2011. The Royal Borough has carried out systematic monitoring of traffic flows on main roads for many years. By 2004 traffic flows had fallen by 1.5 per cent from the 2001 level. The Council will continue to complete annual surveys to enable longer term trends to be monitored. These include the impact of the extension of congestion charging and the effectiveness of the programmes and schemes within this LIP.

The Council is very keen to improve the attractiveness of alternatives to private car use and increase social inclusion while improving the local economy. Therefore, many of the Council's policies and programmes will tend to reduce traffic.

The main programmes and initiatives that will contribute to meeting traffic reduction targets are:

- restraint based parking standards in the UDP
- the STP programme (see Chapter Eight) (F1/RBKC/STP/1)
- work place travel plans (F1/RBKC/WTP/1)
- travel awareness programmes such as Walk to Work Week, Walk to School Weeks and Walk Once a Week (F1/RBKC/TA/1)

- bicyclist training for adults and children, the provision of bicycle parking and the promotion of suitable routes for bicyclists, including the Grand Union Canal Towpath (F1/RBKC/CS/1 and 2)
- area based schemes such as Sloane Square and Exhibition Road town centre schemes and various station access schemes (F1/RBKC/TC/1 and 2, F1/RBKC/SfP/1 to 4, F1/RBKC/SA/1 to 5)
- bus priority and bus stop accessibility programmes (F1/RBKC/BSA/1 and F1/RBKC/BP/1)
- parallel initiatives that include improving the public realm (F1/RBKC/PI/1 to 7)
- local safety schemes to reduce the number of vulnerable road user casualties (F1/RBKC/LSS/1)
- road safety education and training schemes, such as practical pedestrian skills training to improve safety for vulnerable road users (F1/RBKC/ETP/1)
- walking schemes to improve the pedestrian environment (F1/RBKC/W/1 to 6)
- expansion of car clubs across the borough

The Council does not support the idea that congestion charging is the most appropriate way to reduce traffic levels. The Council remains opposed to the western extension of the initial congestion charging scheme into the borough. The Council believes that such an extension is unnecessary, premature and that if there must be a scheme then the western boundary should be the West London Line rather than the Earl's Court one-way system. None the less the Council will continue to work with TfL in implementing the scheme to try and minimise its impact on the Royal Borough's residents and streetscape.

The Council will monitor the effects of the western extension closely but feels that in conjunction with the schemes and initiatives listed above, the scheme will go a long way towards meeting the Mayor of London's traffic reduction targets in Kensington and Chelsea.

- 5.5.11 **Proposal 4G.Pr14:** *Supporting measures to the proposed CCS, as outlined in annex 5 (of the MTS) - the congestion charging scheme for central London, will be introduced by TfL and the boroughs.*

Borough response required: *Relevant boroughs must set out their plan to implement existing agreed schemes. If the central London Congestion Charging Zone is extended further guidance will be issued if appropriate.*

Response: Measures implemented in the borough as a result of the introduction of the original congestion charging zone in February 2003 included:

- improvements at the junction of King's Road/Sydney Street to allow the rerouting of the 211 bus route
- changes to waiting and loading restrictions to reduce congestion and delays, in particular to buses in Sloane Street
- increased parking enforcement in Sloane Street
- improvements at the junction of Sloane Street and Basil Street to reduce congestion and delays, in particular to buses and to provide a straight across pedestrian crossing across Sloane Street

The western extension of congestion charging into the borough came into effect in February 2007. No further TfL LIP Guidance was issued.

The Council applied for funding from the congestion charge complementary fund and received £20,000 to undertake parking studies. All other requests for

funding for mitigation measures are either included in the Royal Borough's LIP funding bids, pending a decision from TfL or have been refused.

Schemes that were included in the Royal Borough's list of mitigation measures include:

- Golborne Road (F1/RBKC/ZO/1)
- Ladbroke Grove Station (F1/RBKC/SA/2)
- Sloane Square (F1/RBKC/SfP/1)
- South Kensington Gyratory (F1/RBKC/SfP/3)
- air quality monitoring (F1/RBKC/ENV/1)
- community transport (F1/RBKC/CT/1 and 2)
- Exhibition Road (F1/RBKC/SfP/2)
- improved pedestrian facilities on borough and TLRN roads (F1/RBKC/PI/3)
- improved street cleaning (F1/RBKC/W/3)
- improved street lighting (F1/RBKC/W/5)
- Latimer Road Station (F1/RBKC/SA/4)
- motorcycle parking (F1/RBKC/PC/1)
- post congestion charging review of visitor parking (F1/RBKC/PC/2)
- streetscape improvements on principal roads and local shopping areas (F1/RBKC/TC/2)
- West Brompton and Westbourne Park underground stations (F1/RBKC/SA/1)
- Knightsbridge Station - Hans Crescent (F1/RBKC/SA/3)
- North Pole Station – feasibility study (F1/RBKC/SA/5)

- 5.5.12 **Policy 4G.Po5:** *The creation of new or extended Controlled Parking Zones will be supported, particularly in inner London, outer London town centres, and around Underground and rail stations where parking pressures and conflicts are acute.*

Borough response required: *Boroughs are encouraged to include in their Parking and Enforcement Plans a programme for identification, review and implementation of potential new CPZs, including funding assumptions.*

Boroughs are encouraged to refer to 'Parking and Enforcement Guidance for Local Authorities' contained in Appendix E of LIP Guidance. It is noted that the introduction of CPZs is subject to public consultation.

Response: The whole of the borough is already covered by a CPZ which is reviewed regularly. Further details are given in the Council's Parking and Enforcement Plan in Chapter Seven.

- 5.5.13 **Proposal 4G.Pr15:** *TfL and the boroughs will review parking and loading controls along all the TLRN, including all side roads adjoining the TLRN, including all roads designated as GLA side roads, along Busy Bus routes and in other key locations. The GLA will seek to ensure that appropriate lengths of the roads in the immediate vicinity of the TLRN are designated as GLA side roads. The review will build on previous work by the Traffic Director for London, TfL and the London boroughs. The aim will be to ensure that parking and loading controls protect buses and traffic whilst ensuring necessary access for local shops, community facilities and residents, particularly for disabled people. (To achieve this, all the TLRN and roads designated as GLA side roads should have appropriate parking and loading controls, with clear allocations of street space and explicit standards of enforcement by the end of 2001. These standards should be extended to cover all roads with Busy Bus routes by end of 2008.)*

Borough response required: *Boroughs must include in their Parking and Enforcement Plans a programme for reviewing and implementing parking and loading controls on 'A' Roads and Busy Bus Routes.*

Boroughs must demonstrate how they have taken into account the needs of disabled motorists and the servicing and delivery needs of businesses.

The approach to reviewing parking and loading restrictions on 'A' Roads and Busy Bus Routes must be similar to that taken on the TLRN and help to facilitate the development of an approach as set out by MTS proposal 4G.Pr18.

Response: This is covered in the Council's Parking and Enforcement Plan in Chapter Seven.

Recent legislation removed the requirement for signs associated with double yellow "at any time" waiting restrictions on borough roads. In the interests of streetscape, the Council is keen to see TfL press for similar legislation to remove the need for signs relating to double red lines on the TLRN.

- 5.5.14 **Policy 4G.Po6:** *The London boroughs should use their planning powers to limit the amount of parking provided through public off-street car parks (including temporary car parks), in line with the objectives of the Transport Strategy.*

Borough response required: *Boroughs are encouraged to demonstrate how they are using their planning policies to achieve this objective. (See also 4G.Pr16).*

Boroughs must have regard to the Policy Standards (Annex 4 of the London Plan) in developing parking policies for their UDPs and in exercising their development control functions.

Response: The Council's planning policies are already based on the use of maximum parking standards that are in line with those in the London Plan. Further details are given in the Council's Parking and Enforcement Plan in Chapter Seven.

- 5.5.15 **Proposal 4G.Pr16:** *The London boroughs should review the provision and pricing of public off-street parking to ensure that this conforms with the objectives of the Transport Strategy. The London boroughs should ensure that charges for off-street car parking in town centres give priority to short term users. (Annual monitoring of public off-street parking to commence in 2002.)*

Borough response required: *Boroughs must set out a summary list of all off-street public car parks in town centres, together with the borough's charging policy. The off-street parking list must identify parking facilities for disabled customers.*

Boroughs must include a Parking and Enforcement plan in accordance with MTS requirements and 'Parking and Enforcement Guidance for Local Authorities' in Appendix E of this Guidance

Response: This is covered in the Council's Parking and Enforcement Plan in Chapter Seven.

- 5.5.16 **Proposal 4G.Pr17:** *Boroughs should submit Parking and Enforcement Plans as an integral part of future Local Implementation Plan. The London boroughs' Parking and Enforcement Plans must fully reflect the objectives of the Transport Strategy and, in particular: be comprehensive, including consideration of*

parking provision, charging regimes, on-street controls and parking standards; be co-ordinated and compatible with surrounding authorities; provide a clear strategy for effective enforcement; support the economic viability of town centres, whilst reducing the overall availability of long-stay parking; ensure that the needs of disabled people, motorcycles, buses, coaches, business and freight are taken into account, along with loading and signing issues in relation to parking; demonstrate how the provision, location, safety and security of public car parks will deliver the objectives of the Strategy. (More detailed guidance on the content of Parking and Enforcement Plans will be issued as part of LIP Guidance.)

Borough response required: *Boroughs must include Parking and Enforcement Plans as an integral part of LIPs.*

Response: The Council's Parking and Enforcement Plan can be found in Chapter Seven.

- 5.5.17 **Proposal 4G.Pr18:** *The approach adopted on red routes set out in paragraphs 4G.102 - 4G.104 (including environmental improvements) should be applied to the whole of the TLRN and roads designated as GLA side roads before the end of 2004; Parallel initiatives should be applied by the London boroughs to all other 'A' Roads and Busy Bus routes starting in 2003. (This complements Proposal 4G.Pr15.)*

Borough response required *Boroughs must include a plan, including a timetable, for implementing parallel initiatives on all 'A' Roads and Busy Bus Routes (as shown on the map in Appendix D) under their control. Parallel initiatives must include the following elements:*

- Identification of sections of the 'A' Roads and Busy Bus routes network to review with TfL by July 2005*
- Determination of the principal functions of the section of network in terms of the importance of the different road users based on the MTS with TfL by July 2005*
- Assessment of the problems experienced on the section of network by road users taking account of the priorities for main roads identified above by December 2006*
- Design and development of schemes to address the problems identified above by March 2011*

Response: The "A" roads and Busy Bus routes in the borough as defined by TfL are identified in Plan 5.1 and listed below:

- Holland Park Avenue/Notting Hill Gate (A402)
- Kensington High Street/Kensington Road (A315)
- Old Brompton Road (A3218)
- Fulham Road (A308)
- King's Road (A3217)
- Pembridge Road/Pembridge Villas (A4206)
- Kensington Church Street (A4204)
- Sloane Street/Lower Sloane Street/Chelsea Bridge Road (A3216)
- Beaufort Street (A3220)
- Ladbroke Grove – Borough Boundary to Elgin Crescent
- Kensington Park Road

'Parallel initiatives' is the recently adopted TfL approach of encouraging boroughs to consider the needs of all road users, rather than one particular group, whilst developing large schemes, in particular on the TfL defined "A" roads and Busy Bus Routes.

Over recent years the Council has already adopted an inclusive and integrated approach to traffic schemes that seeks to balance the often conflicting demands for road space across its "A" roads and Busy Bus routes. Many routes and junctions on the above list have therefore already been improved under various programmes over recent years. These include the Kensington High Street improvements and the work done under the Council's LPSA with the government to improve bus reliability (see response to Proposal 4F.Pr7) on nine of the above 11 roads. Current proposals include those for Ladbroke Grove (F1/RBKC/PI/1) and Notting Hill Gate (F1/RBKC/TC/1).

The concept of parallel initiatives on borough roads is relatively new and such an approach is likely to require substantial funding beyond that which boroughs normally secure from TfL for transport related schemes. The recent extension of congestion charging across the borough is likely to have a significant impact on local traffic flows and patterns. The Council therefore plans to discuss its detailed approach to parallel initiatives with TfL once the extension of the congestion charging scheme has bedded in and its impacts on all road user groups is clear.

The likely approach will be to assess the importance of these roads to all road user groups, identify problems and propose prioritised solutions for consultation and implementation. A summary of potential long term proposals is given in F1/RBKC/PI/1 to 7.

Plan 5.1: A roads and Busy Bus routes



- 5.5.18 **Proposal 4G.Pr19:** *TfL will take forward the setting up of a London Traffic Control Centre, bringing together traffic management and control functions. (London Traffic Control Centre to be complete by March 2004.)*

Borough response required: *Boroughs must set out specific proposals to support the provision of information to LTCC.*

Response: The Council's Highway Network Manager already liaises closely and exchanges information with the London Traffic Control Centre (LTCC) and the police and looks to develop this relationship further. LTCC are routinely copied in on all correspondence relating to the Council's Network Management Duty (NMD) and are provided with weekly bulletins. In addition, the Council notifies LTCC of any real time events that the police have not already made LTCC aware of. The Council also provides comments on proposals received from LTCC. The Highway Network Manager attends the regular Network Management Duty meetings organised by London Councils which TfL also attends. The police attend the Council's coordination meetings, are invited to attend all site meetings and are consulted on all network management issues.

- 5.5.19 **Proposal 4G.Pr20:** *TfL will identify the major congestion bottlenecks on the TLRN and develop a programme of options for consideration. The London boroughs should identify the worst congestion bottlenecks on those parts of the road network that fall under their control in their LIP. (The congestion bottlenecks should be identified by the end of 2002.)*

Borough response required: *Boroughs must include a programme for a review of the worst congestion bottlenecks and an implementation programme for addressing these.*

Response: None of the ten worst bottlenecks in London identified by TfL in February 2005 were in the Royal Borough. The Mayor of London extended congestion charging into most of Kensington and Chelsea in February 2007. The Council will monitor the impact of the scheme very closely. Once the scheme has settled in the Council will seek to identify any congestion bottlenecks for further investigation and appropriate action as necessary. The Council has concerns about the impact of the scheme on the capacity of the Earl's Court one-way system on the TLRN.

- 5.5.20 **Proposal: 4G.Pr22:** *TfL will work with London boroughs to produce guidance before the end of 2003 on secondary and local signing and street name signing; followed by an investment programme to implement new signing initiatives as resources permit. (Costs and appropriate timescale will be identified in preparing the investment programme.)*

Borough response required: *Boroughs are encouraged to set out a programme for addressing current deficiencies in secondary and local signing and street name signing.*

Response: Any deficiencies in secondary and local street name signing are identified and addressed during routine inspections and maintenance. They are also addressed as part of the Borough's ongoing ward-by-ward Streetscape Review programme.

The Council's streetscape policy is to reduce street clutter. Signs are therefore kept to a minimum. Local variations in street name signing add a sense of historic continuity and older signs are restored rather than replaced. Street name signs are normally fixed to walls, fences or railings rather than on new

posts and where appropriate, include "no through road" signs to further reduce street clutter.

- 5.5.21 **Proposal 4G.Pr23:** *TfL will establish a streetworks taskforce to ensure the effective co-ordination and advance planning of all streetworks on the TLRN. (Streetworks task force to be established by end of 2001.)*

Borough response required: *Boroughs are encouraged to set out any relevant plans and activities.*

Response: See response to Proposal 4G.Pr24 below.

- 5.5.22 **Proposal 4G.Pr24:** *The Mayor will press the Government to bring forward legislation that will increase the powers available to highway authorities to control streetworks. Subject to the necessary legislation, TfL will investigate the introduction of a pilot 'street space rental' system for works undertaken on or inside the Inner Ring Road, whereby there is a financial incentive to complete streetworks quickly and with minimum disruption. This pilot could be extended to other parts of London if it proved successful.*

Borough response required: *Boroughs must set out how their proposals meet their statutory duties and how they propose to develop mechanisms for coordination of road and streetworks.*

Response: The Government introduced the Traffic Management Act 2004 with the aim of tackling congestion and reducing disruption. The act places a new network management duty on local traffic authorities to keep traffic moving and help keep roads clear.

The Traffic Management Act 2004 (TMA) became law on 22 July 2004. The Act seeks to tighten up the existing legislative framework within which organisations carry out works on the road network. The aim is to give more powers to authorities so they are able to co-ordinate works and other activities that will minimise disruption to the flow of traffic on the road network. The TMA is intended to provide better conditions for all road users through the proactive management of the road network.

Part 2 of the Act places a Network Management Duty (NMD) on local traffic authorities (LTAs). It commenced on 4th January 2005. Section 16 states that:

It is the duty of a traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on the road networks for which another authority is the traffic authority.

The TMA specifically states that traffic is not only vehicular, but also includes pedestrians and cyclists. So the duty must cater for all movement of road users.

It is recognised the LondonWorks system that has been developed by TfL will play a vital role as a cross border co-ordination tool. The system will allow Traffic Managers to have a pan London view of all works and events across the region and make any network management decisions that may be required. This coupled with regular attendance at neighbouring boroughs co-ordination

meetings will help to ensure the expeditious movement of traffic across the networks of different authorities.

The Council appointed a Highway Network Manager in January 2005 to lead on the Royal Borough's Network Management Duties under the 2004 Traffic Management Act (TMA). The Highway Network Manager works within the Council's Highways and Construction Service and in liaison with the Street Works team acts as the focal point for all highway works and activities to be coordinated and approved. The Highway Network Manager works very closely with TfL, other boroughs, statutory undertakers and the emergency services. The Highway Network Manager is currently drafting the Royal Borough's Network Management Plan.

The Council's planned approach to its Network Management Duty and the coordination of road and street works is summarised in Table 5.1 below:

Table 5.1: Summary of Network Management Duty Activities	
Activity	Delivery
Quarterly coordination meetings with statutory undertakers and the emergency services are held to aid coordination and report on performance.	Ongoing
Quarterly traffic liaison meetings with the emergency services, TfL and other interested parties are held to discuss issues affecting the borough.	Ongoing
The Royal Borough's Highway Network Manager is joint chair of West London Highway Group (WLHG) whose meetings are used to contribute to the overall London-wide approach to street works.	Ongoing
The Highway Network Manager attends the London Highway Authorities and Utilities Committee's (London HAUC) quarterly meetings representing WLHG to raise and discuss important issues relating to street works.	Ongoing
The Highway Network Manager attends LondonWorks and London Permit Scheme working parties to assist in the development of an appropriate scheme.	Ongoing
The Highway Network Manager actively participates in TfL's Advanced Planning initiative which is looking to enhance coordination across the capital.	Ongoing
The Highway Network Manager attends Central London Partnership (CLP) meetings and associated sub groups such as the Considerate Contractors Scheme Working Groups.	Ongoing
The Royal Borough's Street Works Coordinator attends neighbouring boroughs' coordination and traffic liaison meetings.	Ongoing
The Street Works Coordinator attends TfL's stewardship works progress meetings to keep informed of TfL projects within the borough and discuss coordination issues.	Ongoing
The Highway Network Manager attends the monthly Network Management Duty meetings chaired by London Councils.	Ongoing
The Street Works Coordinator chairs the Royal Borough's internal coordination meetings.	Ongoing
Traffic Engineers attend site meetings for specific types of work on roads of strategic importance to ensure effective planning of works.	Ongoing
All works and events to be recorded on a central database to make it easier to identify conflicts and make co-ordination more efficient.	Mid/late 2007
Registration of all utility works on the street works database (awaiting TMA compliant software for more accurate recording).	Ongoing
Registration of all crane operations on the street works database.	Ongoing
Registration of planned temporary road closures for various works or events on the street works database.	Ongoing
Registration of all special events on the street works database.	Ongoing
Registration of works carried out under Section 50, 106 and 278 agreements.	Ongoing

Registration of road works carried out by in-house contractors to the same standards as utility companies. Paper based noticing is in place but the aim is for all notices to be submitted in a common electronic format by late 2007.	Ongoing
Registration of skips, scaffolding, materials on highway, filming etc. This activity is dependent upon the setting up of the central database.	Mid/late 2007.
All works to be mapped on a GIS system to make it easier to identify conflicts and carry out effective co-ordination.	Oct/Nov 2006
Assessment of incoming street works notices from utility companies – co-ordination issues, duration challenges, comments on insufficient information and noticing errors.	Ongoing
Encouragement for work promoters to carry out first time reinstatements.	Ongoing
Assessment of all works involving temporary traffic signals through receipt of temporary traffic signal form.	Ongoing
Compilation of weekly street works bulletin and circulation to key stakeholders. A subscription email service is also available. The system is reviewed regularly with a view to continued improvement.	Ongoing
Street works information to be made available in a number of formats on the Royal Borough's website so that members of the public can make enquiries.	April 2007
Emergency works/incident notification to key stakeholders as soon as they are known.	Ongoing
Submission of TMA notifications to TfL on all works affecting the TRLN and the Strategic Route Network (SRN).	Ongoing
Issue of Section 58 notices where appropriate. Notices also to be published on the Royal Borough's website by April 2007. Notices issued electronically as part of the Electronic Transfer of Notices system.	Ongoing
Out of hours working policy.	Ongoing
The Street Works team carry out inspections of utility companies' works. The level of inspection is above the minimum recommended level in the code of practice.	Ongoing
The Street Works team issue defects to utilities for substantial works.	Ongoing
The Street Works team carry out Section 74 inspections to identify overrunning street works and pursue relevant companies for completion of works.	Ongoing
The Street Works team carry out investigatory/third party inspections.	Ongoing
The Street Works team carry out a number of coring programmes throughout the financial year.	Ongoing
Improvement notices are served on any utility company that has a reinstatement failure rate above that recommended in the code of practice.	Ongoing
Prosecution of utilities where works are carried out illegally or of repeat offenders if improvement notice does not have the desired effect.	Ongoing
Regular updating of gazetteer and Associated Street Data	Ongoing
Implementation of a permitting scheme subject to consultation results and Council approval.	Following introduction of regulations in Oct 2007

Development of centralised GIS database containing useful information that complements the GIS based street works register. Information such as Section 58 restrictions, engineering difficulty sites, traffic sensitive streets, road construction type, long-term highway maintenance plans, asset data, proposed traffic schemes, owners of private streets, specialist surfacing, permit conditions if applicable for selected roads, skip and scaffolding information, planned diversion routes for every road, information on pedestrian crossings, bus routes, CPZ information, parking bay classification (i.e. pay and display, diplomatic, doctors etc.), annual special event information including roads affected by them and relevant exclusion zones, schools, hospitals, special needs centres, places of worship, structures, statues, traffic survey data and traffic orders.	Mid/late 2007
Publication of street/road works and other activities on the Royal Borough's website. This is dependent upon the development of the centralised GIS database.	Mid/late 2007
All skip, scaffolding and material licences to be recorded on the central database in order to maximise coordination. Access to a separate licence database has been set up for the Street Works team until the centralised database has been developed. If a permitting scheme is adopted licences will automatically be included in the scheme and make it easier to coordinate.	Mid/late 2007
Implementation of a Considerate Contractors Scheme to include the Council's own contractors with a facility to feed results into a London-wide scheme if adopted.	Oct 2006
Development of Network Management Road Hierarchy.	In place
Development of Network Management Duty procedures and action plans.	In place
Consideration of new initiatives such as Idle Charge lane rental in partnership with other central London boroughs.	Ongoing
Liaison and information exchange with TfL's London Traffic Control Centre (LTCC) including details of real time events affecting the highway network.	Ongoing
Development of relationships with key stakeholders such as the emergency services, neighbouring boroughs and TfL (LTCC etc.) for improved circulation of network operation information.	Ongoing
Review of traffic sensitive roads in the borough in light of reduced Section 74 powers in accordance with the new Code of Practice.	April/May 2007
Investigate the possibility of introducing remote access to CCTV coverage of the borough as a result of increased cameras for monitoring congestion charging and the introduction of the Council's digital CCTV system in 2007. This will allow the early identification of incidents on the public highway allowing appropriate action plans to be launched promptly.	End 2007/2008
Publication of Temporary Traffic Regulation Orders on the Council's website to increase the information stream to key stakeholders.	July 2007
Use of the LondonWorks central register as a cross boundary co-ordination tool and continual liaison link with TfL.	Ongoing
Investigate the possibility of producing a best practice document identifying common traffic management techniques for strategic locations throughout the borough.	June/July 2007

Develop a centralised database showing pre-designated diversionary routes for road closures that may need to be implemented on category one roads in accordance with the Royal Borough's network management road hierarchy.	June/July 2007
Review the borough's emergency call out service in liaison with the Council's Emergency Planning Officer and improve inter-departmental communications.	May 2007

- 5.5.23 **Proposal 4G.Pr25:** *As the first stage in a new approach to street maintenance, Transport for London and the London boroughs will each produce a three-year priority street maintenance plan to cover bridges and principal carriageways reflecting the objectives of the Transport Strategy and available resources. (First plans to be produced by April 2002.)*

Borough response required: *Boroughs must include programmes for preparing five-year asset management plans.*

Response: Robust asset management is increasingly recognised as good practice. In terms of highways, the County Surveyors' Society publication *Framework for Highway Asset Management* defines it as "a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers".

The Council is committed to developing its own Highways Asset Management Plan (HAMP) and the process is already well underway. The HAMP will be the Council's primary document detailing the standards and priorities applied to maintaining the borough's highway network. It will cover all elements of transport infrastructure managed by the Council - roads and footways, street lighting, street furniture, bridges and other highway structures, to ensure that a safe, usable and sustainable highway network is provided cost effectively for all current and future users. The HAMP is intended for both information and operational use for all involved in delivering the highway service.

The programme for the development of the Royal Borough's HAMP is outlined in Table 5.2 below:

Table 5.2: HAMP Development Programme	
Activity	Delivery
Consultant commissioned for assistance with the development of the HAMP.	Feb 2006
Induction phase – completed, a report was produced together with an action plan for the development of the HAMP.	Oct 2006
Initial Asset valuation - currently being prepared.	Mar 2007
Asset Data Collection – current information on assets to be confirmed and updated. Trial carried out on a sample area.	Mid 2007
Asset Management System – a single integrated system to be procured and implemented over a 24 month period. Suppliers short-listed and quotations invited by end of January 2007.	Over a two year period
Setting Levels of Service – to be established, research is currently being carried out at the DfT and a group of London authorities are also working together on this element of the plan.	Mid 2007
Draft HAMP	2007/08
HAMP approved and adopted	2008

5.5.24 **Proposal 4G.Pr26:** *TfL will work with the London boroughs to develop a long-term approach to the funding and management of all aspects of street maintenance throughout London. (Long-term approach to be developed by 2003.)*

Borough response required: *Boroughs must refer to the Street Maintenance Strategy (published by TfL in June 2003) and Street Maintenance Plans in preparing their LIP.*

Boroughs are encouraged to include a statement of their policy regarding hours of operation of roadworks.

Response: The Council operates in accordance with the principles of TfL's Street Maintenance Strategy published in June 2003, the duties of the Highways Act 1980 and in line with its network management duty.

The Royal Borough's Highway Network Manager liaises closely with TfL's area stewards, utility companies and other interested agencies on the planning and implementation of highway maintenance works.

The Council's highway maintenance processes exceed those set out in the Code of Practice for Maintenance Management 2005, published by the UK Roads Board. The Council completes a safety inspection of each road in the borough at monthly to six-monthly intervals depending on the type of road, and serviceability inspections at least annually. In addition the Council checks the street lighting using night time inspections on a two weekly cycle in the winter and a three weekly cycle in the summer.

Quiet asphalt is used to resurface all major traffic routes in Kensington and Chelsea.

The Council reviews street clutter in accordance with its streetscape principles when planning maintenance works. This includes reviewing signs and posts and relocating or removing when necessary.

The Council is very concerned that the use of United Kingdom Pavement Management System (UKPMS) condition surveys to allocate TfL grant for

Principal Road Renewal (PRR) discriminates against boroughs that have a history of maintaining their principal roads to a high standard. For instance the Royal Borough's PRR allocation has decreased from £305,000 in 2001/02 to £108,000 in 2006/07. In 2005/06, whilst the TfL grant for PRR was £117,000, the Council spent an additional £400,000 of capital funding on maintaining its principal roads as well as £638,000 maintaining the associated footways. It also spent £1.1 million on maintaining minor road carriageways and £3.9 million on maintaining minor road footways. (F1/RBKC/RO/1)

Furthermore, it appears that the results of visual inspection surveys used in the past are very different to those using the Scanner method now adopted. The Royal Borough would therefore welcome not only the rationalisation of the survey methods, but also a review of TfL's allocation policy based solely on these survey results. It would also welcome any consideration for wider TfL grant allocation for the maintenance of footways associated with principal roads and the future allocation of TfL grant for minor road and footway maintenance.

Details of the Council's bridge maintenance programme are given in F1/RBKC/BR/1 to 4. Bids for funding for major bridge work are dealt with via the London Bridges Engineering Group (LoBEG).

As most roads in the Royal Borough are at least partially residential the Council avoids night time working whenever possible. Generally roadworks are accommodated during normal working hours which the Council interprets as 8 am to 6 pm. Weekend working is only permitted on strategic routes between 9 am and 6 pm. However, when daytime works, including at weekends, would cause an unacceptable level of disruption to traffic flows, work is carried out at night with measures taken to mitigate the disturbance to residents with any noisy operations to be completed by midnight.

The Council conforms to Section 111 of the Railways and Transport and Safety Act 2003 which places a duty on the Council as the Highway Authority to ensure, so far as reasonably practicable, that safe passage along a highway is not endangered by snow and ice. This means that the Council has a duty to remove snow and ice that accumulates on the highway.

To ensure that a prompt response can be guaranteed at the period of highest risk, the Council requires that its contractor provides a winter emergency call-out service 24 hours a day for every day between 1 December and 16 April inclusive.

If the Met Office warns of frost or snowfall, there is an imminent snow fall, or sub zero temperatures, the Council's contractor is required to inspect:

- all river bridges, with particular attention to Albert Bridge
- Ladbrooke Grove at its junction with Kensal Road
- Sloane Square
- Campden Hill Road

If the inspections find that the weather conditions may cause or risk disruption or danger to vehicular or pedestrian traffic, then the winter emergency call-out procedure is initiated.

The Council has a priority system with all roads and footways in the priority one list being salted first, then priority two through to four. Gritting routes are prioritised with main roads and vulnerable points being attended to first. Vulnerable points include pedestrian crossings, access to schools, hospitals and social services properties. Priority one roads include all major roads, all major bus routes and hilly exposed areas including bridges. Once all the priority roads have been salted consideration is given to salting any roads that are not

included in the priority list. Priority is also given to salting the footway outside vulnerable locations that are not included in the carriageway priority one list.

TfL are responsible for maintaining the TLRN but the Council are still contracted to grit footways on the TLRN.

5.6 Car User

- 5.6.1 **Proposal 4H.Pr1:** *TfL, working with the boroughs and the Government, will review options for extending real-time information on traffic problems, availability of parking and public transport options, including a review of options for managing diversion to appropriate alternative routes. (Review to be completed by March 2000).*

Borough response required: *Boroughs are encouraged to implement schemes to provide real-time information on traffic conditions and parking and to complement TfL's initiatives in this area.*

Response: The Council has installed variable message signs on Kensington High Street giving real-time information on the availability of spaces in the Town Hall public car park in Hornton Street.

The Council's street works bulletin is published weekly on the Royal Borough's website. It informs readers of all current and planned highway works and includes details such as location, type of works, who is responsible, duration, working hours and diversionary routes. Readers can also search the street works database by street name.

The Council erects signs warning of upcoming parking bay suspensions at least three working days in advance of the suspension. The day before the planned suspension, the signs are checked and warning notices placed on the windscreens of vehicles in the affected bays. On the morning that the suspension commences, subject to staff resources, the site is visited again and every effort is made to identify and contact the owners of vehicles parked in the affected bays by telephone to give them a final opportunity to relocate their vehicle.

There is also a searchable database of forthcoming parking bay suspensions on the parking section of the Council's website.

The Council is keen to complement TfL's real time traffic information initiatives where appropriate as part of its network management duty.

- 5.6.2 **Proposal 4H.Pr2:** *TfL, working with Railtrack and train operating companies, in consultation with local authorities and Regional Assemblies, will review current provision of car parking at Underground and National Rail stations, bringing forward plans to upgrade and extend provision where this will result in shortening of car journeys and an overall reduction in car use within and beyond London. A high priority will be given to accessible parking for disabled motorists. (Review to be completed by the end of 2002).*

Borough response required: *Boroughs must include an indication of any sites the borough considers suitable for park-and-ride, or any plans the borough has to conduct a review of potential sites in line with the criteria in 4H.Pr2. (This is particularly relevant for outer London boroughs.)*

Boroughs are encouraged to identify appropriate proposals for other car parking at stations.

Response: The Council does not consider there to be any suitable sites for park and ride schemes in the borough.

The Council shares the TfL view that there should be no expansion of existing car parking facilities at stations in Zones One to Three.

- 5.6.3 **Proposal 4H.Pr3:** *The London boroughs and businesses will be encouraged to support the development and introduction of car sharing schemes and city car clubs.*

Borough response required: *Boroughs with such schemes and clubs must set out their programme for the further establishment and development of car share and car club schemes, where justified by local conditions. Other boroughs are encouraged to set out their plans for such schemes and clubs.*

Response: Sometimes known as pay as you go driving, car clubs offer a sustainable alternative to traditional car ownership. Members join a club and then have access to vehicles parked in reserved bays, and are billed for the time that they use the vehicles. Compared with traditional car ownership, where so much of the cost has nothing to do with actual usage, car clubs encourage members to consider the costs of each trip that they make. As a result they tend to use public transport (or walk or cycle) much more. Initial studies suggest that each car club vehicle removes between three and seven privately owned cars.

The Council was a founding member of the London City Car Club which was launched in 2002. Membership in the Royal Borough quickly grew to over 200. The Council is currently expanding the established network of on-street car club vehicles from seven to nearly 100, as it aims to bring a dedicated car club parking bay to within a five minute walk of nearly every household in the borough.

5.7 Walking

The pedestrian environment is extremely important to those who live in, work in or visit London. Walking is the most environmentally sustainable mode of transport and for many people it is the most convenient and pleasant way of getting around. It also constitutes part of virtually every trip made by other transport modes. The Council recognises this in its excellent track record of high standards of footway maintenance and provision for pedestrians.

The borough's major roads and some of its minor ones can create significant barriers to pedestrian movement. The heavy flows of traffic and the width of many roads can require pedestrians to divert from their most direct route to use crossing facilities or may even deter them from crossing at all. Many of the footways in the borough are also narrow and in busy areas, such as some shopping streets, the large numbers of pedestrians sometimes make it difficult to walk unimpeded. Illegally parked cars, street furniture and high kerbs add to the problems that pedestrians can face, particularly those with special mobility needs.

The Council's established streetscape policy of using high quality materials and removing street clutter goes a long way to improving conditions for pedestrians as exemplified by the Kensington High Street Improvements.

The UDP contains the following walking related policies:

- to maintain, improve and provide safe and convenient crossing facilities for pedestrians on all roads, particularly at intersections and at regular intervals on major roads
- to maintain and improve footways to provide a safe and attractive environment for pedestrians
- to protect existing footpaths and encourage provision of new direct pedestrian routes and accesses when assessing all development proposals

The Council recognises that all road users are at times pedestrians and that one of the main barriers to encouraging more people to walk more often is an environment that is perceived to be threatening and dominated by motorised road users.

The Council also recognises that for many pedestrians the street environment can be particularly daunting, especially for older people, those whose mobility is impaired such as wheelchair users or those for whom walking is either permanently or temporarily restricted, those with young children including those with pushchairs or buggies, those who are visually or hearing impaired or people with learning difficulties.

For all these people an uncluttered street environment that is easy to read is important. The Council's approach to streetscape addresses these issues. Major improvement schemes aim to provide a barrier-free environment with minimal guard railing and straight across crossings to facilitate pedestrian movements and autonomy.

In addition to reducing clutter caused by street furniture, the Council controls the location of tables and chairs on the pavement via the issuing of licences. This is to ensure that a sufficient pavement width is maintained for pedestrians. The Council also ensures that advertising "A" boards, rubbish sacks being left out on non-collection days and other obstacles do not block pavements. The Council recognises that for households with minimal or no space outside to store it, a build up of rubbish could be a problem. Therefore, the Council is one of the few in the country to have twice weekly refuse collections to avoid the storing of rubbish on the street.

5.7.1 **Proposal 4I.Pr2:** *TfL will work with the boroughs and other relevant organisations to ensure the effective promotion and delivery of better conditions for pedestrians.*

Borough response required: *Boroughs must include programmes and plans for infrastructure improvements and promotional activities to deliver better conditions for pedestrians.*

Boroughs must also include proposals for improving personal safety and security, especially for women and vulnerable groups, particularly at night.

Response: The Council has a comprehensive programme of footway improvement works that is set annually. Details of the programme for 2006/2007 can be found in the response to Proposal 4I.Pr8.

The Council wishes to improve pedestrian facilities, especially for those with impaired mobility and has included proposals for improving accessibility in F1/RBKC/AS/1. These include travel training assistance, the introduction of new dropped kerbs along main pedestrian routes, access improvements to the Chelsea and Westminster Hospital and the promotion of the Council's scooter loan scheme.

The Council's streetscape approach also delivers benefits to pedestrians as it reduces the amount of clutter on the pavement and requires the use of straight across crossings whenever possible. The Council already commits a large amount of its own funds to streetscape improvements. In addition to its own funds, proposals for TfL funded initiatives are included in the Parallel Initiatives and Streets for People programme areas (F1/RBKC/PI/1 to 7, F1/RBKC/TC/1 and F1/RBKC/TC/2 and F1/RBKC/SfP/1 to 4). These proposals include a variety of measures to assist pedestrians including improved lighting to increase security at night and improved crossing facilities.

The Council promotes walking as part of its STP development programme and also promotes walk to school weeks and the Walk once a Week (WoW) initiative in schools (F1/RBKC/TA/1). Improvements to the pedestrian environment will be considered whenever these are identified in a school's travel plan. Funding for such improvements will be sought from TfL (F1/RBKC/STP/1).

The Council is also beginning to work with local businesses on developing workplace travel plans and promoting walk to work week (F1/RBKC/WTP/1).

- 5.7.2 **Proposal 41.Pr3:** *TfL will work with the London boroughs, other public bodies, private sector and voluntary groups with an expertise in walking issues and produce a Walking Plan for London which will provide a framework for implementation and monitoring of the Transport Strategy. (Walking Plan for London will be developed by the end of 2002.)*

Borough response required: *Boroughs must include information on how they will contribute towards the effective implementation of the Walking Plan.*

Response: The London Walking Plan sets out the following London-wide targets:

- to stop the decline in the number of journeys per person made on foot
- to increase the modal share of walking for trips under two miles by ten per cent by 2015
- to increase the average number of trips made on foot per person per year by ten per cent by 2015
- to increase the level of London's walkability both in terms of people's perceptions and in actual measured terms against other world cities by 2015

Many of the Council's programmes include measures that will assist in the implementation of the London Walking Plan and achieving the targets set out above. The main ones are:

- the STP programme (see the School Travel Plan Strategy in Chapter Eight and F1/RBKC/STP/1)
- work place travel plans (F1/RBKC/WTP/1)
- travel awareness programmes such as Walk to Work Week (F1/RBKC/WTP/1), Walk to School Weeks and Walk Once a Week (F1/RBKC/TA/1)

- area based schemes such as Sloane Square and Exhibition (F1/RBKC/SfP/1 to 5) Road town centre schemes (F1/RBKC/TC/1 and 2) and various station access schemes (F1/RBKC/SA/1 to 5)
- long term parallel initiatives that include improving the public realm (F1/RBKC/PI/1 to 7)
- local safety schemes to reduce the number of pedestrian casualties (see the Road Safety Plan in Chapter Six and F1/RBKC/LSS/1)
- road safety education and training schemes, such as practical pedestrian skills training to improve safety for vulnerable road users (see the Road Safety Plan in Chapter Six and F1/RBKC/ETP/1)
- walking schemes to improve the pedestrian environment (F1/RBKC/W/1,2,3 and 6)
- provision of new pedestrian and bicyclist bridges at White City and over the Thames between Sands End and Battersea (F1/RBKC/W/4)
- improved street lighting (F1/RBKC/W/5)
- effective street cleaning and removal of graffiti so improving the perception of personal safety (F1/RBKC/W/3 and 6)
- improved pedestrian crossing facilities (F1/RBKC/W/1, F1/RBKC/AS/1, plus all forms in Town Centres, Station Access and Streets for People)

5.7.3 **Proposal 41.Pr4:** *TfL will progress the World Squares For All Project, with the partial pedestrianisation of Trafalgar Square as the first stage. TfL will work in partnership with the London boroughs and the Police to ensure that these and other pedestrianised areas are effectively managed. (The first stage of pedestrianisation of Trafalgar Square, outside the National Gallery, should be completed by the middle of 2003.)*

Borough response required: *Boroughs must describe the management principles relating to the operation of other pedestrianised area projects that are being developed, where appropriate.*

Response: There are no large pedestrianised areas within the Royal Borough. However, it is recognised that it is important to maintain the street environment and the Council manages its streets as detailed below.

The presence of graffiti and fly posters is unsightly and contributes towards the perception that an area is unsafe. The Council spends over £100,000 per year on graffiti and fly-poster removal and preventative measures.

Street cleansing and refuse collection are very important in making an area attractive. The Council requires its contractor to deliver exceptionally high standards of street cleansing, well in excess of those in the national Code of Practice on Litter and Refuse. The principal shopping streets must be restored to "grade A" cleanliness within one hour should any litter be observed. In effect, this specification requires constant cleansing 24 hours a day. Furthermore the following street cleansing and refuse collection principles apply:

- all litter, dog mess, and autumn leaves will be removed
- all fly tipped materials will be removed, where possible, on the day of notification and in any case within 24 hours
- all litter bins will be emptied once a day and in main shopping streets, three times a day
- all major events, such as the Notting Hill Carnival, will receive special intensive cleaning
- all principal shopping streets will have chewing gum removed, followed by a thorough washing, once every three months

The Council has also established a voluntary code, in which some shops and businesses wash the pavements outside their premises.

An experimental street washing initiative at Portobello Market on Friday and Saturday evenings after the market has closed has been established. The 24 hour street cleansing of main shopping areas has been extended to include new stretches of Fulham, Gloucester, Portobello and Golborne Roads.

The Council has a comprehensive refuse and recycling service for businesses. It includes a three-a-day, seven days a week collection on some streets, the most frequent service anywhere in London.

The Council collects domestic and recyclable waste twice a week.

The Council recognises that a café culture which enables people to sit outside can enhance the attractiveness and vitality of an area. However, it is important that tables and chairs do not impede pedestrian flows and the Council therefore controls the location and number of table and chairs that a business is permitted to put out via planning consent and highways licences. The issuing of such consent or licence can include conditions on keeping the footway clean where appropriate.

Antisocial behaviour can prevent the full use of areas as it can cause people to feel threatened. The Council works closely with the police as part of the Community Safety Strategy and has provided funding for additional PCSOs in areas where a need has been identified. The Parks Police employed by the Council ensure that the byelaws and regulations in the 25 parks and open spaces within the borough that are the responsibility of the Council are enforced. The service also enforces common law and criminal law to maintain order and to prevent antisocial behaviour

For proposed major schemes such as Sloane Square and Exhibition Road, the Council will establish special management and enforcement programmes in liaison with appropriate partners, such as the landowners, where necessary.

- 5.7.4 **Proposal 41.Pr6:** *TfL, working with the boroughs and other relevant organisations, will support the completion and promotion of the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path National Trail, the Jubilee Walkway, the South-East Green Chain and the Lee Valley Walk.*

Borough response required: *Boroughs must include programmes and schemes to improve existing strategic routes. Boroughs must protect these routes through their planning documents. Local promotion of routes must consider the communication requirements of local residents.*

Response: The Royal Borough's UDP protects existing footpaths and encourages the provision of new direct pedestrian routes and accesses when assessing all development proposals.

The Council is a member of the Cross London Partnership for Strategic Walking Routes in London. Within the borough the only strategic walking route is the Thames Path National Trail. For most of its length in the borough the path runs along the Embankment which is part of the TLRN. Improvements to the path for this section are therefore the responsibility of TfL. There is a short section of the path at its western end that does run along borough roads. However, improvements to the path can only be completed when developments take place as the river bank in this area is lined with buildings. The Council already has a Section 106 agreement in place with the potential developers of the Lots Road site to ensure that the path is improved and will seek to ensure similar agreements are in place for any future developments of the Cremorne Wharf site.

5.7.5 **Proposal 4I.Pr7:** TfL and the London boroughs will be required to review all traffic signal junctions and implement pedestrian phases wherever practicable, taking account of the impact on priority traffic, such as buses. (Twenty sites on TLRN to be investigated each year, with further sites investigated on London borough roads.)

Borough response required: Boroughs must set out the priorities and programme(s) for the investigation and introduction of pedestrian phases.

Mitigation measures to minimise significant adverse impacts on buses must also be taken into account. The programme must take account of any impacts on all the targets in Table 4-1.

Response: There are a number of traffic signal controlled junctions in the borough where a combination of site constrictions and traffic capacity issues typical of a busy central London area make the introduction of full pedestrian phases very difficult. There are others where limited facilities have been provided for the same reasons. Of the 43 sets of traffic signals on borough roads, 13 have an all red pedestrian phase, 20 have facilities across one or more arms and ten currently have no pedestrian facilities. It is hoped that the expansion of congestion charging into the borough early in 2007 may release sufficient capacity at some of these junctions to allow the introduction of pedestrian phases to be reconsidered. Initial modelling with a view to introducing or improving existing pedestrian facilities (F1/RBKC/W/1) has been carried out on the junctions listed in Table 5.3 below:

Table 5.3: Casualties at traffic signals		
Traffic Signal Junction Location	Latest Three Year Data	
	Total Accidents	Pedestrian Accidents
Fulham Road/Beaufort Street	10	4
King's Road/Beaufort Street	10	1
Fulham Road/Sydney Street/Sydney Place	3	0
King's Road/Oakley Street	6	2
King's Road/Old Church Street	2	0
Fulham Road/Old Church Street	1	0
Holland Park Avenue/Royal Crescent	2	0
Lower Sloane Street/Royal Hospital Road	5	1
Queen's Gate/Harrington Road	2	1
Old Brompton Road/Gloucester Road	7	0
Old Brompton Road/Bina Gardens	3	1
Fulham Road/Brompton Road/Draycott Avenue	6	2
Walton Street/Pont Street	3	1

It is not practical to prioritise or investigate the sites any further until the impact of congestion charging on traffic flows and patterns in the borough is understood. Once congestion charging has bedded in, the above junctions will be prioritised with respect to their latest pedestrian accident records for detailed investigation to produce a programme of installing pedestrian facilities, where practicable, over the coming years.

There are of course several other established proposals that include the consideration of improved pedestrian facilities at traffic signals. These include:

- Sloane Square (F1/RBKC/SfP/1)

- Exhibition Road (F1/RBKC/SfP/2)
- South Kensington Traffic Management Scheme (F1/RBKC/SfP/3)
- Notting Hill Gate (F1/RBKC/TC/1)
- Ladbrooke Grove (F1/RBKC/PI/1)

All investigations will consider the impact of the introduction of new or improved pedestrian phases on the streetscape as well as on buses. Mitigation measures to minimise any adverse impacts will be considered and included where possible.

Any work at traffic signals will depend on sufficient slots being available in TfL's traffic signal programme. The Council urges TfL to increase the number of available slots considerably over the coming years if such improvements for pedestrians are to be achieved.

Even with careful attention to streetscape design, the introduction of additional pedestrian phases and facilities will lead inevitably to a significant increase in the number of sets of traffic signals and traffic signal aspects at existing signals across the capital. This appears to contradict the recently negotiated traffic signal maintenance funding arrangements within TfL's Service Level Agreement for Traffic Control on Borough Roads for 2007/08. In the new agreement boroughs face reduced maintenance costs for reducing the number of traffic signal aspects on the roads for which they are responsible.

- 5.7.6 **Proposal 4I.Pr8:** *Programmes of improvements will be developed by TfL and the London boroughs to make the street environment more accessible, removing barriers and obstructions that make it difficult or unsafe for pedestrians to use the street. (Programme to be developed by the end of 2002.)*

Borough response required: *Boroughs must set out their programmes of footway improvements, including access improvements and accessibility improvements to bus stops.*

Boroughs must consult on local pedestrian priorities when preparing programmes of access improvements.

Response: The Council develops comprehensive annual programmes of self funded footway improvements. The programmes for 2007/2008 are detailed in Tables 5.4 and 5.5 below. The programme for each year is developed following condition surveys to ensure that any deterioration is detected and remedial action taken if necessary. Therefore programmes for future years are not available. All works are carried out in accordance with the Council's streetscape principles using high quality materials and workmanship whilst removing unnecessary street clutter.

As well as the annual maintenance programme many other Council activities and programmes result in improvements to the footway. These are listed in the responses to Proposals 4I.Pr2 and 4I.Pr3.

The Council also has a programme to address bus stop accessibility which is summarised in F1/RBKC/BSA/1.

The Council consulted widely on the Kensington High Street improvements which formed the basis for the Council's Streetscape Guide published in 2004. During the development of the Manual itself, a large number of local groups including ADKC, the Joint Committee for Blind and Partially Sighted People and the Older People Reading Group (formerly Better Government for Older People) were consulted.

For major initiatives such as Sloane Square the Council uses the Streetscape Manual as a design framework and then establishes local Advisory Groups consisting of Ward Councillors and representatives of local residents, businesses and community groups to ascertain their needs and priorities. For smaller schemes the Council consults with local residents as part of the process for obtaining approval for scheme implementation as appropriate.

The Council also considers requests for minor footway improvements from members of the public on a case by case basis.

Location	Cost (£)
Earls Court Road -Pembroke Place to Pembroke Mews	36,693
Fulham Road - Outside Ellesmere Centre	29,506
Kensington High Street - North Side Park Frontage	60,537
Ladbroke Grove - Telford Road to Bonchurch Road East Side	64,239
Notting Hill Gate - 126/128 to Pembridge Road	119,479
Notting Hill Gate - Farmer Street to Hillgate Street	34,297
Notting Hill Gate - Hillgate Street to Campden Hill Road	80,027
Old Brompton Road - Egerton Court to Glendower Place	49,214
Pembridge Road - Notting Hill Gate to Bulmer Mews	37,128
Royal Hospital Road - Caversham Street to Tite Street	84,926
Royal Hospital Road - Flood Street to Christchurch Street North Side	33,753
	629,800

Table 5.5: Minor Road Footway Maintenance 2007/2008	
Location	Cost (£)
Abbotsbury Road - 27 to 41	30,595
Abbotsbury Road - 75 to 127	99,843
Abingdon Road - Scarsdale Villas to Abingdon Villas Both Sides	54,658
Abingdon Road - Stratford Road to Scarsdale Villas	59,884
Abingdon Villas - Abingdon Road to Earls Court Road	69,465
Adair Road - 1 to 18	22,756
Adair Road - Appleford Road to Southam Street	23,083
Addison Crescent - Number 11 to Addison Road	66,199
Addison Crescent - Redlynch Court to Opposite 45 Holland Villas Road	60,646
Addison Road - Grove House to Holland Park Gardens	81,442
Allen Street - Abingdon Villas to Scarsdale Villas Both Sides	41,919
Basil Street - Fire Station to 35 Metres East	21,014
Basing Street - Tavistock Road to Lancaster Road East side	31,575
Bramham Gardens - 19 to 27	27,220
Bramham Gardens - Earls Court Road to Number 27	15,679
Burnaby Street - Tadema Road to Uverdale Road - South Side	20,578
Burnsall Street - 30 to Astell Street and 8 to Godfrey Street	21,340
Cale Street - Stewarts Grove to Dovehouse Street North Side	37,128
Campden Hill Square - East Arm	48,996
Chelsea Park Gardens - 9 to 25 and 96 to 56	121,728
Chelsea Square - South Parade to Manresa Road	39,088
Chepstow Villas - Pembridge Villas to Chepstow Crescent South Side	74,474
Christchurch Street - 16 to Robinson Street North Side	56,618
Christchurch Street - Caversham Street to Royal Hospital Road East Side	26,458
Clanricarde Gardens - West Side	94,072
Collingham Road - Collingham Place to Cromwell Road	21,123
Collingham Road - Cromwell Gardens to Courtfield Gardens East Side	48,343
Cornwall Gardens - Opposite Stanford Road to Opposite 43 Cornwall Gardens	20,034
Courtfield Gardens - Flank of 26 Collingham Road	27,111
Courtfield Road - Courtfield Gardens to Ashburn Gardens	39,959
Courtfield Road - Gloucester Road to Gloucester Hotel Exit	28,635
Crescent Place - Whole	28,744
Dovehouse Street - Britten Street to Cale Street East Side	77,523
East Row - Kensal Row to Conlan Street West Side	19,490
Egerton Crescent - 31 to 54	45,730
Elvaston Place - 45 to 32 South Side	51,174
Elystan Street - North Side	38,108
Gledhow Gardens - Old Brompton Road to Wetherby Gardens	45,730
Gloucester Road - Harrington Gardens to Hereford Square	21,667
Golborne Road - Kensal Road to Trellick Towers East Side	36,801
Grenville Place - 1 to 7 West Side	44,423
Grenville Place - Cornwall Garden South to Cornwall Gardens North	14,154
Guthrie Street - Whole	19,381
Hans Place - Outside 1 to Hans Street	37,672
Holland Park - 37 to 57	154,501
Holland Park - 78 to 58	143,286
Holland Park - 78 to Holland Park Avenue	23,845
Holland Park Gardens – 1 to 19	51,827
Holland Villas Road - Lower Addison Gardens to Upper Addison Gardens	51,718

Holland Villas Road - Upper Addison Gardens to 18	57,598
Ixworth Place - Cale Street to Marlborough Street South Side	39,632
Kensington Court - Kensington High Street to 61 West Side	23,954
Kensington Park Road - Westbourne Grove to Chepstow Villas East Side	108,227
Kingsbridge Road - Highlever Road to Wallingford Avenue North Side	36,584
Ladbroke Square - 22 to Kensington Park Road	78,394
Limerston Street - Camera Place to Fulham Road	46,710
Limerston Street - Lamont Road to Gertrude Street	32,228
Melbury Road - 41 to Kensington High Street	65,328
Melbury Road - Abbotsbury Road to Number 7	64,566
Middle Row - West Side	60,537
Napier Road – Whole	105,287
Old Court Place - 17 to Kensington High Street & Opposite	43,988
Pembridge Place - Pembridge Square to Dawson Place East Side	32,446
Pembridge Square - Pembridge Villas to 34 Pembridge Gardens South Side	33,753
Pembroke Square - 1 to 20	27,002
Phillimore Place - Whole	124,776
Pont Street - Cadogan Square East Arm to Cadogan Square West Arm	39,850
Portland Road - 100 to 98 by Clarendon Cross	45,294
Portland Road - 119 to 45	74,038
Portland Road - 98 to Ladbroke Road	134,912
Powis Square - Colville Terrace to Talbot Road	44,096
Radnor Walk - 49 to Tedworth Gardens East Side	19,598
Redcliffe Square - Harcourt Terrace to Redcliffe Gardens	22,647
Redfield Lane - Kenway Road to 13	28,309
Shalcomb Street - Gertrude Street to Kings Road Both Sides	79,482
Shawfield Street east side	78,720
Shawfield Street west side	57,706
South Parade - Side 55 Chelsea Square	15,896
St Albans Grove - 12 to Victoria Grove	57,924
St Ervans Road - Golborne Road to 129 East Side	106,702
St Ervans Road - Golborne Road to Morgan Road West Side	91,459
St Lawrence Terrace - Chesterton Road to Bonchurch Road East Side	47,472
St Leonards Terrace - Durham Place to Tedworth Square South Side	27,220
St Michaels Gardens - Whole	35,277
Symons Street - 12 to 23 Cadogan Gardens	41,048
Uverdale Road – Burnaby Street to Opposite Number 60 East Side	19,598
Westbourne Grove - Ledbury Road to Lambton Place	49,649
Westbourne Grove - Central Island by Toilet	59,340
Westbourne Grove - Ledbury Road to Westbourne Grove Mews South Side	46,818
Wetherby Gardens – Bina Gardens to Gledhow Gardens	21,558
Wornington Road - Acklam Road to Orchard Close	60,428
	4,623,490

5.8 Cycling

Cycling is a convenient, low cost and non-polluting form of transport. It improves health and fitness and is often quicker than alternative means of transport - especially in congested urban areas. With most journeys being fewer than five miles, provision for cycling plays an important part in attempting to reduce motorised road traffic levels. The London Cycling Strategy sets targets to double cycle use by 2002 and to double it again by 2012. The Mayor of London has set targets of a 200 per cent increase in cycling in London by

2020 and at least an 80 per cent increase by 2010 in the London Cycling Action Plan. There are also targets for employers to provide facilities at the workplace for at least ten per cent of their employees to cycle to work by 2012, and that provision for customers by retailers and service providers should be similar. Such provision should include the convenient storage of cycles at home, work and main destinations, introducing convenient routes, and where appropriate traffic management schemes.

The busy, historic road network that the Council has inherited consists largely of narrow, mainly residential streets. 70 per cent of these roads are designated as Conservation Area and all suffer a very heavy demand on road space, particularly for kerbside parking. Therefore, specific cycling measures that are appropriate in larger outer London boroughs with less demand on the available road space are not always practical in central London. Not only are there streetscape implications, for instance green surfacing on cycle lanes, but existing road safety measures, bus facilities, the need for regular bus stops and resident and visitor parking bays all often preclude dedicated on-street cycle routes and lanes. A combination of extremely busy footways and the potential for conflict between cyclists and pedestrians, particularly older people, has led the Council to only consider shared-use as a last resort. It is therefore generally limited to routes across open spaces for which the Council is responsible such as the route across Holland Park and on small areas of the footway around toucan crossings.

The main contributions that the Council makes to assist cyclists is to provide a smooth, debris-free running surface through its high quality street maintenance and cleansing regimes, the provision of abundant, appropriately located high quality cycle parking and its well established cycle training programme.

The Royal Borough is the second smallest of the London boroughs and there is insufficient demand to justify a dedicated cycle officer. The Council's Traffic and Transportation Policy Service deals with the needs of all road user groups including those of cyclists, drawing upon specific consultant engineering and other support as necessary.

The UDP contains the following policies on cycling:

- to improve and introduce cycle facilities in the borough, particularly on roads that form part of the borough's Local Cycle Network, or part of the London Cycle Network
- to review the operation of major junctions which can present a significant barrier to cycle movement, and introduce appropriate measures to help cyclists
- to co-operate with TfL in the provision of measures to assist cyclists on or across priority routes
- when considering proposals for development, to ensure that cycle routes are provided where necessary to improve accessibility through the site and/or to connect it with the existing cycle networks
- where appropriate, to require the provision of cycle parking facilities in residential and commercial developments and at other suitable locations

5.8.1 **Policy 4J.Po1:** *TfL and the London boroughs, in consultation with cyclist user groups, will undertake and support measures to make the cycling environment safer and more convenient for users.*

Borough response required: *Boroughs are encouraged to set out how they consult with cyclist user groups and undertake and support measures to make the cycling environment safer and more convenient.*

Response: The local branch of the London Cycling Campaign (LCC), Kensington and Chelsea Cyclists (KCC), is included in scheme consultations in the borough. KCC members meet with the Cabinet Member responsible for transport and the environment and relevant council officers on cycling issues and the impact of major schemes on cyclists as the need arises.

Borough action to undertake and support measures to make the cycling environment safer and more convenient is covered in the responses below.

5.8.2 **Proposal 4J.Pr1:** *TfL will establish a Cycling Centre of Excellence that will prepare a plan to guide the development of cycling initiatives in consultation with the boroughs and cyclist user groups. (Plan to be completed by 2002.)*

Borough response required: *Boroughs must include details of local borough action to support London Cycling Action Plan objectives.*

Response: Local borough action to support London Cycling Action Plan objectives is summarised in Table 5.6 below.

Objective	Royal Borough Action
Introduce quality conditions on the London Cycle Network Plus (LCN+)	See response to Proposal 4J.Pr4 and F1/RBKC/LCN/1.
Increase cycle safety, access and priority	See response to Proposal 4J.Pr5.
Increase cycle parking provision	See response to Proposal 4J.Pr7 and F1/RBKC/CS/2.
Supporting innovative cycling schemes	<p>The Royal Borough is the second smallest London borough and is not responsible for managing several of the major open spaces in the borough. The majority of the Thames Path through the borough is on the TLRN and Kensington Gardens and Brompton cemetery are managed by Royal Parks. Holland Park already has a bicycle path through it that the Council maintains. The Council will continue to support the proposed improvements for bicyclists and pedestrians along the Grand Union Canal. In partnership with British Waterways, neighbouring boroughs and SWELTRAC it will continue to seek funding for this project for instance from the 'Cycling on Greenways' initiative.</p> <p>The Acklam Road footbridge was converted to shared pedestrian/cyclist use in 2000 and the Council is keen to continue investigations into the provision of a pedestrian/cyclist bridge at White City in conjunction with the London Borough of Hammersmith and Fulham.</p>

	<p>The innovative provision of abundant, high quality cycle parking on the central island was an integral part of the recent award-winning Kensington High Street improvements.</p> <p>The Royal Borough continues to support the improvement of facilities for both cyclists and pedestrians along the Paddington Branch of the Grand Union Canal (F1/RBKC/CS/2).</p> <p>The Council responded to the consultation on legislation for licensing pedi cabs and will consider any applications received. The Council's bicycle training programme and business travel planning initiatives will be used to promote the use of bicycle couriers across the borough.</p>
<p>Promote cycling and improve its status</p>	<p>The Council supports TfL, DfT, the police and other organisations' efforts to promote cycling. It distributes TfL cycling guides and other cycling literature. The Council website promotes cycling particularly with respect to school travel. The Council's own business travel plan encourages cycling to work. Several departments have pool bikes available to Council staff. Various bike travel allowances are available to employees for work related trips and interest-free loans are available for staff to purchase bikes for the journey to work. Many Council premises have showers and changing facilities.</p> <p>The Council successfully bid for £20,000 under TfL's Support Funding for London Borough Council Workplace Travel Plans initiative. The grant was used to install secure bicycle parking in the Town Hall car park in Hornton Street, Kensington (F1/RBKC/MISC/1). The scheme includes:</p> <ul style="list-style-type: none"> • a new bicycle cage that accommodates 50 bikes • swipe card security system (only staff who register their ID card will be able to access the cage) • additional CCTV to cover the area of the bike cage • improved lighting <p>Free cycle training is also available to all who work in the Royal Borough as well as residents and schoolchildren.</p> <p>Special bicycle training and 'Dr. Bike' bicycle maintenance sessions will be considered for 'Bike Week'.</p>
<p>Provide incentives and support for target groups</p>	<p>See response to Proposal 4J.Pr8 and F1/RBKC/CS/2.</p>

<p>Increase mutual awareness and respect between cyclists and other road users</p>	<p>See response to Proposal 4J.Pr8 and F1/RBKC/CS/2.</p>
<p>Promote cycle links and interchange schemes</p>	<p>High quality cycle parking is an integral part of all major schemes. The Council also aims to review and extend the provision of cycle parking at major visitor attractions, outside stations and other interchanges. (F1/RBKC/CS/2). A combined covered cycle parking/public lighting scheme has already been implemented at Latimer Road Tube Station.</p> <p>There appears to be little demand in the borough for cycle hire schemes. However, discussions have been held with organisations such as Oybike, but reservations regarding the impact on streetscape and issue of trading on the public highway remain. The Council awaits the findings of the pilot scheme in neighbouring Hammersmith and Fulham before considering any such scheme further.</p>
<p>Optimise the contribution to cycling from other schemes</p>	<p>The Council's inclusive approach to town centre and route schemes ensures that the needs of all road users including cyclists are considered throughout the development of all schemes. Examples concerning cycling include the identification and provision of additional lane width on Kensington High Street and the support of both the local branch of the London Cycling Campaign and the Cyclist's Touring Club for the Council's proposals for Sloane Square.</p> <p>The Council's UDP encourages developers to provide access for cyclists and contains clear cycle parking standards with regards to development control.</p> <p>The Council's bicycle parking standards are given in Table 7.6 in Appendix C of its Parking and Enforcement Plan.</p> <p>There is currently no justification for the introduction of any 20 mph zones in the borough. However, The Council experimented with the introduction of a 20 mph speed limit in Russell Road. The results were inconclusive but the Council will consider their use in other sites where justified on road safety grounds.</p>
<p>Improve co-ordination and partnership</p>	<p>The Royal Borough will continue to work with TfL, CCE, LCN+, KCC, local cyclists, residents and other groups to promote cycling.</p>

5.8.3 **Proposal 4J.Pr3:** *The Cycling Centre of Excellence (CCE) will co-ordinate the LCN in partnership with a lead London borough. A project management model similar to the London Bus Initiative will be followed, with increased support to*

the boroughs to ensure delivery. (Priority higher demand routes will be completed by the end of 2004, and the remaining network will be completed by 2008 to a consistent high standard.)

Borough response required: *Relevant boroughs must set out implementation programmes for the LCN.*

Response: The Council's cycling work focuses on the provision of a good running surface through regular and attentive street maintenance and cleansing, cycle parking, training and the review and development of the LCN+ network in the borough. There are no current plans to develop the lower profiled London Cycle Network (LCN) routes any further. They will however be included in the review of the local borough cycle route network with a view to publishing an updated borough cycling route/parking map.

The Council will also continue to work with British Waterways, SWELTRAC and Sustrans on improving facilities and access for cyclists and pedestrians along the Paddington Branch of the Grand Union Canal through the north of the borough.

- 5.8.4 **Proposal 4J.Pr4:** *TfL will work with the London boroughs and cyclist user groups to develop extended high quality cycle routes, which will largely be based on the LCN. By early 2002 a pilot high quality route will be identified. The London-wide network will be identified by the end of 2002, with the aim of completing the extended high quality cycle routes within 10 years.*

Borough response required: *Relevant boroughs must set out their implementation programmes for LCN+.*

Response: The Council has recently reviewed the LCN+ network across the Royal Borough with the project managers to include a direct north - south route along Ladbrooke Grove rather than the previous tortuous route through residential streets.

Over the coming years those lengths of LCN+ routes for which the Council is responsible will be reviewed in conjunction with the LCN+ project managers and where appropriate, in line with the TfL backed Cycle Route Implementation and Stakeholder Plan process (CRISP). TfL are the highway authority for the majority of Route 118 along Chelsea Embankment. Conditions on all routes will be thoroughly reviewed to confirm route alignment, identify barriers to cycling, recommend potential solutions and develop costed recommendations for implementation. Any resulting measures will be designed in line with the Royal Borough's streetscape guidelines and as far as possible in line with the London Cycling Design Standards. The proposed programme is given in F1/RBKC/LCN/1 and is summarised in Table 5.7 below.

Table 5.7: LCN+ Implementation Programme						
LCN+ Route No	Route Description	Proposed Scheme	2006/2007 Bid £K	2007/2008 Bid £K	2008/2009 Bid £K	2009/2010 Bid £K
All	All	LCN+ usage surveys	5	7	8	8
116	Ladbroke Grove at Brent to Battersea Bridge	Feasibility study	7	20	-	-
116	As above	Design, consult upon and implement any measures resulting from feasibility study		25	25	25
117	Kensington High Street	Feasibility study		15		
117	As above	Design, consult upon and implement any measures resulting from feasibility study		25	25	25
118	Kings Road to Cremorne Road via Lots Road	Design, consult upon and implement any measures resulting from feasibility study		5	25	
119	Kings Road to Pont Street via Fulham Road	Feasibility study		30		
119	As above	Design, consult upon and implement any measures resulting from feasibility study		50	25	25
120	Holland Park roundabout to Notting Hill Gate at Westminster	Feasibility study		15		
120	As above	Design, consult upon and implement any measures resulting from feasibility study		20	30	30
		Total	12	212	138	113

5.8.5 **Proposal 4J.Pr5:** TfL and the London boroughs will look at the problems that cyclists encounter, particularly key accident locations, to see if these can be solved by specific junction treatment or other traffic management solutions.

Borough response required: Boroughs must include a programme for review of key cyclist accident locations and a programme for the implementation of traffic management solutions.

On 'A' Roads and Busy Bus Routes (see Map in Appendix D) this must be incorporated into the 'parallel initiatives' as set out by 4G.Pr18.

Response: The Council routinely monitors road safety and accidents involving bicyclists are specifically investigated in order to identify any locations remaining where this vulnerable road user group is experiencing difficulties. Fortunately, the casualty record for bicyclists is good with casualty figures falling steadily.

The falling numbers mean that it is becoming increasingly difficult to identify locations with a poor history of cyclist casualties that have a cost effective or practicable engineering solution. In view of this, the Council now places greater emphasis on education, training and publicity measures. This includes providing free training for adults and children who live, study or work in the borough. Nonetheless, the Council will continue with its regular road safety studies and mass action investigations for early identification of problem sites for cyclists for further investigation for appropriate remedial measures. Any remedial measures identified on 'A' roads and Busy Bus routes will be incorporated into any parallel initiative proposals.

The Council has no current plans to allow motorcycles or HGVs to use any bus lanes on borough roads. The needs of all road users, including bicyclists are considered when reviewing waiting or loading restrictions.

- 5.8.6 **Proposal 4J.Pr6:** *All new major highway and transport infrastructure and traffic management schemes should be cycle audited, and TfL and all boroughs should have cycle audit procedures and include cycling in safety audit procedures. (Cycle audit procedures to be in place by the end of 2001.)*

Borough response required: *Boroughs must include details of their cycle audit procedures.*

Response: As well as the usual safety audit procedures, the needs of all road user groups are always considered throughout the development and design of major new traffic schemes in the Royal Borough. Where appropriate, specific cycle audits will be carried out on future major proposals making use of national and other relevant cycle auditing standards and guidance such as the IHT/DETR Guidelines for Cycle Audit and Cycle Review.

- 5.8.7 **Proposal 4J.Pr7:** *TfL and the boroughs, working in partnership with rail operators, businesses and educational establishments, will provide additional secure cycle parking facilities, including at shopping centres and transport interchanges. The Mayor will also encourage the provision of these and other facilities required by cyclists at workplaces and places of education, and will expect the boroughs to require developers, wherever practicable, to: provide good cycle access to the development; install secure cycle parking; provide showers and lockers and changing facilities.*

Borough response required: *Boroughs must include details of programme proposals for additional cycle access and secure cycle parking facilities.*

Response: The Council will incorporate a review of facilities for bicyclists at signalised junctions into the review of pedestrian facilities at such junctions referred to in 5.7.5 in line with its streetscape principles.

The Council now has a well-established reactive cycle parking programme which responds to requests from residents, visitors and businesses. For instance 43 cycle racks were installed under this programme in 2005/06.

An appropriate supply of high quality cycle parking is integral to the development of all major new schemes in line with the award winning cycle parking facilities provided as part of the Kensington High Street improvements.

An audit of existing cycle parking racks was recently completed and the findings were made available to TfL. The database is updated as new racks are installed. The Council aims to publish an updated map of cycle routes across the borough which will include details of cycle parking locations.

However, bicycles chained to other street furniture and railings can cause an obstruction and remain a problem. The Council's enforcement officers issue warning notices and carry out removals as necessary.

The Council recently installed a joint secure covered cycle parking/street lighting scheme outside Latimer Road Underground Station. Building upon this, the Council has bid for funding to investigate, with a view to increasing, the provision of cycle parking at major visitor attractions, stations, interchanges and schools. As the STP process develops it is likely that more cycle parking will be identified and developed both outside and within the boroughs' schools.

Six primary schools took advantage of the TfL funded Mayor's School Cycle Parking Programme between January 2005 and June 2006 to the tune of £31,500. Take up of this initiative is likely to increase further as the number of schools producing travel plans increases in line with the targets outlined in Chapter Eight – School Travel Plan Strategy.

The Council's UDP contains generous standards with respect to the provision of bicycle parking and cycle access to developments. The Council's bicycle parking standards are given in Table 7.6 in Appendix C of its Parking and Enforcement Plan. The forthcoming LDF is likely to strengthen these standards further. Businesses will be encouraged to provide cycle parking, lockers, showers and changing facilities through the business travel planning process with the Council leading by example. The Council has installed a secure bicycle parking scheme in the Town Hall under TfL's Support Funding for London Borough Council Workplace Travel Plans initiative (F1/RBKC/MISC/1).

The Council encourages the provision of off-street cycle parking in residential developments through its planning policies. Assistance with cycle parking was offered to the major Council owned housing estates a few years ago but the response was poor. The Council would be happy to try this again subject to funding being available.

The Council will continue to support TfL's 'Take a Stand' scheme through its business travel planning initiatives. This scheme provides employers with up to 40 free Sheffield cycle stands. The aim is to encourage local businesses to provide cycle parking on their premises for their employees to help promote cycling and increase cycle security. So far two local businesses have received stands.

The Council promotes the Immobilise Bicycle Crime campaign which encourages cyclists to register their bicycle model, make and frame number with the police. This helps the police reunite recovered bicycles with their owners in the event of theft and recovery.

- 5.8.8 **Proposal 4J.Pr8:** *TfL will work with the London boroughs and the police to support effective training for children and adults for safer cycling. TfL will work with the London boroughs, the voluntary and community sectors to increase awareness of the problems caused by cycling on the footway and other offences, and will develop effective measures for addressing them.*

Borough response required: *Boroughs must include details of programmes for the implementation of these measures.*

Response: The Council has an established cycle training programme which is available free of charge to all who live, work or study in the borough. School children can take advantage of a course of eight, hour-long training sessions

whereas adults have access to two, hour-long one-to-one training sessions. A cycle training course was also run as part of the Council's school holiday summer day camp. Training is available to all and sessions can be adapted for those with learning difficulties. During 2005/06 six schools hosted training courses for some 50 pupils and 27 adults also received training. In the first seven months of 2006/07 140 children and 57 adults received training as demand appears to increase (F1/RBKC/CS/2).

The potential for conflict between pedestrians and inconsiderate cyclists using the footway is a real cause for concern in the borough, particularly amongst older people. Regular publicity campaigns are carried out in partnership with the police and PCSOs to discourage such inconsiderate behaviour, and where necessary, offenders are penalised by fixed penalty notice (FPN).

The Council supports TfL's Share the Road campaign. A recent innovative local campaign targeted footway cycling and other offences such as riding through red lights by stopping offending riders and offering them the choice of an FPN or viewing a short educational film discouraging antisocial cycling. At the same time motor vehicle drivers ignoring facilities for cyclists such as advanced stop lines were similarly targeted.

5.9 Freight

Most freight in inner London is carried by roads. Heavy lorries travelling in and around London create significant environmental nuisance, a problem amplified at night when roads are generally less busy. The Council believes there is potential for a significant transfer of long distance freight from road to rail as well as to rivers and canals. Although lorries would remain the main means of delivery in London, such a transfer could lead to a reduction in the size of lorries used and in the associated disruption, congestion and pollution. It could also lead to a general reduction in the level of through heavy lorry traffic. However, the routes developed for carrying more rail freight should not be at the expense of rail passenger carrying capacity.

The Council supports the increased use of the river for freight movement, subject to other planning and traffic implications, and has a strong preference for transferring waste by river. The Grand Union Canal in the north of the borough also has potential for transporting freight.

The Council also supports an effective London-wide control of night-time and weekend lorry movement.

In terms of servicing, the Council requires all developments to provide adequate facilities to accommodate servicing, particularly by refuse lorries but also to allow safe access by vans and goods vehicles as appropriate.

- 5.9.1 **Proposal 4K.Pr1:** *TfL will set up a London Sustainable Distribution Partnership that will assist in the development and implementation of proposals for effective distribution of goods in London. (The London Sustainable Distribution Partnership is to be established by the end of 2001.)*

Borough response required: *Boroughs are encouraged to include a commitment to work with TfL to achieve the aims of the LSDP and help further specific initiatives identified by the LSDP, for example facilitating trials and providing information from surveys.*

Response: The Royal Borough has recently submitted its comments on TfL's Draft London Freight Plan. The Council awaits the Final London Freight Plan and

further developments around the Mayor of London's proposed London LEZ before committing to working towards the aims of the London Sustainable Development Partnership. In the meantime, officers will continue to liaise with TfL's Freight Unit and other partners on freight issues and developing initiatives as appropriate.

- 5.9.2 **Proposal 4K.Pr2:** *TfL will encourage the early development of Freight Quality Partnerships (FQPs), particularly at the sub-regional level, to complement similar, borough-led initiatives at the more local scale. (The initial partnerships should be set up early 2002.)*

Borough response required: *Boroughs are encouraged to set out the strategies and schemes to be adopted to achieve the LSDP freight related objectives including participating in sub-regional partnerships as appropriate and implementation of activities and schemes (see 4K.Pr1)*

Boroughs are encouraged to identify freight forum representatives and a freight contacts map covering freight related activities including waste planning, development planning, fleet vehicle manager (goods vehicles), environmental health officer (delivery noise abatement).

Response: The Council is a member of The Central London Partnership (CLP) and the South West London Transport Conference (SWELTRAC) both of whom are considering setting up Freight Quality Partnerships (FQPs). The Council will continue to work with the two sub-regional partnerships on freight issues and FQPs in particular. The Council is keen to ensure that appropriately sized lorries are used for servicing premises directly from the highway in shopping streets, particularly in residential areas.

Freight contacts in the Royal Borough are:

Planning and development	Forward Planning Policy 020 7361 3198
Waste transport	Waste Management Contracts 020 7341 5196
Fleet vehicles	Assistant Contracts Manager 020 7361 3653
Environmental Health	Noise and Nuisance 020 7361 3002
Freight Quality Partnerships	Traffic and Transportation Policy Service 020 7361 2094

- 5.9.3 **Proposal 4K.Pr3:** *The London boroughs and TfL should review the London Lorry Ban's exempt network and access routes to it. They should also consider the wider strategic context of the Ban.*

Borough response required: *Boroughs must include a commitment to engage with the LLCS consultation process, a commitment to seek ways to work with the ALG to modernise, where appropriate, the requirements of the LLCS in respect of vehicle specifications, routing requirements and driver training, or equivalent measures in response to the proposal.*

Response: The London Lorry Control System (LLCS) review was referred to in the London Freight Plan consultation. The Council is against relaxing the night-time lorry ban or linking it to engine noise levels as engine noise is only one factor in peoples' perception of nuisance from lorries. The Council are committed to continue to work with London Councils on the review of the LLCS.

5.9.4 **Proposal 4K.Pr4:** *The Mayor's Transport, Air Quality and Noise Strategies should form the basis of partnerships with business and major fleet operators and the London boroughs and sub-regional partnerships to: encourage the accelerated take-up of cleaner and quieter vehicle technologies, the achievement of quieter freight and distribution and waste operations and practices, to the promotion of better vehicle maintenance and considerate and economical driving.*

Borough response required: Boroughs must set out how they are progressing LEZ proposals, in particular their commitment to the London-wide scheme.

Boroughs must identify potential facilities for alternative cleaner fuels and the strategy to be followed in their increased provision and use.

Boroughs must identify how the uptake of cleaner fuelled vehicles is to be encouraged and improved vehicle maintenance standards supported.

Boroughs must identify a strategy for uptake of cleaner fuelled vehicles within the borough's own transport fleet and the freight fleets of contracted services.

Boroughs must also identify measures to encourage waste transport by rail, river and canal where appropriate (whilst promoting safe use of the River Thames), and taking account of environmental impacts.

Response: Details of the Council's AQMA and its views on a London-wide LEZ are given in the response to Proposal 3.Pr2.

The Council is concerned that the current reduction in existing petrol service stations in the borough will result in few locations where it would be appropriate or possible to provide refuelling for alternatively fuelled vehicles. The Council is therefore considering a provision to protect the remaining service stations within its LDF.

The Council has installed charging points for electric vehicles in the Town Hall Car Park using funding from the Energy Savings Trust. The Council wishes to extend this pilot project as part of a SWELTRAC bid (F1/RBKC/ENV/1).

The Council has several policies detailed in its Environment Strategy 2006 to 2011 that address issues relating to improving the environmental impact of its vehicle fleets and the vehicles that are used under Council contracts.

The Council has updated its fleet database to include details on the Euro standard, fuel type and any Reduced Pollution Certificate plus a replacement and monitoring timetable. At the last review of the Council's fleet, it was found that about 70 per cent of the fleet runs on alternative fuels such as LPG or electricity. Due to the decrease in availability of LPG-fuelled vehicles however, the Council is now looking to other alternatives. We are currently undertaking our own trials using bioethanol in a refuse vehicle (F1/RBKC/ENV/1) and this may be extended to include recycled cooking oils. At present, the Primary Care Trust and local health authority also use the Council's LPG pump.

The database has been used to identify the most environmentally damaging vehicles and devise an action plan for improvement. As and when contracts involving vehicles are renewed or re-tendered green clauses will be included in the tender documentation. For example, in the recent procurement of a contract to provide Special Educational Needs transport, various elements were included such as the requirement that the contractor has an environmental strategy that is reported on annually and that fuel efficient maintenance practices are carried out, e.g. tyre pressure checks and overloading capacity checks.

The Council is also investigating the feasibility of introducing a graduated parking permit scheme to encourage residents to consider purchasing more environmentally friendly vehicles.

A green fleet steering group within the Council was convened during 2005/2006. This brings together transport contract managers, fleet managers, transportation experts and environmental representatives.

Work currently being carried out includes:

- development of a green fleet manager's guide and toolkit for use by council fleet managers and contractors and green partners (F1/RBKC/ENV/1)
- a review and analysis of all council and contract vehicles
- development of a fuel efficient driver training guide to be embedded within the induction process
- development of a green fleet policy that will be concerned primarily with new vehicle procurement

As part of London sustainability weeks in 2007 the Council will be promoting the work of the green fleet steering group to further encourage local businesses to employ environmentally friendly fleet management. This will include distributing the green fleet manager's guide and toolkit currently being developed and information on business travel plans.

Business travel plans will also form an agenda item at the inaugural green partners meeting bringing together local businesses and institutions.

The Council already makes good use of the River Thames to transport its waste – see response to Proposal 3.Pr6.

- 5.9.5 **Proposal 4K.Pr5:** *TfL will work with the SRA and the boroughs to ensure suitable sites and facilities are made available to enable the transfer of freight to rail, both through the development of existing sites and the provision of new ones.*

Borough response required: *Boroughs are encouraged to set out measures to protect potential new and existing rail freight transfer locations.*

Response: Owing to its densely populated nature, there are no realistic sites for freight handling operations in the Royal Borough – see response to Proposal 4E.Pr8.

5.10 International

- 5.10.1 **Policy 4L.Po6:** *The Mayor wants to encourage the development of high levels of public transport access to London's Airports, and encourage a shift from the*

private car to reduce congestion. TfL will work with the Airport Transport Forums to achieve a significant increase in the proportion of travel to Heathrow (and other airports) by public transport, to limit traffic congestion particularly in west London approaches to Heathrow.

Borough response required: *Boroughs which are members of the Airport Transport Forums are encouraged to include a commitment to work within these bodies to achieve a significant increase in the proportion of travel to airports by public transport, and to limit traffic congestion in the vicinity of the airport in conjunction with TfL.*

Relevant boroughs are encouraged to include appropriate initiatives.

Response: Heathrow is the nearest airport to the Royal Borough and there are reasonable public transport links already in place such as the Piccadilly line and the Heathrow Express and Connect services from Paddington. However, the Council opposes any increased capacity at Heathrow unless associated improvements to the public transport networks are developed to relieve increased pressure on the networks within the borough.

The Council is not currently a member of an Airport Transport Forum. However, it is very concerned about the long ranging environmental impacts of the recently announced expansion plans for Heathrow. It is a member of the recently formed 2M Group which represents some two million people affected by the plans and is committed to challenging them.

5.11 Water

- 5.11.1 ***Proposal 4M.Pr2:*** *TfL will work with relevant partners to identify options for increasing freight use of the River Thames and other waterways. (Proposals to be made by the end of 2002.)*

Borough response required: *Relevant boroughs are encouraged to set out any measures they are implementing on relevant issues e.g. safeguarding wharves and facilities, access to river.*

Response: The Council supports the increased use of the River Thames and the Grand Union Canal in the north of the borough for freight movement. The UDP safeguards Cremorne Wharf to resist the loss of its important function as a waste management facility.

- 5.11.2 ***Policy 4M.Po2:*** *The Mayor will support the retention of freight interchange facilities on the Thames and other waterways.*

Borough response required: *Relevant boroughs must take account of decisions relating to safeguarding of wharves in developing relevant plans and programmes.*

Response: See response to Proposal 4M.Pr2 above.

5.12 Taxis, Private Hire Vehicles and Community Transport

- 5.12.1 **Policy 4N.Po2:** *Private Hire Vehicles (PHVs) should be safe, reliable and of good quality so they can play a major role in London's transport system including, in due course, the provision of accessible transport services.*

Borough response required: *Boroughs are encouraged to confirm that when reviewing contracts which entail the carrying of vulnerable passengers (e.g. schoolchildren, older people), they ensure that contracting bodies take steps to ensure that drivers are checked at the Criminal Records Bureau (CRB).*

Boroughs are encouraged to identify mechanisms for the ongoing monitoring of PHV operators and drivers used.

Response: Most children are carried by a single contractor under long term contract to the Council. All the drivers and escorts employed by that contractor are required to apply for an enhanced disclosure report from the Criminal Records Bureau (CRB). The Council processes applications on the contractor's behalf and, where necessary, is consulted about any decision over any particular applicant's suitability.

A few children are carried by licensed minicab firms. These children are usually accompanied on their journeys by either a Council employee (who is CRB checked) or a parent. Taxi drivers are subject to CRB checks through the Public Carriage Office (PCO).

The requirement for a CRB check is written into all contracts for the provision of door-to-door transport services. Within the contract there are requirements for regular monitoring reports from the provider regarding the CRB status of their drivers and the Council completes checks on the compliance with CRB requirements both with the provider and individual drivers.

- 5.12.2 **Proposal 4N.Pr1:** *TfL, in consultation with the taxi and private hire trade and other interested parties, is carrying out an extensive review of taxis and PHVs and will bring forward proposals, with the aim of improving personal safety for passengers, improving the supply, and enhancing passengers' travel experience. (Initial findings of the review will be reported in summer 2001, with specific short term proposals, following consultation with the trade. There will be a continuing review of policy and further proposals are expected to be put forward in 2002.)*

Borough response required: *Boroughs are encouraged to include proposals in line with the PCO best practice guidelines, to include: new provision, especially at key sites of new and improved taxi ranks, for example at railways/bus stations and in town centres, and identification of key points of contact.*

Boroughs are encouraged to promote the Mayor's 'Safer Travel at Night' initiatives and include their own proposals for improving safety and security including for woman and vulnerable groups.

Response: The borough is already well served with taxi ranks and so there is little demand for increased provision. The Council liaises with the PCO regarding changes to or the provision of new taxi ranks. The PCO is consulted on proposals that affect taxi ranks in the vicinity.

The Council's Community Safety Team in conjunction with the police work to promote the safe use of all public transport including taxis and cabs as detailed in the response to 4P.Pr5.

Public safety at taxi ranks has not been identified locally as a problem by either the police or the Community Safety Team. However, the Council would be happy to work with the Public Carriage Office to consider the potential for any initiatives such as marshalling or increased CCTV surveillance should the need arise. The movement towards white lighting across the borough as outlined in 5.14.4 should also help, particularly as the changeover programme is prioritised towards areas with higher general crime rates.

- 5.12.3 **Proposal 4N.Pr5:** *TfL will work with the community transport sector and the London boroughs to seek closer integration of mainstream and community transport services, and take into account the outcome of the Commission for Accessible Transport pilot schemes. (This will be on going, but TfL will have initial discussions with the community transport sector by the end of 2001 to identify the way forward.)*

Borough response required: *Boroughs must include details of how they will work with TfL and the CT sector to take forward these objectives.*

Boroughs must demonstrate how consideration is given to Taxi and other door-to-door services carrying out subsidised journeys for disabled people in terms of the need for the vehicle to stop at an accessible point for the passenger and for the driver to offer assistance in entering and exiting the vehicle.

Boroughs must take account of the outcomes of the CAT pilots including ensuring efficient and appropriate use of local CT schemes within a coherent service delivery framework.

Response: The Council works closely with TfL and London Buses to promote accessible bus services, including the bus stop accessibility programme. The Council supports the introduction of step-free access to all London Underground and national rail stations and is currently liaising with London Underground over providing step-free access at South Kensington Underground Station.

The Council works closely with Westway Community Transport (WCT), providing annual funding (£198,217 for 2007/08) for local community transport and accessible transport services, seeking to fill gaps in public transport provision.

The Council spends over £6m a year providing subsidised transport services to certain groups of residents. It does this in two main ways. Firstly by meeting part or all of the cost of residents' travel on public transport and by taxi and secondly by providing transport through contractors to and from places such as day care centres.

The Council provides transport to schools, nearly all outside of the borough, for children with special educational needs. It offers London Transport travelcards or bus passes to Royal Borough children living further than a specified distance from their school. The Council also charters vehicles to transport children to and from play and youth centres, and for some excursions during school holidays.

The Council provides transport to day care centres within the borough for clients who could not otherwise attend these centres. It also allocates transport-related grants to voluntary organisations providing services that meet social services objectives as well as providing ad hoc transport, typically taxis for non-routine trips by Social Services clients. WCT operates group transport services to over 600 voluntary and community groups in the borough. It is able to offer minibuses for hire at affordable rates to organisations that are enabling

members of the community to access a more independent lifestyle. Particular attention is given to those organisations working in deprived areas.

The Council paid £4,330,000 to TfL via London Councils towards Concessionary Fares (Freedom Pass) in 2006/07. The projected figure for 2007/08 is £4,700,000.

The Council responds positively wherever practical to individual requests for minor improvements such as the provision of new dropped kerbs and changes to local parking layouts to improve accessibility.

The Council's specifications for door to door services require contractors to train their drivers in disability awareness and in assisting clients where appropriate. WCT ensure that its drivers are all trained to MiDAS (Minibus Driver Assessment Scheme) standard and also offer them additional training such as Emergency First Aid, Disability Awareness and Manual Handling.

The Council has considered the outcome of the CAT pilots and will continue to engage with London Councils' work with TfL on its review of door to door services. The Council is keen to ensure that any proposed changes resulting from the review are of benefit to its clients.

5.13 Accessible Transport

- 5.13.1 **Policy 40.Po1:** *The transport system should be made more accessible by removing the physical, attitudinal and communication barriers that affect independent mobility. Everyone should have safe, comfortable and convenient access to a range of services, facilities and jobs. Work to achieve this should be through partnership with transport providers and other organisations including those of older and disabled Londoners.*

Borough response required: *Boroughs are encouraged to set out measures they are taking to make their transport system more accessible and to identify benchmark accessibility standards for measuring outputs with performance targets for outcomes.*

Boroughs are encouraged to identify strategy and mechanisms for consulting with older and disabled people, including identifying local stakeholder groups.

Boroughs are encouraged to include proposals to promote or introduce Shopmobility schemes and proposals to improve direction signing of accessible routes to assist mobility impaired people, especially in town centres and at tourist and other attractions.

Response: The Council's approach to making the transport system more accessible is covered in the response to Proposal 4N.Pr5.

Additional plans include a commitment to complete an access audit of each of the Council's parks and open spaces and develop priorities for improvement in consultation with local disability organisations by March 2007. The Council also aims to introduce an audio description within Holland Park for visually impaired visitors by April 2008.

ADKC is the main focus for consulting with disabled people in the borough. On larger, area schemes, the Council engages with disability groups including ADKC and the Guide Dogs for the Blind Association throughout the design process to ensure that any issues that may arise are considered at an early stage. The

Council's Public Transport Advisory Group is also a focus for consultation, particularly for elderly public transport users, and for liaison with TfL and public transport providers.

To make the transport system across the borough more accessible, the Council makes use of, or will make use of current national standards and advice, such as DfT's Inclusive Mobility standards in conjunction with its own streetscape policies.

Further details of how the Council consults with older and disabled people are given in the response to Proposal 40.Pr9.

The Council's Out and About scheme was set up in 2005/06 to provide an electric scooter loan service to individuals living and working in the borough. The scheme provides powered scooters in different areas of the borough on different days and was the first of its kind in central London (F1/RBKC/AS/1). WCT manages this project and TfL grant match funded the cost of the service in 2006/07.

The project is currently primarily targeted at older people. The Council would like to extend and promote the scheme to the wider community over the coming years with particular attention to the inclusion of younger disabled people and visitors to the borough who have mobility impairments. One of the current sites is Kensington Gardens which gives users the opportunity to access Hyde Park and the South Kensington museums and institutions. By expanding the service, users will have greater access to shops, parks and other sites not currently accessible to them.

The WCT user forum has identified Out and About as a priority development project as it already has the transport infrastructure and experience to further develop the scheme.

In terms of direction signing for accessible routes the Council prefers to keep street furniture and signing to a minimum in keeping with its streetscape policy. However, alternatives such as the provision of maps, information on the Council's website and plans and directions on notice boards will be considered. The Council does of course aim to make all its streets accessible through the provision of appropriately designed dropped kerbs, step-free routes and the associated enforcement necessary to keep routes clear.

- 5.13.2 **Proposal 40.Pr1:** *TfL and the boroughs will review the eligibility criteria for using door-to-door services, in conjunction with the other reviews of door-to-door services. The criteria should aim to include all people who cannot use mainstream public transport because of a mobility difficulty. (It is expected that appropriate criteria will be developed by the end of 2001/2.)*

Borough response required: *Boroughs must set out how they will deliver door-to-door transport services for disabled people. Refer also to Proposal 40.Pr3.*

Response: The Council provides a number of door-to-door transport services for disabled people. These include the Taxicard scheme, school transport for children with special needs, travel to and from day centres for older and disabled clients. The Council employs a mobility assessor to assess eligibility for these services. The Council reviews the services provided regularly to ensure they meet the needs of its residents.

The borough works closely with WCT for local community transport and accessible transport services to fill gaps in public transport including the establishment of a powered scooter loan scheme (F1/RBKC/AS/1).

WCT operates a subsidised Door-to-Door Shopper Service on behalf of the Council under a renewable annual SLA. It serves some 1400 residents who have a mobility problem due to age or disability. The scheme enables these clients to lead more independent lives by providing access to local shops and supermarkets. The service also offers assistance with getting into and out of the vehicle and with unloading shopping bags on the return journey. The scheme operates with regular drivers and escorts. The Council also funds a separate door-to-door shopping service provided by WCT for members of Sixty Plus, a group that supports older people in the Royal Borough.

The Council is keen to provide travel assistance to people with a physical impairment, visual impairment or learning difficulties, to older people or mental health service users and victims of crime (F1/RBKC/AS/1). Many of these groups do not feel confident using public transport or may have been disabled recently. WCT would manage the project with specially trained volunteers offering advice on planning routes and acting as travelling companions for the first few journeys.

The proposed project would encourage and increase the confidence of vulnerable residents. It would also enable them to use TfL's large fleet of accessible buses and tube networks, thus going some way to combat isolation. An added bonus is that this scheme would help increase awareness of drivers and the general public of the needs of these client groups. A further benefit would be that individuals will be encouraged and assisted to use the existing transport provision therefore lessening their demand on statutory and/or voluntary sector provision of door-to-door transport services.

WCT also operates a Door to Door Community Car Scheme in partnership with the Council serving some 1400 residents (F1/RBKC/CT/1). The car scheme enables clients to lead more independent lives by providing access to an assisted one to one, affordable and safe transport service. The scheme operates with the use of volunteers drawn from the local community. These volunteers are trained to a high standard and are CRB checked. Volunteers drive their own cars or have the option to drive one of WCT's four specialised vehicles. Particular attention is given to those individuals living in deprived areas of the borough and to those who need to travel at night.

- 5.13.3 **Policy 40.Po2:** *Availability of door-to-door services for vulnerable groups and people with mobility problems should be improved with better co-ordination between existing providers and with fair eligibility and entitlement criteria, taking account of the outcome of the Commission for Accessible Transport Pilot Projects.*

Borough response required: *Boroughs are encouraged to set out how they will implement door-to-door transport services for disabled people (including the adoption of fair standard all-London eligibility and entitlement criteria).*

Response: See response to Proposal 40.Pr1.

The Council has considered the outcome of the CAT pilots and will continue to engage with London Councils to work with TfL on its review of door-to-door services. The Council will investigate any opportunities for taking forward any recommendations from the pilots. However, it is keen to ensure that any

proposed changes resulting from these pilots and reviews are of benefit to its clients.

- 5.13.4 **Proposal 40.Pr3:** *There should be a London-wide Taxicard scheme provided by the London boroughs, meeting minimum standards set by the Mayor. TfL will work with the boroughs to seek to get better equality of Taxicard service across London in 2001/2 and beyond. In the longer term, if a method of eliminating current inequalities across London cannot be agreed in partnership with the London boroughs, the Mayor will require TfL to establish a London-wide scheme to achieve this. (It is important to deal with inequalities, and the Mayor and TfL are working with London boroughs to resolve these, with the introduction of initial minimum standards in 2001/2.)*

Borough response required: *Boroughs must set how they will deliver door-to-door transport services for disabled people ensuring a consistent minimum London-wide standard. Refer also to Proposal 40.Pr1.*

Response: The Council is participating in the ongoing review of eligibility criteria for the Taxicard scheme led by London Councils. The review aims to produce a framework for a consistent approach to eligibility and decision making across London in the provision of door-to-door transport services for disabled people.

- 5.13.5 **Proposal 40.Pr4:** *The supply of taxis and private hire vehicles (when licensed) available for subsidised public transport should be increased, and a more even distribution of services provided across London. (The Mayor and TfL will work with the London boroughs, and with taxi and private hire companies, to identify how more services can be provided, in the shortest practicable time.)*

Borough response required: *Boroughs must indicate how their proposals for door-to-door transport will integrate licensed PHVs into appropriate service delivery mechanisms.*

Response: The Council's Taxicard service currently exceeds the performance targets for arrival times without utilising licensed PHVs in the scheme. However, the Council will consider using PHVs in the future as appropriate.

- 5.13.6 **Proposal 40.Pr5:** *The lessons to be learned from the Commission for Accessible Transport's door-to-door pilot projects will be taken forward by TfL and the London boroughs and applied across London. (The pilot projects will be properly assessed in 2002/3. The Mayor wants TfL to work with all the partners to identify improvements and apply them across London as soon as is practicable.)*

Borough response required: *Boroughs must set out how they will deliver door-to-door transport services taking account of CAT results as appropriate*

Response: CAT undertook its work in 1998 and London Councils continue to meet with TfL regarding this and TfL's more recent door to door review and their proposals for integration of service delivery. The Council will investigate any opportunities for taking forward any recommendations from the CAT pilots and the TfL review.

The Royal Borough's Taxicard scheme provides a good service and it is hoped that this will be matched by planned improvements in the efficiency and reliability of the Dial a Ride scheme.

- 5.13.7 **Proposal 40.Pr6:** *A review will be carried out, by TfL and the London boroughs, to examine the cost to disabled people of using door-to-door services. (The Mayor wants the review to be carried out in conjunction with the Pilot Projects with any outcomes introduced soon after).*

Borough response required: *Boroughs must set out how they will deliver door-to-door transport services for disabled people taking account of CAT results as appropriate.*

Response: See responses to Proposals 40.Pr1 and 40.Pr5.

- 5.13.8 **Proposal 40.Pr9:** *Accessibility/Mobility Forums will be developed at the local and London-wide level, enabling users to be involved in the process of developing London's transport services and ensuring that people's needs are properly taken into account. (The London-wide and initial local forums will be meeting before the end of 2001.)*

Borough response required: *Boroughs must indicate how they will maintain, establish and facilitate local mobility consultation mechanisms ensuring that disabled people are fully represented and how such mechanisms will contribute to local policy development around accessible transport.*

Boroughs must also indicate how local consultation processes can contribute to a London-wide strategic mobility forum.

Response: The Council consults its service users regularly in forums such as older people's reference groups and the Public Transport Advisory Group. It also hosts annual Safe and Accessible Transport events for older transport users and carries out specific direct consultations such as a recent satisfaction survey sent to all Taxicard members across the borough.

The Council takes forward the views of these representative groups to the relevant agencies and where appropriate, encourages more direct communication to inform future strategies.

As a membership organisation, the Council's main community transport partners, WCT, regularly consult with their members to ensure that the services provided meet the needs of the community. WCT is run by a Management Committee made up of existing members. Members are also encouraged to attend WCT's user forum. This forum meets at least four times a year and puts forward proposals and suggestions to the management board. In addition WCT carry out a user feedback questionnaire survey every year to ensure that the services provided meet the needs of those who are unable to take part in the more pro-active consultation process.

The Council's latest Equality Action Plan contains a commitment to set up a Local Mobility Forum in 2007/2008. The aim is to bring together representatives of the local disabled community with transport operators on a regular basis. The mobility forum will consider how best to contribute to any London-wide forum once such a forum is established. In the meantime, the forum will look to its members, especially those from TfL, for examples of good practice from across London.

- 5.13.9 **Proposal 40.Pr12:** *The Mayor will press the Health Authorities, the London boroughs and other agencies for increased provision of powered wheelchairs, mobility aids and services to aid the independent mobility of disabled people. (It is intended for discussions to start, and substantial progress to be made, by the end of 2001.)*

Borough response required: *Boroughs must include details of how they will assist the increased provision of powered wheelchairs and other mobility aids.*

Response: The response to Policy 40.Po1 and F1/RBKC/AS/1 describe the Council's scooter loan scheme.

Mobility equipment is also provided through an integrated community partnership between the Council and Kensington and Chelsea Primary Care Trust called Kensington, Chelsea and Westminster Wheelchair Service. The service provides mobility equipment to children and adults who live in the borough and have serious and permanent difficulties in walking. The service provides a range of equipment - manual and powered wheelchairs, children's buggies, special seating, cushions and other accessories or modifications to suit individual needs. They also run a short-term wheelchair loan scheme.

The Council looks forward to considering the findings and recommendations of the Department of Health's forthcoming Transforming Community Equipment project and the Out and About wheelchair review.

- 5.13.10 **Proposal 40.Pr13:** *Disabled parking should be provided in convenient locations, for existing and new developments, to enable easy access to activities and facilities. Existing facilities should be reviewed to ensure there is sufficient disabled parking provided at key locations. (The review is to be included in the London boroughs Parking and Enforcement Plans.)*

Borough response required: *Boroughs must include plans for providing sufficient disabled parking at key locations.*

Boroughs must seek views of local disabled motorists to determine potential key locations.

Response: The Council already provides Blue Badge holder parking bays in popular locations throughout the borough. A review of Blue Badge parking was carried out in 1999, which resulted in additional Blue Badge bays being introduced in strategic locations, such as near hospitals, doctors' surgeries, shopping centres, museums, hotels etc. All requests for additional Blue Badge bays are considered on individual merit.

The four central London boroughs exempted from the national Blue Badge scheme concessions have recently agreed a package of measures to further assist Blue Badge holders to park in central London. This includes consulting with disabled groups such as ADKC on potential sites for additional Blue Badge bays. Further details of the Council's policies and proposals for disabled parking are given in Chapter Seven - Parking and Enforcement Plan.

- 5.13.11 **Proposal 40.Pr14:** *TfL and the London boroughs will work with disability groups and the government to ensure the effective operation and enforcement of a reputable Blue Badge scheme and include a review of the central London disabled parking schemes. (The review is to be completed by the end of 2002.)*

Borough response required: *Boroughs must set out a programme which contributes to a robust and reputable Blue Badge scheme.*

Response: See Chapter Seven - Parking and Enforcement Plan.

5.14 Integration

- 5.14.1 **Policy 4P.Po2:** *TfL will work with its partners to improve interchange between public transport modes, walking and cycling; make it easier for people to access the public transport system via walking, cycling and taxi; make interchanges accessible; and enable people to access the public transport system by car where this is essential, or meets broader strategic objectives.*

Borough response required: *Boroughs are encouraged to include a commitment to work with TfL and other partners to improve interchange and access, where appropriate by supporting TfL's Interchange Plan and according to the TfL Interchange Best Practice Guide and good practice accessibility guidelines (such as: Inclusive Mobility, SRA Code of Practice - Train and Station Services for Disabled Passengers, BS 8300 Design of buildings and their approaches to meet the needs of disabled people – Code of practice (2001), Revised Part M of Building Regulations) including incorporation and improvement of facilities for taxis, cycling and walking and PHV and mobility impaired users.*

Boroughs are encouraged to provide details of how they will improve direction signing for accessible routes to assist mobility impaired people, especially in town centres and at tourist and other attractions.

Response: Interchanges are locations where people change from one transport mode to another or between two services of the same mode and where people join the public transport system on foot, by bicycle, motorcycle or car. The Royal Borough is home to two interchanges defined as Category B (other major central London interchanges) in the TfL Interchange Plan. These are the areas around the tube stations at Notting Hill Gate and South Kensington. A Town Centre scheme is currently being developed for Notting Hill Gate (F1/RBKC/TC/1) as is a Streets for People scheme for South Kensington (F1/RBKC/SfP/3). The Council looks forward to engaging with TfL on the design and further development of both schemes as well as at other important interchanges such as Sloane Square. The Council supports London Underground's plans to provide step-free access to South Kensington Underground Station.

In terms of direction signing for accessible routes the Council prefers to keep street furniture and signing to a minimum in keeping with its streetscape policy. However, alternatives such as the provision of maps, information on the Council's website, plans on notice boards and information within the stations themselves as well as at bus stops will all be considered as the schemes are developed. The Council does of course aim to make all its schemes accessible through the provision of appropriately designed dropped kerbs, step-free routes and the associated enforcement necessary to keep routes clear.

The Council is committed to working with TfL to improve interchanges, broadly supports TfL's interchange plans and makes use of mobility standards and accessibility guidelines including TfL's Interchange Best Practice Guide. This involves working to make the areas surrounding stations that are public highways accessible, well maintained, secure and well lit, subject to the Council's planning and streetscape policies.

- 5.14.2 **Proposal 4P.Pr3:** *TfL will work with others to develop and implement a network-wide Travel Information Plan, including standards of provision, by the end of 2002.*

Borough response required: *Boroughs are encouraged to include proposals on how they will add to and improve TfL's Journey Planner facility e.g. specifying location of walking and cycling routes etc.*

Response: The Council is happy to provide information to add to TfL's Journey Planner as required.

The Council already has an interactive travel map on its website that allows users to search for the following:

- train stations
- underground network and stations
- bus routes and bus stops
- bicycle parking and routes
- walking network
- motorcycle parking
- road hierarchy including TLRN
- piers
- Blue Badge parking bays
- Car Club parking bays

The Council also provides links to various external sites including TfL's Journey Planner, London Walks, Walking Maps and LCN+.

- 5.14.3 **Proposal 4P.Pr4:** *The London boroughs in conjunction with TfL and key partners including business, health authorities and educational establishments will develop programmes to encourage individuals and organisations to adopt more sustainable modes of transport. These will include:*
- *Travel awareness campaigns: The London boroughs will develop programs to make people aware of the benefits of sustainable travel. This could include information packs and presentations at schools, and participation in high profile events (such as car free day)*
 - *Workplace travel plans: The London boroughs will develop a programme to provide travel advice in partnership with TfL. Employers will be encouraged to establish travel plans, to inform employees of the options available, and address issues such as parking provision, location decisions, and lack of facilities for cyclists. Such plans should be an integral part of development applications (see Policy3.Po7).*

Borough response required: *Boroughs must set out programmes to encourage the use of more sustainable modes of transport and set out how relevant promotional work, (e.g. travel plans, travel awareness, demand management etc.) is being progressed and how these meet the communication requirements of local residents.*

Response: The Council recognises that increasing the level of walking and bicycling would have a positive effect on the environment. It actively promotes the development of travel plans by schools and local businesses (F1/RBKC/STP/1 and F1/RBKC/WTP/1) and is working towards the target of all schools having a travel plan in place by 2009.

Travel awareness campaigns in schools have been carried out for several years and the Royal Borough was among the first London boroughs to sign up to Walk on Wednesdays/Walk Once a Week (WoW) and now has almost 5,000 children regularly receiving the monthly badge. Take up of Walk to School Weeks has been consistently high (F1/RBKC/TA/1). Further information on both these campaigns can be found in Chapter Eight - School Travel Plan Strategy.

The promotion of workplace travel plans is still in its early stages, but it is hoped that the Council's own staff travel plan will provide an example that other local businesses can follow (F1/RBKC/WTP/1). The Council has taken part in Walk to Work week for the past two years by encouraging its own staff to walk to and from work and for journeys made while at work. It is hoped that other local companies will take part in future years.

The Council provides and promotes bicyclist training for children and adults and Dr Bike sessions. These are available to anyone who lives, works or studies within the Royal Borough (F1/RBKC/CS/2).

The Council uses the UDP to help manage demand by restricting the amount of car parking associated with developments while encouraging generous bicycle parking facilities. These controls on new developments work in conjunction with the existing CPZ controls across the whole of the borough to limit private car use.

In addition to information being published on the website, the Council regularly sends information out to local libraries and schools for children to take home to their parents/carers. Translation services are available if required. The Council will investigate to establish whether providing such information in other formats would be cost effective and of benefit to local residents.

- 5.14.4 **Proposal 4P.Pr5:** *TfL will work with the London boroughs, the British Transport Police, the Metropolitan Police, operators and trade unions to bring forward and implement initiatives for reducing transport-related crime and fear of crime. Interfaces will be managed to ensure consistent standards of safety are achieved.*

Borough response required: *Boroughs must set out their programme(s) to reduce transport related crime and the fear of crime.*

Boroughs also encouraged to promote the Mayor's 'Safer at Night' initiatives particularly in terms of personal safety in getting to and from rail stations, bus stations and bus stops.

Boroughs must also state how this activity and its outcomes will be monitored.

Response: The Council addresses transport related crime by focusing on the individual elements of the crime triangle - victim, offender and location.

The Council runs various crime prevention campaigns to try and persuade people to take some simple steps to lessen the chances of them becoming victims of crime, e.g. not leaving valuables such as laptops on the back seat of the car, removing any signs of a satellite navigation system and taking care when using mobile phones in the street.

The Council works in conjunction with the police to target prolific offenders.

There are permanent CCTV cameras in three key locations across the borough – Earl's Court, Colville and St Charles Wards. In addition, the Council currently has four mobile CCTV cameras that are moved around the borough as required. The Council is looking to increase the number of mobile cameras.

The Council's CCTV is to be changed to a digital system in early 2007. The digitisation will result in improved picture clarity and offers the option of introducing computer software that is capable of identifying potentially suspicious behaviour.

The Council is also investigating the possibility of linking into commercial CCTV systems, such as a system being installed on the Cadogan Estates in the Sloane Square area and existing CCTV networks on housing estates.

The Council follows Section 17 of the Crime and Disorder Act 1998 and takes into account how crime can be reduced when implementing highway improvement and maintenance works.

The Council tries to ensure that places where cars are parked are well lit and is about to install ground anchors in residents' motorcycle parking bays for motorcyclists to secure their machines to (F1/RBKC/PC/1). The Council already provides bicycle stands for on-street bicycle parking (F1/RBKC/CS/2).

The Council is in the process of changing its street lighting from high pressure sodium which gives a yellow light to ceramic discharge lighting which gives a brighter light, shows more true colours and so improves CCTV pictures. This improves the perception of safety for pedestrians and those accessing public transport at night. The programme for changing the lighting has been prioritised to target areas with higher crime rates first.

The Council is currently implementing a £1.2 million modernisation scheme in World's End Place on the World's End housing estate (F1/RBKC/MISC/6). The aim is to transform the area into a high-class public open space that people will want to use by:

- designing out the opportunities for crime and antisocial behaviour by upgrading the lighting, removing the overhead walkway and opening up sight-lines across the square
- renewing the dull and worn brick and concrete surfaces with high quality natural stone paving that will introduce colour and contrast into the area
- repositioning and renewing lamp posts, benches and litter bins to give the square a more open, contemporary feel
- planting ornamental trees to bring colour and shade

World's End Place is currently Tenants Management Organisation owned land but when the improvements are completed it will be adopted by the Council as public highway. This will mean that the Council will be responsible for cleaning, maintaining and regulating the area. It will also make it easier for the police to deal with antisocial behaviour.

The Council is also working with TfL, London Underground and rail operators to improve access and safety on the approaches to stations within the borough. Work is currently underway to improve the environment outside Ladbroke Grove and Latimer Road Underground stations including improved lighting and relocating bus stops to more appropriate locations (F1/RBKC/SA/1 to 5). PCSOs are also positioned outside Ladbroke Grove and Latimer Road Underground stations during rush hours, especially in the evening, to provide a visible police presence.

Apart from distributing literature provided by the Mayor of London the Council has not done anything specific in relation to Safer at Night initiatives. However, the Council has done a lot of work over many years in response to the concerns of local residents, in offering advice to residents and visitors to the Royal Borough about lessening their chance of becoming a victim at night by, for example, not travelling alone or using unlicensed minicabs.

The Council and the local police review the local crime statistics monthly and use the data to inform policing and other interventions and allocating resources as appropriate.

The Council consults with its Residents' Panel annually on crime and the results are used to help target the appropriate interventions. This not only helps to reduce actual crime figures but the fear of crime as well.

Because the Council's approach to crime reduction is led by current data and the concerns of residents there is no fixed programme. Monitoring is undertaken monthly and a more detailed review of the Community Safety Strategy is completed annually. The current Strategy runs to the end of 2007. Issues surrounding transport related crime will be considered when the Strategy is next reviewed.

5.15 Major Projects

- 5.15.1 **Policy 4Q.Po1:** *Early progress should be made on proposals to increase significantly the capacity, and extend the provision of, London's public transport system. The following groups of major projects should be taken forward: new cross-London rail links, the 'Regional Metros'; improvements to London's orbital rail network, including the northern and southern extensions of the East London Line and the increased capacity of the West London Line; New cross-river links in London's Thames Gateway; possibly new (intermediate mode) tram or bus-based projects.*

Borough response required: *Boroughs are encouraged to set out local proposals to support increased public transport capacity.*

Response: The Royal Borough is an enthusiastic supporter of the increased passenger use of the West London Line (WLL). It has recently worked closely with Hammersmith and Fulham Council to secure new stations at Imperial Wharf, West Brompton and Shepherd's Bush. It has also commissioned a study to examine the feasibility of a fourth new station, to serve the far north of both boroughs. The Council believes that the creation of an orbital service would have great benefits for the borough's residents and workers and has lobbied DfT to maintain the existing Watford to Brighton (via Olympia) service. The Council will consider any requests from TfL Rail to assist in increasing capacity on the WLL.

The Council remains committed to both Crossrail and the Chelsea-Hackney Line.

- 5.15.2 **Proposal 4Q.Pr7:** *The Mayor and TfL will consult on each of the intermediate mode proposals in 2001 to decide what schemes, if any, should be taken forward, with a view to completing planning, determining funding and financing, and starting the construction of a preferred scheme or schemes at the latest by 2004.*

Borough response required: *Relevant boroughs are encouraged to take account of the West London Tram and East and London and Greenwich Waterfront transit proposals and identify how they will continue to engage with and provide support for the ongoing investigations and studies into the feasibility of the Cross River Tram project, being undertaken by TfL.*

Response: The proposed West London Tram scheme terminates in Hammersmith and Fulham at its boundary with the Royal Borough. The Council

is opposed to the current proposals but will continue to work with TfL on the development of any scheme. The Council is keen to mitigate any adverse impacts of any final scheme such as the displacement of traffic on to local roads in the west of the borough.

6. Road Safety Plan

6.1 Introduction

- 6.1.1 It is the Council's statutory responsibility under Section 39 of the Road Traffic Act, 1988 to carry out a programme of measures designed to promote road safety.
- 6.1.2 This Road Safety Plan details the results of the Council's examination of all aspects of its road safety obligations, and the subsequent targets and action plans it has developed. Evaluation and monitoring of changes in collision numbers and trends that have occurred following the introduction of safety measures are also included. Future evaluation and monitoring will be reported in the Annual Collision and Casualty Review report and in future editions of this plan.
- 6.1.3 This Road Safety Plan forms part of the Council's Local Implementation Plan (LIP) submission to Transport for London (TfL) for funding for road safety initiatives and measures. The plan will be reviewed annually and circulated to individuals and organisations within the Royal Borough involved with road safety, including schools and the Metropolitan Police to ensure that all parties are informed of the Council's progress on and strategy for collision and casualty reduction and to reinforce the Council's partnership approach to casualty reduction.
- 6.1.4 The main aims of this plan are to:
- outline the Council's policies, aims and objectives with regard to collision and casualty reduction
 - identify collision and casualty trends in the Royal Borough
 - highlight areas and road user groups that require attention
 - identify potential methods to be used in reducing the number of collisions
 - describe the methods used to highlight areas of concern and how the Council monitors changes in collision rates once remedial measures are in place
- 6.1.5 *This plan reviews the progress made to the end of 2005 on collision and casualty reduction in the Royal Borough and the engineering and education, training and publicity schemes implemented since 2000.*

6.2 Background

- 6.2.1 There is a legal requirement that all road traffic collisions that occur on the public highway in which a person is injured must be reported to the police. There is no corresponding requirement for damage only collisions and so for collision monitoring and prioritising remedial measures, only reported personal injury collisions (PICs) are used. Estimates show that on urban roads for every PIC there are approximately 17.7 damage only collisions.
- 6.2.2 A definition of a road collision given in the Royal Society for the Prevention of Accidents' *Road Safety Engineering Manual* is:
- "A rare, random, multi-factor event always preceded by a situation in which one or more road users have failed to cope with the road environment."
- 6.2.3 Road collisions are, fortunately, comparatively rare both in terms of occurrence on the highway and in an individual person's experience of them. Unfortunately, despite there being over 3,000 deaths in the United Kingdom per year as a result of road collisions, the rarity of road collisions leads to a general complacency about the problem and an acceptance of the number of road collisions that occur.

- 6.2.4 Collisions are random in time and location and it is not possible to predict when and where a collision is going to happen. However, by investigating longer time periods, usually three or more years, it is possible to identify locations and categories where more collisions than could be expected are happening. These are the locations and categories that are investigated with a view to implementing local safety schemes or initiatives to help reduce situations in which road users have failed to cope with their environment. However, it is not possible to engineer out all road traffic collisions because of their multi-factorial nature.
- 6.2.5 Research undertaken by the Transport Research Laboratory during the 1970s and 1980s showed that the majority of road collisions (95 per cent) involve some aspect of road user error. This ranges from simple lapses (such as taking the wrong lane at a roundabout) through errors of judgement (such as trying to cross a road when there is an insufficient gap in the traffic) to deliberate decisions to violate traffic regulations (such as driving while under the influence of alcohol or drugs or disobeying a red traffic signal). All casualty reduction programmes should therefore also include a data-led, long-term programme of road user education, training and publicity to address the element of human error.
- 6.2.6 *In addition to engineering and education, training and publicity, enforcement can affect road user behaviour and encourage compliance with traffic regulations and the Highway Code. Two bodies have enforcement powers. The first is the Metropolitan Police who are currently responsible for the enforcement of all moving traffic offences in the borough such as speeding, contravening traffic signals, drink driving, plus obstructive parking. The second is the Council, which is responsible for enforcing footway and obstructive parking, waiting and loading restrictions and various highway obstruction and licensing issues.*
- 6.2.7 In 1987, the then Department of Transport published *Road Safety: The Next Steps*. Within this document, the Government set targets to reduce the total number of road collision casualties by one third from the 1981-85 average casualty figures by the year 2000.
- 6.2.8 This target was achieved across the United Kingdom in general, but in London, only three of the 33 Local Authorities achieved the target reduction. In the Royal Borough, the reduction was 22.7 per cent, significantly better than the average reduction of 14.1 per cent achieved across all Inner London Authorities.
- 6.2.9 In 2000, the then Department of Transport, Local Government and the Regions (DTLR) published *Tomorrow's Roads – Safer for Everyone*, in which the Government set new targets for casualty reduction to be achieved by the year 2010. These new targets, detailed below, are reductions from the average casualty figures for the years 1994 to 1998:
- a 40 per cent reduction in the number of people killed or seriously injured (KSI) in road collisions
 - a 50 per cent reduction in the number of children killed or seriously injured
 - a ten per cent reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres
- 6.2.10 *The Department for Transport (DfT) has not yet issued guidance on how to quantify the million vehicle kilometres and so at present the Council uses casualty numbers and not casualty rates to monitor slight casualties. This is in accordance with the approach used by the London Road Safety Unit, the section of TfL that is responsible for collating and monitoring road collision and casualty data London-wide.*

6.2.11 In November 2001, the Mayor of London published *London's Road Safety Plan* which set additional casualty reduction targets for London. These targets were to achieve a 40 per cent reduction in the number of people killed or seriously injured in the following specific road user categories (as well as the overall KSI reduction of 40 per cent):

- pedestrians
- pedal cyclists
- powered two-wheeler riders (P2W)- moped and motorcycle riders

6.2.12 Following a review of the London Road Safety Plan in 2005 and also as a result of the significant progress made by London authorities in casualty reduction, the Mayor announced revised targets in March 2006:

- 50 per cent overall reduction in KSI
- 50 per cent reduction in KSI for pedestrians
- 50 per cent reduction in KSI for pedal cyclists
- 40 per cent reduction in P2W KSI (unchanged)
- 60 per cent reduction in KSI for children
- 25 per cent reduction in the slight casualty rate

6.2.13 As with the national targets, these are to be achieved by 2010 and are reductions from the average casualty figures for the years 1994 to 1998. The reduction target for slight casualties will continue to be based on absolute numbers rather than a rate until further guidance is received from the DfT.

The National Road Safety Strategy

6.2.14 In addition to detailing the national road safety targets, in *Tomorrow's Roads - Safer for Everyone* the Government set out the following ten main themes as its framework for improving road safety:

- safer for children
- safer drivers – training and testing
- safer drivers – drink, drugs and drowsiness
- safer infrastructure
- safer speeds
- safer vehicles
- safer motorcycling
- safer pedestrians, cyclists and horse riders
- better enforcement
- promoting safer road use

6.2.15 The Government recognised that it alone could not achieve such a major improvement in road safety and stressed the need for all those involved to work in partnership and listed the following main partners:

- Government
- local authorities
- police
- voluntary groups and road user associations
- motor manufacturers
- individual road users – drivers, motorcyclists, cyclists and pedestrians

6.2.16 This plan outlines the actions that the Royal Borough proposes to take to help meet the Government's national and the London road safety targets for 2010. They are set out using the ten themes from the national strategy. Because many of the actions being taken by the Council address more than one of the ten themes there is some repetition of the actions.

The Royal Borough

- 6.2.17 The Royal Borough of Kensington and Chelsea is located in Inner London. Its current population is approximately 165,000, one of the lowest in London, yet it is the most densely populated London Borough because of its small area.
- 6.2.18 The Royal Borough is primarily residential with dispersed commercial, retail and leisure facilities. Approximately 70 per cent of the borough is within a Conservation Area.
- 6.2.19 There are large numbers of commuter trips into and out of the borough each day, reflecting the high levels of employment within its boundary, particularly around the main shopping areas such as Kensington High Street.
- 6.2.20 The main highway network within the borough consists largely of radial routes running from east to west, and the Earl's Court one-way system. The majority of the road network consists of residential roads.

Personal Injury Collision Data

- 6.2.21 In London, data about personal injury collisions is recorded by the Metropolitan Police. This information is passed to the London Accident Analysis Unit (LAAU), which is part of TfL, who then make it available to the boroughs. Collisions that result only in damage to vehicles are not recorded.
- 6.2.22 Not all personal injury accidents are reported to the Police, because people do not know they should or, for whatever reason, decide not to do so. Various studies have been carried out to try to ascertain the level of under reporting, and a recent TfL report has concluded that 71 per cent can be used as a very rough reporting rate for all casualties in Inner London. Other estimated reporting rates for Inner London are, 67 per cent for pedestrians, 66 per cent for bicyclists and 78 per cent P2W riders. While acknowledging this level of under reporting, the Council can only work with the data that are currently available.
- 6.2.23 As part of the data collection for any collision the reporting police officer assigns a severity to the casualties based on guidelines issued in *Stats 20: Instructions for the completion of Road Accident Reports* published by the Government in January 2000. These guidelines are:

Fatal injury – those cases where death occurs in under 30 days as a result of the accident. It does not include death from natural causes or suicide.

Serious injury – an injury for which a person is detained in hospital as an in-patient, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring hospital treatment, injuries causing death 30 or more days after the accident.

Slight injury - an injury of a minor character such as a sprain including neck whiplash not necessarily requiring medical treatment, bruise or cut which is not judged to be severe or slight shock requiring roadside attention.

- 6.2.24 It should be noted that the severity of the casualty is decided on the basis of information available within a short time of the accident and so generally will not include the results of a medical examination, but may include the fact of being detained in hospital.

- 6.2.25 The police also assign each collision one or more contributory factors. These are subjective and represent what the reporting officer considers the main causes of the collision to be. While the Council recognises the subjective nature of these factors, they are a useful indication of the possible cause of a collision and so are used when undertaking collision analyses.

6.3 Policies and Objectives

- 6.3.1 The diverse land uses, heavy traffic and large numbers of pedestrians in the borough result in conflicts between road user groups. One of the Council's aims, therefore, is to raise the profile of road safety issues within the borough so that the improvements in road safety that have been achieved over the past few years can be built upon to provide an environment within the borough where its road users can travel in safety. This is in accordance with the Council's principal transport policy stated in the Unitary Development Plan to:

"Seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character and quality of the Royal Borough."

- 6.3.2 In addition to the principal transport strategy there are several transportation strategic policies that refer to road safety:

Strategy 25: to promote walking and to improve the pedestrian environment

Strategy 26: to promote cycling and to provide comprehensively for cyclists

Strategy 32: to achieve targets set for the reduction in the number and severity of road accident casualties in the Borough through traffic safety schemes, education and training initiatives as well as promoting enforcement initiatives

Strategy 34: to implement programmes of comprehensive traffic management and accident remedial measures on all roads in the Borough, incorporating facilities to help pedestrians, cyclists and buses where appropriate

Streetscape within the Royal Borough

- 6.3.3 In June 2004, the Council published its Streetscape Guide. The Guide aims to continue the high standards of street construction and maintenance that have been established in the Royal Borough and to ensure that all aspects of the street environment are sympathetic to the architecture and the environment surrounding it. The overarching principal of the Guide is that less is more and this has led to the Royal Borough challenging existing concepts of good practice in street design that have not been supported by appropriate evidence, such as guard railing at pedestrian crossings. While this has led to criticism from some organisations, the Council is committed to continuing this approach to its scheme designs, with each scheme subjected to rigorous monitoring to ensure that safety is not compromised.

6.4 Progress to the end of 2005

- 6.4.1 This section details the progress made by the Royal Borough against the *Towards the Year 2010* national and London targets. Progress towards these targets is monitored annually and reported in the Council's Annual Collision Review, which will form part of the Council's future annual bid submission to TfL.

Year 2010 National Targets

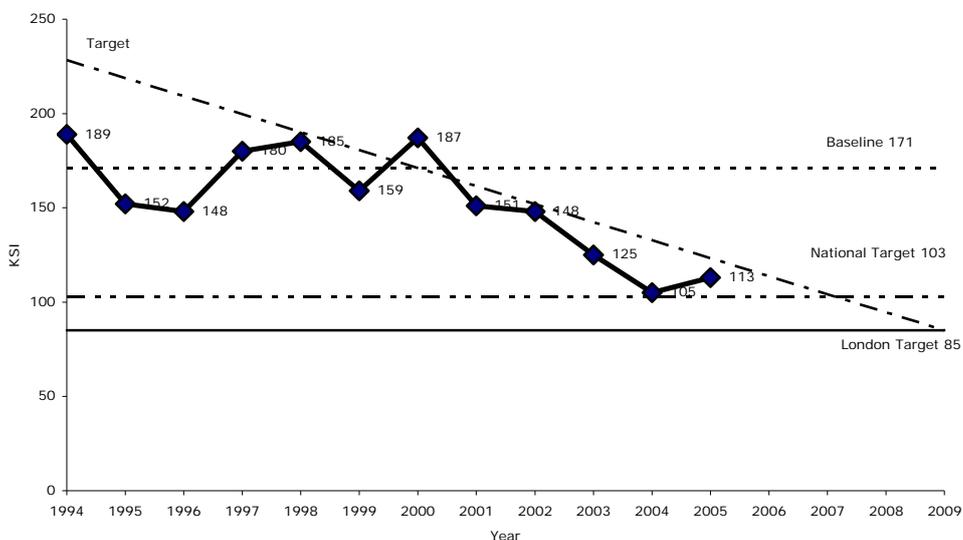
Within the Royal Borough, meeting the national and London targets requires reducing the casualty figures to the levels shown in Table 6.1 below.

Target Group	1994-98 average casualty figure	Target Source	Percentage Reduction	Target Figure	2005 Casualty Figure	Annual Reduction Required for Target
Killed or seriously injured	171	National	40%	103	113	7
		London	50%	85		
Children killed or seriously injured	11	National	50%	6	3	Met
		London	60%	5		
Slight casualties	1005	National	10%*	904	776	5.5
		London	25%*	754		
Pedestrians killed or seriously injured	72	London	50%	36	44	2
Bicyclists killed or seriously injured	18	London	50%	9	18	2.3
Motorcyclists killed or seriously injured	31	London	40%	19	36	4.3

*The actual target is to reduce the slight casualty rate per million vehicle kilometres but pending guidance from DfT casualty numbers are being used

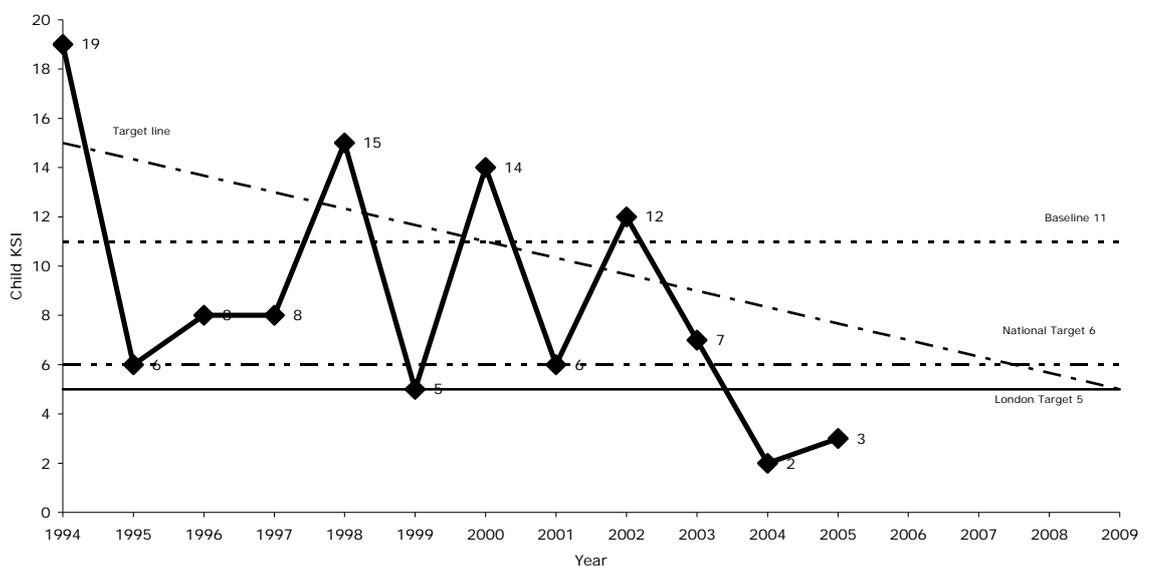
6.4.2 Figure 6.1 below shows the progress made towards the target reductions in the number of all people being killed or seriously injured:

Figure 6.1: Killed or seriously injured casualties in the Royal Borough 1994 to 2005



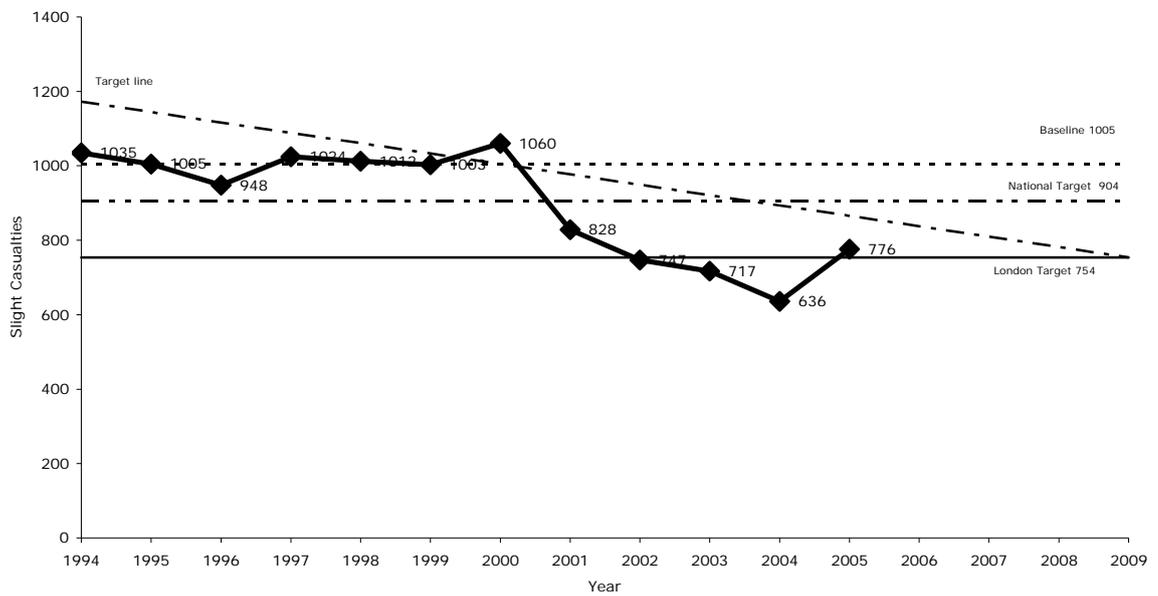
- 6.4.3 As can be seen the Royal Borough is making steady progress in reducing the number of killed or seriously injured casualties. Despite an increase in the 2005 figures when compared to the 2004 data the Council is still below the level required at this stage to meet the new extended target of a 50 per cent reduction.
- 6.4.4 Progress has also been made on reducing the number of children being killed or seriously injured as shown in Figure 6.2 below. Despite fluctuations in the casualty numbers the extended London target has already been met. However, because of the, fortunately, small numbers of children killed or seriously injured each year in the borough small changes in the number of casualties show as a large change in the graph and a large percentage change.

Figure 6.2: Children killed or seriously injured in the Royal Borough 1994 to 2005



- 6.4.5 Slight casualties have also shown a marked reduction as shown in Figure 6.3. If the slight casualty numbers remain at this level then the Royal Borough will have exceeded the national target by 2010 and is likely to meet the extended London target.

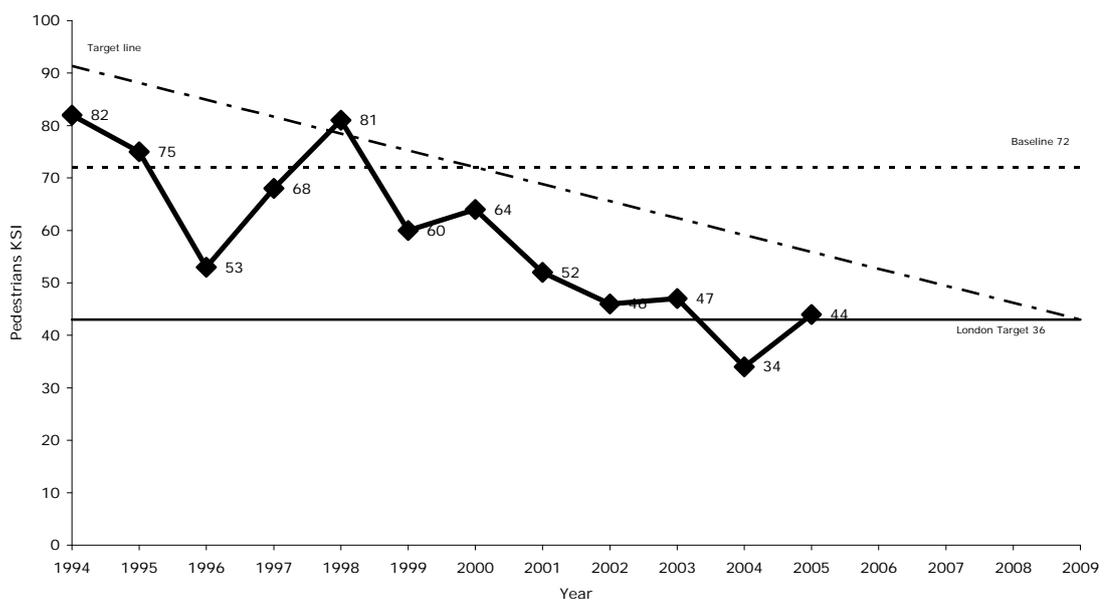
Figure 6.3: Slight casualties in the Royal Borough 1994 to 2005



Year 2010 London Targets

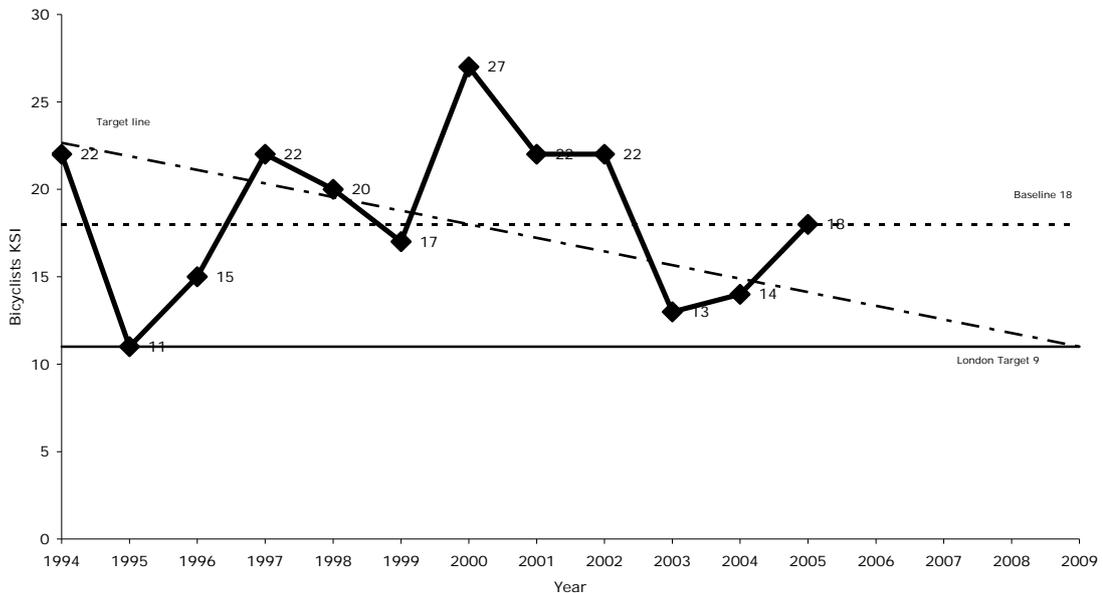
6.4.6 Figure 6.4 shows that the Royal Borough is also performing well against the London target for reducing the number of pedestrians killed or seriously injured. The extended target, a reduction to 36 pedestrians KSI was achieved in 2004 but unfortunately a slight rise in the number of casualties occurred in 2005.

Figure 6.4: Pedestrians killed or seriously injured in the Royal Borough 1994 to 2005



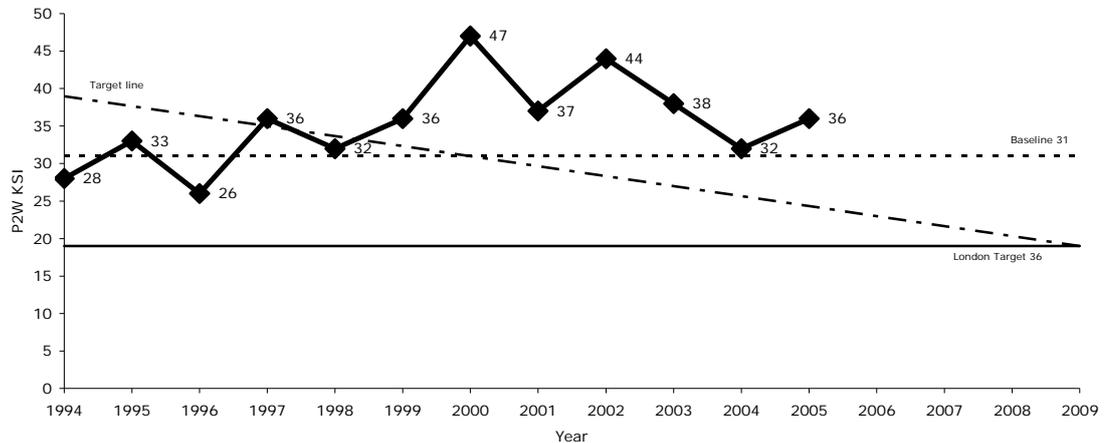
- 6.4.7 Progress has also been made towards reducing pedal cyclist KSI casualties and the Council is currently on course to reach the extended London target as illustrated in Figure 6.5 below.

Figure 6.5: Bicyclists killed or seriously injured in the Royal Borough 1994 to 2005



- 6.4.8 Pedal cycle use has increased on certain routes within the borough. This may be a result of congestion charging and the promotion of cycling as an alternative transport mode. However, this increase does not appear to have had a negative effect on the pedal cyclist KSI figures.
- 6.4.9 Progress on the P2W KSI target has been less successful, although as shown in Figure 6.6 it appears that the previously increasing casualty trend has now been reversed.

Figure 6.6: Powered two wheeler riders killed or seriously injured in the Royal Borough 1994 to 2005



- 6.4.10 It is recognised that P2W rider casualties are increasing across the whole of London. Following the introduction of congestion charging in February 2003 with the exemption of P2Ws from the original £5 charge (now £8), usage increased, although this effect now appears to have levelled out. This, together with the general increase in the use of P2Ws, has contributed to the increases in the number of P2W rider casualties. It is expected that the recent extension of congestion charging in to the Royal Borough will probably result in an increase in P2W usage and the Council will monitor closely the P2W casualty figures.

Engineering

- 6.4.11 Over the past few years, the Council has experienced difficulties in identifying local safety schemes with an expected first year rate of return of 100%. This has been the result of the success of the Council's programme of local safety schemes in earlier years and the fact that all the sites with straightforward solutions have now been treated. This is one reason why the Council is now focussing more attention on road safety education, training and publicity, and has reassessed the process used to identify possible local safety schemes. However, now that TfL has advised that only a "good" first year rate of return is required, it should be easier to identify appropriate potential schemes.
- 6.4.12 The Council's approach to all traffic schemes, including local safety schemes has been to look at all issues for all road users in an area, in line with the approach now adopted by TfL under the parallel initiatives programme, and not to simply focus on a single issue. This means that although implementation can be slow a better quality scheme is achieved.
- 6.4.13 Despite the problems in identifying schemes whose prime objective is to reduce road collision casualties, the Council implements a number of traffic management schemes each year using a combination of its own resources and grant funding from TfL. Although most are not primarily local safety schemes, road safety and a

positive effect on reducing road collisions is always taken into account in scheme design. Table 6.2 shows the number of schemes implemented during the past three years, the actual collision savings for schemes that had been in place for 12 months by the end of 2005, and the estimated number of casualties saved using the Royal Borough's average figure of 1.1 casualties per collision.

Year	Number of schemes implemented	Average collisions/year three years before implementation	Average collisions per year after implementation	Annual collision saving	Estimated casualty saving (1.1 casualties/collision)
2000/2001	16	134.0	85.3	48.7	54
2001/2002	20	114.0	90.7	23.3	26
2002/2003	6	15.0	10.0	5.0	6
2003/2004	7	114.3	76.0	38.3	43
2004/2005	5	13.7	-	-	-
TOTAL	54	391.0	262.0	115.3	129

6.4.14 Using *Highways Economic Note Number 1*, published annually by DfT, the 115 collisions that have been saved equates to a saving to the community of over £8.5 million.

Education, Training and Publicity

6.4.15 The Council has reviewed its road safety education, training and publicity service. A key influence on the review was the growing consensus that improving road user behaviour is fundamental to increasing the enjoyment of the public realm.

6.4.16 The Council has a Public Transport and Road Safety Advisory Group, which considers matters relating to transport and road safety and reports to the relevant Cabinet Member.

6.4.17 The Road Safety Team has an on-going programme of education, training and publicity which includes:

- visits to schools and other community groups
- competitions
- provision of theatre in education (TIE)
- participation in the Metropolitan Police's Junior Citizen Event
- local publicity campaigns
- support for national and London-wide campaigns
- partnership working with other London boroughs, TfL, libraries, businesses, the Metropolitan Police, the Council's parking contractors and school communities
- attendance at various community events
- participation as appropriate in the Local Authority Road Safety Officer's Association (LARSOA), TfL and other London-wide initiatives

6.4.18 The Council also has an active school travel plan (STP) programme, incorporating safety engineering measures where appropriate, with 20 schools having an approved travel plan in place at the end of September 2006. Further information regarding STPs can be found in the Royal Borough's School Travel Plan Strategy.

6.4.19 Road safety education, promoting STPs and associated engineering measures and the local safety scheme programme are the responsibility of the same team within

the Council. This ensures that road safety is an important aspect of encouraging the use of more sustainable modes of transport for the journey to and from school.

- 6.4.20 The Council also changed the method of delivery for the bicyclist training it provides in 2002/2003. Using TfL funding, the Council ran pilot programmes to establish the demand for and suitability of providing on-road bicyclist training for both children and adults via a private contractor. During 2005/2006 60 children and 22 adults received training and in the first seven months of 2006/2007 140 children and 57 adults had received training. It is expected that demand for these courses will continue to increase. The courses are advertised via the website, in libraries and the local press as well as by flyers and directly by the service provider. Better-trained, more aware bicyclists should result in reduced risk and lower casualty rates for this vulnerable road user group.

Enforcement

Parking enforcement

- 6.4.21 The whole of the Royal Borough is a Controlled Parking Zone and the Council continues to enforce waiting and loading restrictions in the interests of road safety, especially with regard to commercial loading.

London Safety Camera Partnership

- 6.4.22 The Royal Borough is part of the London Safety Camera Partnership (LSCP) and as such liaises with TfL (that coordinates the scheme across London) and the police about the location of red light and speed cameras within the borough. The LSCP is subject to the DfT's standards which restrict where cameras may be situated to those locations with the appropriate collision history. For speed cameras this is four speed related KSI collisions in the most recent three year period plus at least 30 per cent of traffic travelling above the speed limit. For red light cameras there has to be two or more killed or seriously injured casualties in three years as a result of a vehicle failing to stop at a red signal.
- 6.4.23 In addition to fixed sites, there is provision for a mobile speed enforcement camera to be used at other locations, such as outside schools, where a speed problem has been identified but which do not meet the casualty criteria. The mobile camera is available for a limited time each month.
- 6.4.24 The investigation into possible locations for the fixed cameras has shown that the most effective use of this resource is on the Transport for London Road Network (TLRN) as at present there are fortunately no locations on borough roads that have casualty rates that meet the minimum criteria.

Partnership working with police

- 6.4.25 The Council liaises and works in partnership with the Metropolitan Police, especially the traffic police based at Euston Garage, who have responsibility for the enforcement of moving traffic offences. The Metropolitan Traffic Police have recently introduced Borough Partnership Desks at each of the traffic garages across London to provide a regular contact point for local authorities and the police are encouraging local traffic officers to work more closely and in partnership with the London boroughs they cover. Joint site meetings with the police and officers from the Road Safety Team take place after every fatal road accident.
- 6.4.26 Joint initiatives have also taken place with the police and other enforcement bodies. An example of which was a two-day initiative in Earl's Court, involving 15 enforcement agencies, which included addressing unlicensed, uninsured drivers and the use of mobiles while driving.

- 6.4.27 The Council's Road Safety Team also take part in the Metropolitan Police's annual Junior Citizen event with a scenario aimed at improving the road safety awareness of the children. During 2004/2005, the Council developed a new road safety and green travel game for use at Junior Citizen and also at schools unable to attend the event. This game, which is based on snakes and ladders, is aimed at Year 5/6 pupils.
- 6.4.28 Wherever appropriate, the Council actively participates in London-wide initiatives promoted by LARSOA, TfL or other organisations.
- 6.4.29 For a number of years the Royal Borough has been active in the Pan-London road safety partnership between the 33 London boroughs, TfL and the police service as well as other organisations involved in road safety within London. This has included the Royal Borough representing the other London boroughs on various steering groups and since 2001 the Council has provided an officer who has chaired the Research and Development Working Group. This group's achievements include production of a reference guide for road safety practitioners in London and the conception, development and management of a training programme which has seen over 600 delegates receiving training since its inception.

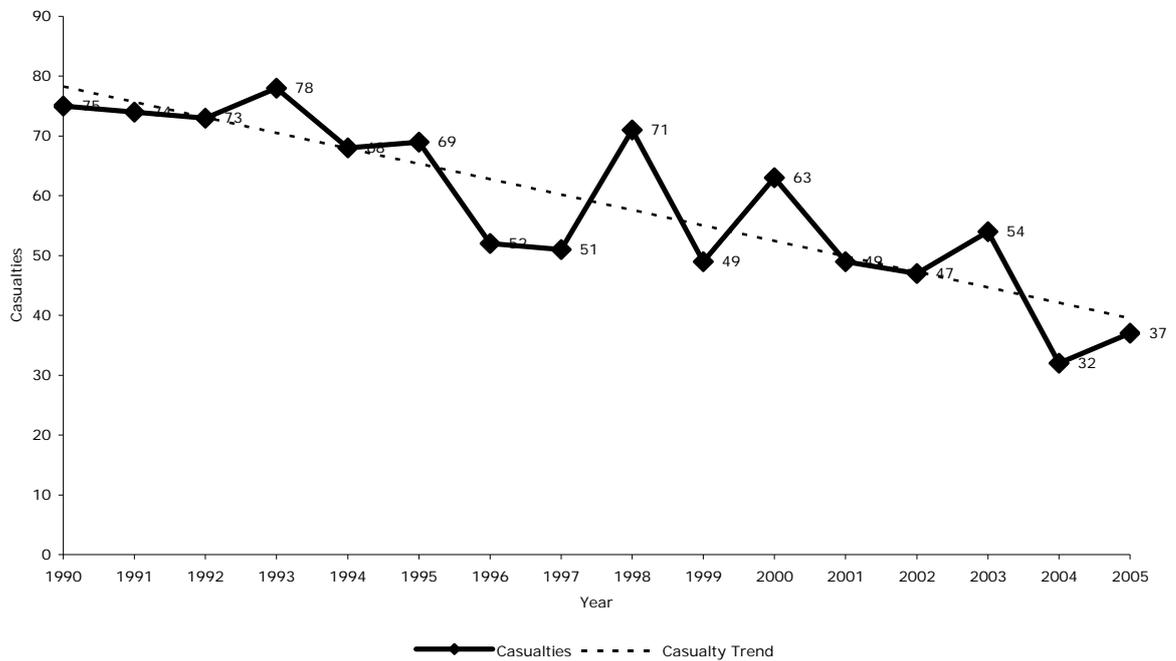
6.5 Future Strategies

- 6.5.1 As already shown in the review of the national and London targets, good progress has been made against many of the targets. However, it is important that better progress is made towards those targets against which the Council is not performing so well and that existing successes are built upon.
- 6.5.2 If the targets that have not already been met are to be achieved by 2010 the Council will need to ensure that each of the number of casualties in each target group is reduced each year by the numbers shown in Table 6.1.
- 6.5.3 *Achieving the overall reduction in the number of people killed or seriously injured set out in the extended London target will require implementing measures to achieve an annual reduction of seven killed or seriously injured casualties each year. The majority of these will need to be P2W riders if the London target is to be met. The Council will therefore prioritise its engineering activities at sites where collisions are already occurring rather than at locations where there are perceived problems. Details of the measures planned are given in the following sections.*
- 6.5.4 A series of more in-depth analyses of road user groups has been initiated to help inform priorities for engineering and road safety education, training and publicity initiatives. These analyses will include:
- older road users
 - P2W riders
 - bicyclists
 - children (0-15 year olds)
 - car drivers
 - young people (16 to 19 year olds)
 - contributory factors
- 6.5.5 All the reviews will include age, gender, ethnicity and links to deprivation (based on the postcode of the place of residence of the casualty where provided). An investigation into casualties and deprivation was completed in 2004/2005. This analysis showed that there is a strong statistical link between casualty rate and deprivation in the Royal Borough with the most deprived wards having casualty rates across the population more than 20 per cent higher than statistically expected.

- 6.5.6 The following wards were identified as having the worst casualty rates:
- Colville
 - Cremorne
 - Golborne
 - Notting Barnes
 - Saint Charles
- 6.5.7 Plan 1.2 in Chapter One of the Council's LIP shows the location of these wards.
- 6.5.8 A graph showing casualties by ethnicity and year can be found in Appendix A. Unfortunately the ethnic groupings used by the police when collecting casualty data does not map onto the ethnicity data collated from the census returns and it is therefore impossible to identify if a specific ethnic group is disproportionately represented in the casualty figures. Also as shown in figure 6.16 other than white European the next largest group is 'Unknown Ethnicity' which means that the data is missing for a large proportion of the casualties. The Council therefore does not feel that targeting interventions at, or setting casualty reduction targets for specific ethnic groups would be appropriate. However, as mentioned above, the Council is aware that there is a problem with the number of casualties from the more deprived areas of the borough, where many members of the BME communities live and the Council will ensure that these areas are a priority for road safety education interventions. In addition, as stated in paragraph 6.5.4, data analysis will be undertaken and will include details of ethnicity.
- 6.5.9 Colville, Cremorne, Golborne and Saint Charles are in the 20 per cent nationally most deprived wards. The Council will ensure that these wards are targeted specifically for road interventions as detailed below.
- 6.5.10 The Council's proposed actions to reduce the number of road casualties are set out below. The ten themes in the Government's road safety strategy are used and inevitably there is some overlap between them. The Council will continue its current activities in schools but is also planning on increasing the provision of education, training and publicity measures into the whole community.

Safer for Children

- 6.5.11 An analysis of the reported personal injury collision data for children has shown that, in the Royal Borough over the past three years (2003 to 2005), 45 per cent were injured as pedestrians and 35 per cent were injured while travelling in cars or taxis. The remaining 20 per cent were injured while using other modes of transport.
- 6.5.12 Fortunately, the number of children injured in the borough each year is low and the number is falling as illustrated in Figure 6.7 below. No child has been killed in the borough since 1999.
- 6.5.13 As mentioned above, the Council intends to undertake a more detailed analysis of the road casualty data for children and this will be used to inform future engineering and education measures.
- 6.5.14 As part of its annual casualty monitoring the Council looks at the locations around schools. In the last review there had been no child casualties in any road user group outside a school. Schools are also encouraged to consider road safety issues as part of the process of developing their school travel plans and to date no school has requested a 20 mph zone. The Council will continue to undertake the annual casualty review.

Figure 6.7: Child casualties all severities in the Royal Borough 1990 to 2005

School Travel

6.5.15 The Council's Travel Plan Coordinator will continue to encourage all schools to develop and implement STPs. These will provide opportunities to promote wider road safety messages. The development of each travel plan will involve whole school communities (pupils, parents, and governors as well as teaching and non-teaching staff) and should result in increased awareness of transport and road safety issues.

6.5.16 Any school that applies for planning consent will be required to develop a STP in line with the national requirements as a condition of any consent given. Further details relating to STPs can be found in the Royal Borough's School Travel Plan Strategy.

Pre-School Children (Under Fives)

6.5.17 There are 91 pre-school groups and 76 nurseries/nursery classes within the borough spanning both state and independent sectors.

6.5.18 Road safety for the pre-school child is the responsibility of their parents and other carers. Therefore, the Council targets road safety messages towards parents/carers by encouraging them to teach children by example and by providing advice on issues such as car seats. For example leaflets were sent out to parents via schools, nurseries and playgroups to advise parents and carers of the change in the child seat legislation that came into effect in 2006.

6.5.19 The Council supports the Children's Traffic Club in the borough and sent out the playgroup packs to all playgroups in the borough during 2004/2005. The Club has been promoted at public events such as the Children's Information Fair, where parents/carers were encouraged to sign up their three-year-olds as members of the Club and so receive the activity books at regular intervals. The Club will also

be promoted via the Council's school travel website and via libraries. The Council will work with the Primary Care Trust, who is responsible for mailing out the invitations to the parents of all children approaching their third birthday, to ensure that the mailings are completed each month.

- 6.5.20 The Council has developed an interactive on-line game on the school travel website using funding from TfL, which provides information on campaigns, training, competitions, STPs and teaching resources as well as on-line interactive learning resources. The game for pre-school children is designed for parents to play with their children and is based around the concept of a parent and child building a safe route on which to travel to school. The game is also available in a printable format for anyone who does not have access to the internet at home.

Schools

- 6.5.21 There are 51 primary (26 state and 25 independent) and 9 secondary schools (four state and three independent plus three independent secondary schools combined with primary schools) within the borough. The Council reviews the reported personal injury collisions across the borough annually, including the areas around schools. This means that the Council has met the requirement to assess road safety around schools set out in 4G.Pr9 and as target two of the LIP Guidance and so there is no specific programme for additional review.
- 6.5.22 Fortunately, the number of collisions resulting in injury to children is relatively low with 52 child pedestrian casualties in the three-year period to the end of 2005. Of these 52 child pedestrian casualties, 12 (23 per cent) were reported to have been injured on the journey between home and school. None of these injuries occurred in the area immediately around schools and most occurred on A roads and Busy Bus routes. On the whole speeds around schools are already low and the introduction of 20 mph zones around schools is therefore unnecessary.
- 6.5.23 The Council will continue to develop safer routes to school as components of approved STPs, combining educational and engineering measures, where appropriate, to improve actual and perceived safety of the journey to school.
- 6.5.24 During the 2002 autumn school term the Road Safety Team carried out a questionnaire survey with all primary schools and interviews with all secondary schools in the borough. The consultation exercise aimed to find out how schools rated our current service, measure the road safety education and training activities already happening in schools and find out which road safety education and training services schools would like. The results of the consultation exercise were used to identify improvements in the road safety service provided by the Council.
- 6.5.25 The Road Safety Team can offer schools detailed advice on how to include road safety education in the curriculum and provides education materials and support for their delivery. A number of annual campaigns are run plus an annual road safety and green travel picture competition where the winning entrants are used in the Royal Borough's road safety and green travel calendar. Since 2005 the calendar has been sponsored by The Project Centre, the Council's partnership consultant, and is an example of the new partnerships that the Council is developing with the private sector.
- 6.5.26 The Council currently sponsors TIE for primary schools in the borough. Feedback from both staff and pupils has indicated that this is an effective and well-received means of promoting road safety and encouraging positive behaviour and attitudes. The Council will therefore continue to provide TIE and investigate possible means of extending this provision within the borough. TfL has allocated funding to extend TIE into the secondary school sector (Form F1/RBKC/ETP/1). However, it has

proven difficult to convince secondary schools to take part. Research will continue to identify appropriate TIE for secondary schools and how to best encourage schools to incorporate it into their curriculum.

- 6.5.27 The Council wishes to introduce practical pedestrian skills training in primary schools in the borough, but at present resource levels preclude this. The Council will therefore investigate how best to organise this scheme so schools that have completed their travel plan and who have identified a need for such training within their plan can access appropriate support in developing practical skills training. A bid will be made to TfL for funding via the LIP process to enable this project to progress (Form F1/RBKC/ETP/1).
- 6.5.28 The Council is developing a Key Stage 1 resource pack for use by schools. The pack will include road safety activities and details of resources that are available either permanently or on a short-term loan from the Road Safety Team. It is intended that by making resources easily available and raising awareness of what is available, more teachers will include aspects of road safety within their lesson plans. Once this pack has been completed similar packs for other Key Stages will be developed or purchased if suitable resource packs already exist (F1/RBKC/ETP/1).
- 6.5.29 The Council has developed a school travel website. The website was funded by TfL and provides information on campaigns, training, competitions, STPs and teaching resources as well as on-line interactive learning resources. The website now needs updating to reflect changes in various issues, such as the child car seat laws and to make it even more user friendly. Once this work is completed it will contain more general road safety information for the whole community and will continue to be updated and promoted regularly.
- 6.5.30 The website already contains an on-line resource dealing with the issues surrounding the change from primary to secondary school for teachers, parents and pupils. This is a vulnerable age group and the resource aims to help children choose the best form of transport to their new school and then plan a safe route. There is also a printable version for those people who do have access to the internet.
- 6.5.31 The Road Safety Team has also been involved in the development and content of the Council's Young People's website. This website is aimed at 11 to 17 year olds, will be separate from the Council's website and will be designed to appeal specifically to teenagers. This will become a useful source of information on road safety for young people.
- 6.5.32 Using TfL funding the Council offers all schools bicyclist training for children in Year 6 and above. This training involves both playground based and on-road training and all trainers are qualified to the National Standard. Take up of the training is increasing as it is included in many STPs and the Council will continue to make training available on demand. Should demand increase beyond the current contractor's ability to meet it, the Council will investigate other means of providing training to ensure that all children who want training receive it (Form F1/RBKC/CS/2).

Safer Drivers – Training and Testing

- 6.5.33 The Health and Safety Executive estimated that in 2001 up to a third of all traffic collisions could involve someone who is at work at the time.
- 6.5.34 Many vehicles on roads in the borough are being driven for work purposes. The range of vehicles is extensive, from buses, lorries, vans, cars, emergency service

vehicles and specialist construction vehicles to motorcycles and bicycles. In a recent road safety campaign targeting seatbelt use over 80 per cent of the drivers stopped for not wearing their seatbelt were at work.

- 6.5.35 The Road Safety Team successfully submitted a bid to TfL to fund a safe driving plan project in 2004/2005 and initial work was carried out. The Council considers this to be an important road safety issue and further ways of encouraging local businesses to address work-related road safety will be investigated and funding sought to help reduce the number of work-related road accidents (F1/RBKC/ETP/1).
- 6.5.36 The Council wishes to encourage all secondary schools in the borough, both state and independent, to include pre-driver training in the curriculum for 16 year olds. It is recognised that there are already several resources available to purchase and the Council will research these resources and identify the most appropriate for use in local schools. It is hoped that other partners such as the police and local driving instructors will take part in the delivery of this course. If additional funding is required to implement a pre-driver course then TfL funding will be sought (F1/RBKC/ETP/1).

Safer Drivers – Drink, Drugs and Drowsiness

- 6.5.37 The Council will continue its support for national and London campaigns and will develop local campaigns in partnership with the Metropolitan Police Traffic Unit, neighbouring boroughs and TfL as appropriate.
- 6.5.38 The issues surrounding driving and drink, drugs and drowsiness will be a required element of the pre-driver education course that the Council wishes to introduce to schools to help encourage young people to foster positive attitudes against driving while tired or under the influence of alcohol or drugs.

Safer Infrastructure

- 6.5.39 The implementation of local safety schemes will continue to be data-led. By using casualty data the Council's engineering efforts will be focussed at locations with the higher levels of road traffic collisions involving the target road user groups and casualty severities detailed in the national road safety strategy and the Mayor of London's Road Safety Plan. Efforts will continue to be concentrated on achieving reductions in casualties in the vulnerable road user groups.
- 6.5.40 The Council will continue to use the four main approaches to local safety schemes:
- single sites – locations with high collision rates usually at junctions or short lengths of road
 - mass action plans – can apply to targeted groups, usually vulnerable road users such as children, bicyclists or those with impaired mobility, or to a group of sites that have similar problems such as providing anti-skid surfacing on the approach to pedestrian crossings
 - route action plans – a whole route or section of a route that has been identified as having a higher than expected collision rate
 - area-wide action plans – treatment of a whole area with higher than expected collisions rates
- 6.5.41 TfL's publication Levels of Accident Risk in Greater London details collision rates for London as a whole and for each individual borough. The latest edition, issue 11,

was published in December 2006. The information contained in this document will be used to help identify those locations that have higher than average collision rates.

- 6.5.42 Once potential local safety schemes have been identified based on the collision data, further investigations are then carried out to establish if a cost effective solution can be designed to eliminate any common factors that contributed to the collisions. Fortunately, within the Royal Borough, as in many other local authorities, most of the locations where there is a simple low cost engineering solution have already been treated.
- 6.5.43 This makes identifying new schemes more difficult. The Council will continue to monitor reported personal injury collisions and to develop an annual programme of appropriate local safety schemes (Form F1/RBKC/LSS/1). Collision reduction measures will also be included in non-local safety schemes whenever possible. As with all works undertaken on roads that are the responsibility of the Council, all local safety schemes will be designed in accordance with the principles laid out in the Council's Streetscape Guide.
- 6.5.44 The majority of collisions occur on 'A' roads and Busy Bus routes including the TLRN. 30 per cent of all casualties were injured on the TLRN, which represents only eight per cent of the total road network in the borough. As TfL is the highway authority for the TLRN they are responsible for implementing local safety schemes on these roads. If the Council identifies a location on the TLRN that is of concern it is brought to the attention of TfL for investigation.
- 6.5.45 Appropriate changes to the road environment may also be made following completion of STPs to improve actual or perceived safety. However, as collisions involving children on the journey to and from home are thankfully relatively rare, it is likely that the emphasis in STPs is on developing non-engineering solutions, such as education and publicity measures, to solve problems identified by the school community.
- 6.5.46 An important aspect of a safe infrastructure is maintaining the highway to a high standard. The Council commits large sums of money each year in addition to funds from TfL (Form F1/RBKC/RO/1) to ensure that the highways for which it is responsible are maintained to a high standard. The current programme of maintaining highways and street furniture within the borough will be continued.

Safer Speeds

- 6.5.47 The Council will continue its support for national and London-wide campaigns, by distributing leaflets and posters and providing supporting activities in schools and other organisations as appropriate.
- 6.5.48 The issues surrounding speed will be a part of the pre-driver programme that is currently being researched to help encourage young people to foster positive attitudes against driving at excessive or inappropriate speed.
- 6.5.49 Although, fortunately, no roads for which the Council is the highway authority meet the criteria, the Council will continue to liaise with the London Safety Camera Partnership on the location and use of speed enforcement cameras within the borough. The Council will make use of the mobile enforcement camera at locations where speeding is perceived to be a problem. In addition, the Council is piloting the use of temporary variable messaging signs in the borough at locations where slower speeds need to be encouraged.

- 6.5.50 The existing meetings with local traffic police will continue where requests for speed enforcement at locations where speeding is causing collision problems can be raised. The Council has secured funding from TfL to purchase an additional speed gun to assist the police in the identification and enforcement of locations with speed problems.
- 6.5.51 The Council also experimented with the introduction of a 20mph speed limit in a road that had a history of speed related collisions without adding to the existing speed control measures. Although the average speed did not change the number of collisions did go down. The experimental order has since expired and the speed limit reverted to 30 mph and to date the collision record has remained low. Unfortunately, the police were unable to provide enforcement for the 20 mph limit, as their speed equipment is not calibrated for speeds that low. Enforcement of the 30 mph limit is carried out by the police when resources allow.

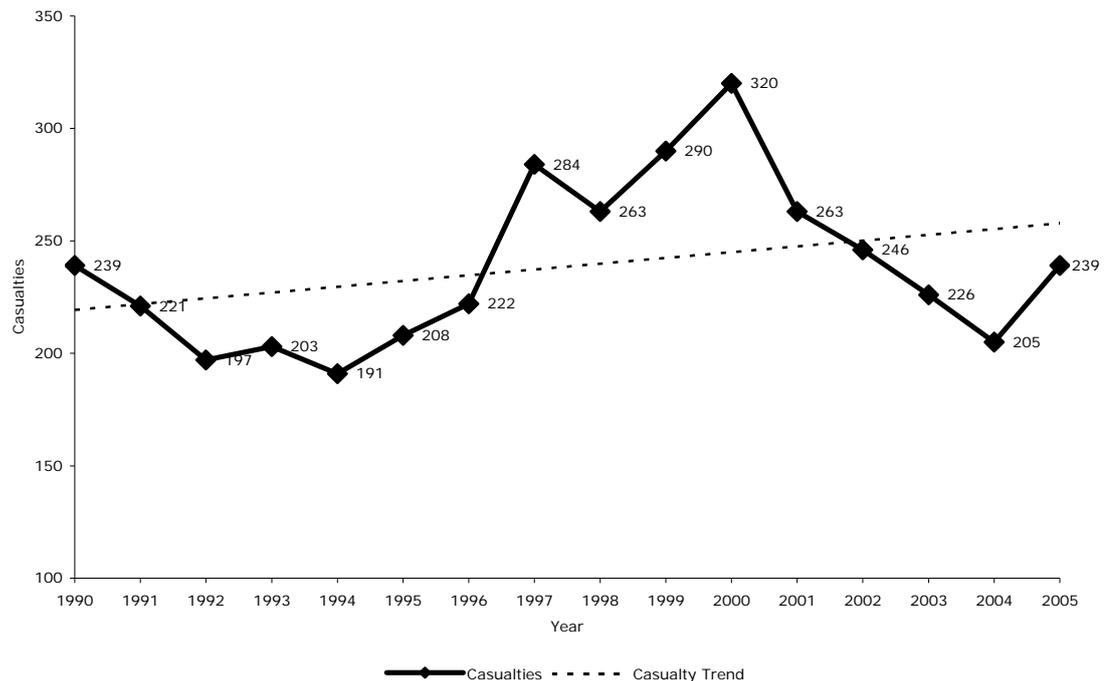
Safer Vehicles

- 6.5.52 Much of this theme concerns vehicle design and manufacturing which relies on Europe-wide action. However, the Council will monitor developments and if appropriate lobby the Government and manufacturers to make progress in this area.

Safer Motorcycling

- 6.5.53 P2W riders killed or seriously injured is the only casualty reduction target that the Council is unlikely to meet and therefore the Council intends to focus resources on this vulnerable road user group. As shown in Figure 6.8 the long-term trend for all P2W rider casualties is rising although between 2000 and 2004 the number of casualties fell steadily. It is too early to say whether the increase shown in 2005 is the start of a long-term increase in the number of P2W rider casualties or is simply a reflection of the fluctuating nature of accidents. It is difficult to design engineering measures that will address P2W rider casualties and so the Council will focus its activities on education, training and publicity measures.
- 6.5.54 The Council is part of a cross borough working party which developed a publicity campaign using TfL funding to encourage P2W riders to wear the appropriate safety clothing. This high profile campaign was launched in March 2007.

Figure 6.8: Powered two wheeler rider casualties all severities in the Royal Borough 1990 to 2005



- 6.5.55 Initial research has indicated that a large proportion of the casualties occurred during working hours and so it is likely that a number are riding while at work. Therefore the Council intends to develop local campaigns aimed at companies based in the borough that employ P2W riders who ride as part of their employment to encourage safer riding. These campaigns will use materials produced by the DfT and include an evaluation form that can be faxed back to the Council's Road Safety Team. The results of the evaluation will be used to develop future campaigns aimed at new, inexperienced riders via colleges and other organisations. It is also intended that the use of P2Ws will be highlighted in any work carried out with regard to work related road safety (Form F1/RBKC/ETP/1).
- 6.5.56 The Council also wishes to address riders who either live or commute into the Royal Borough. The Council intends to develop a series of leaflets that will be placed once a month on every machine parked in the borough. These leaflets will include information on the casualty figures and will be developed to raise awareness among motorcycle/moped riders of the need to ride defensively and safely. Leaflets, including those promoting the Bikesafe training scheme, a riding assessment course run by TfL and the police, are included with all new motorcycle/moped parking permits that the Council sends out (Form F1/RBKC/ETP/1).
- 6.5.57 The Council has also recently announced a new scheme that provides secured parking for P2Ws. In order to offset the cost of providing secured parking the cost of residents' motorcycle parking permits has increased. However, a discount is now being offered to all riders who can provide evidence that they have passed a recognised advanced riding course such as those provided by RoSPA and the Institute of Advanced Motorists (Form F1/RBKC/PC/1).
- 6.5.58 The Council has designed new display boards promoting safer P2W riding for use in the Town Hall and other locations.

- 6.5.59 The traffic police will be asked to target enforcement at locations where the reported injury collision data indicates a high risk to motorcycle/moped riders. This enforcement will be aimed at all road users whose behaviour is inappropriate and not just P2W riders.

Safer Pedestrians, Cyclists and Horse Riders

- 6.5.60 Overall pedestrian casualties represent approximately 25 per cent of all casualties within the borough as shown in Figure 6.9. However when child casualty figures are analysed separately as shown in Figure 6.10 about half of the child casualties are pedestrians.

Figure 6.9: Casualties by road user type in the Royal Borough 2005

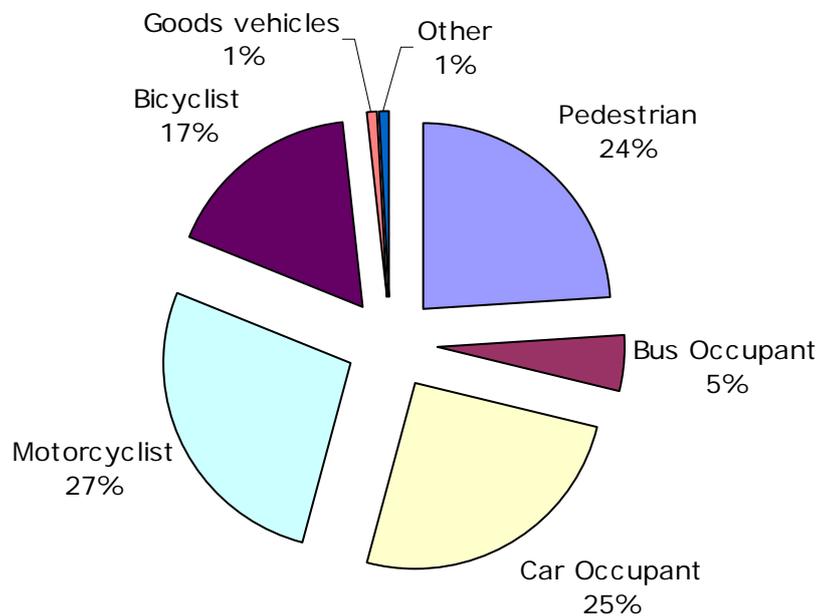
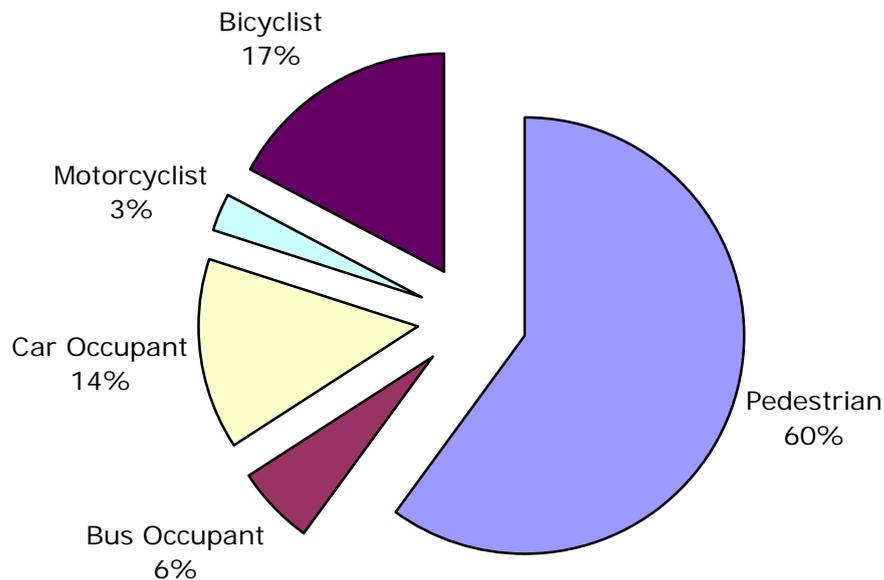


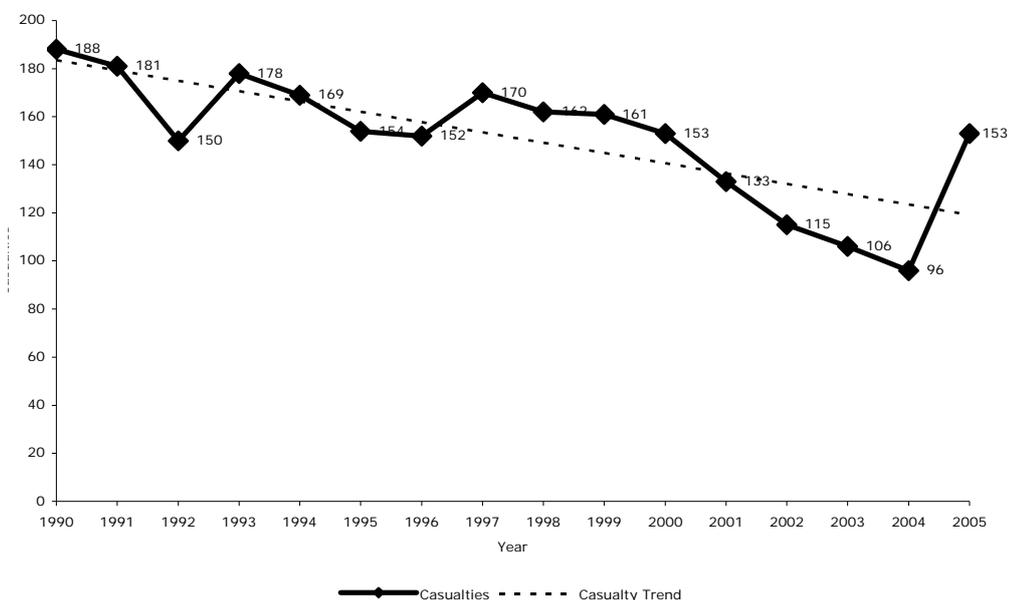
Figure 6.10: Child casualties by road user type in the Royal Borough 2005

- 6.5.61 Most pedestrian casualties occur on the major road network and not in residential roads around schools. The Council will provide additional pedestrian facilities at locations with a history of pedestrian casualties whenever it is possible to do so. The Council will also continue to support and develop educational, training and publicity measures.
- 6.5.62 Support will continue to be given to TfL's Teen Campaign aimed at encouraging safer pedestrian behaviour among teenagers. Extending the campaign to include younger children and adults will be considered.
- 6.5.63 The Council wishes to introduce practical pedestrian skills training in primary schools in the borough, and as detailed earlier, the Council will investigate how best to provide this.
- 6.5.64 The Council will continue to improve conditions for pedestrians on the highway via both schemes specifically for pedestrians (Form F1/RBKC/W/1) and as part of other larger schemes such as parallel initiatives and streets for people (Forms F1/RBKC/PI/1 to 7 and F1/RBKC/SfP/1 to 4). The number of bicyclist casualties is showing a downward long-term trend despite an increase in the casualty figure for 2005. As with the P2W rider casualties it is too early to say if the 2005 figure represents a change in the long-term trend.
- 6.5.65 The Council investigates bicyclist casualties every year as part of the process for identifying local safety schemes. Virtually all bicyclist casualties now occur on A roads and Busy Bus routes with 25 per cent of the casualties for the three year

period 2002 to 2005 occurring on the TRLN including all three bicyclist fatalities and 22 per cent of the total KSI. Many of the non-TRLN major roads are narrow, heavily parked and are mixed use, with retail activities and heavy pedestrian flows. These routes tend to be the ones with the higher numbers of other road user group casualties and so engineering measures have already been investigated at least once. However, although the number of collisions is high there is often no identifiable pattern and so engineering solutions are difficult to design. Where traffic measures are appropriate, the Council will work with TfL on those measures that assist bicyclists including the extensive provision of bicycle parking across the borough, toucan crossings, designated routes and promotion of the London Cycling Network Plus (LCN+) (Form F1/RBKC/LCN/1).

6.5.66 Figure 6.11 below shows the casualty figures and the long term casualty trend for all bicyclist casualties.

Figure 6.11: Bicyclist casualties all severities in the Royal Borough 1990 to 2005



6.5.67 Those measures that are traditionally provided for bicyclists, such as dedicated bicycle lanes, are not always appropriate for use in central London and the Council uses more subtle measures, such as the wider than standard inside lane used on Kensington High Street. Analysis of the casualty data on Kensington High Street has shown that despite an increase in the number of bicyclists using the road, casualty figures have decreased. This is in comparison to Ladbrooke Grove that has traditional measures along most of its length but where casualty figures are still high. Much of the length of Ladbrooke Grove is currently the subject of a local safety scheme study. The Council will continue to review bicyclist casualties each year and where appropriate and necessary measures will be introduced. The Council will continue to focus its bicyclist casualty reduction measures on education, training and publicity activities.

6.5.68 TfL provided funding for the Council to carry out research into bicyclist training. The findings of the research were used by the Council to further improve its bicyclist training courses for both adults and children and as a result bicyclist training for children now includes on-road training. The Council currently uses TfL funding to provide group courses for children and one-to-one on-road training for adults. The demand for these courses is gradually increasing and the Council intends to continue to meet demand. It is possible that in the future consideration

will need to be given as to how the Council provides training if the current contractor cannot meet demand. TfL funding will continue to be required to provide these courses (Form F1/RBKC/CS/2).

- 6.5.69 The Council will continue to develop and extend its STP programme combining educational and engineering measures to improve actual and perceived safety on the journey to school.
- 6.5.70 There have been no collisions involving horses in the borough for over ten years. However, there is a stable yard in the north of the borough and the area is used by Household Cavalry to exercise their horses. Therefore, the Council will consider requests for provision of measures, such as Pegasus crossings, to assist horse riders.
- 6.5.71 Encouraging slower vehicle speeds will improve safety for pedestrians, cyclists and ridden horses. The Council's liaison with the London Safety Camera Partnership and traffic police regarding enforcement of excessive and inappropriate speed will ensure that speeds within the borough are appropriate for the road environment and are as safe as possible.

Better Enforcement

- 6.5.72 The enforcement of moving traffic offences within the borough is the responsibility of the police. The Council will therefore continue to liaise with the local traffic police regarding enforcement. The Council recognises that effective enforcement is a crucial factor in achieving casualty reduction and the Council is therefore concerned about redeployment or reduction in the numbers of specialist traffic police.
- 6.5.73 The Police Community Support Officers within the Royal Borough can now issue fixed penalty notices for bicycling on the pavement and do so if necessary.
- 6.5.74 The Council will continue to promote and take part in multi-agency enforcement initiatives targeting speed, drink driving, and the evasion of vehicle excise duty.
- 6.5.75 The Council will continue to enforce the waiting and loading and pavement parking restrictions in the borough, including school keep clear markings. Reducing illegal parking improves visibility for pedestrians wishing to cross the road and reduces the need for bicyclists to pull out towards the centre of carriageway.
- 6.5.76 Further multi agency activities will be carried out when possible.

Promoting Safer Road Use

- 6.5.77 The Council welcomes and supports the Government's advertising and publicity campaigns aimed at a wide range of road safety issues and in addition will develop local campaigns to deal with local issues and concerns when necessary.

6.6 Monitoring

- 6.6.1. The Council will continue to monitor progress via the annual review of collisions and casualties, through road safety education and training questionnaires and feedback forms and in the report on the performance of traffic management schemes. This plan will be reviewed annually and will include details of the progress made on target one of the LIP Guidance. As stated earlier the Council has already completed a review of road safety around schools and so has already met target two.

- 6.6.2. The Council will also monitor its performance against the relevant Best Value Performance Indicators on an annual basis.

6.7 Conclusion

- 6.7.1. Overall, the Royal Borough has performed well in reducing the number of casualties in most user groups over recent years. However, there are areas, such as P2W riders and bicyclists where the casualty data are not so encouraging and the latest, unconfirmed data for 2006 indicate that these trends continue to be of concern.
- 6.7.2. The Royal Borough will implement a variety of engineering and educational measures to help reduce the number of casualties in these and all other road user groups. The Council is committed to working in partnership with TfL, the police and others, to achieve the national and London casualty reduction targets.
- 6.7.3. The future strategies as detailed in this document will be reviewed and further developed as analyses of road traffic collision and casualty data are made. This will ensure that the Council is maximising its contribution to the casualty reduction targets to improve road safety for all residents, workers and visitors to the Royal Borough.

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Road Safety Issues on the Transport for London Road Network (Red Routes) in the Royal Borough

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Appendix A: Casualty Graphs

This appendix contains graphs that while not discussed in detail in this document do provide background information on casualty figures in the Royal Borough.

Figure 6.12: Collisions and casualties in the Royal Borough 1994 to 2005

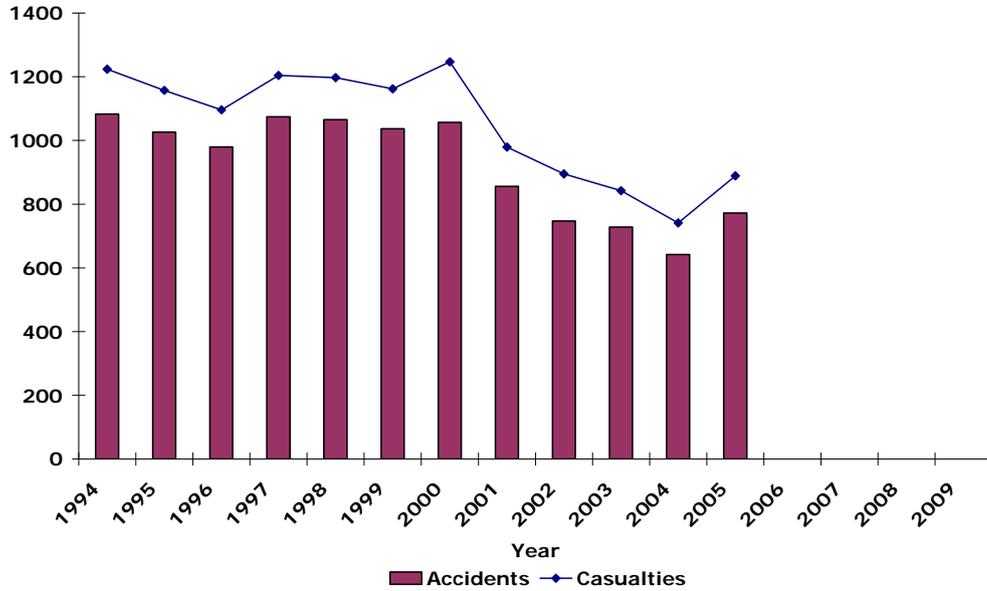


Figure 6.13: car and taxi occupant casualties in the Royal Borough all severities 1990 to 2005

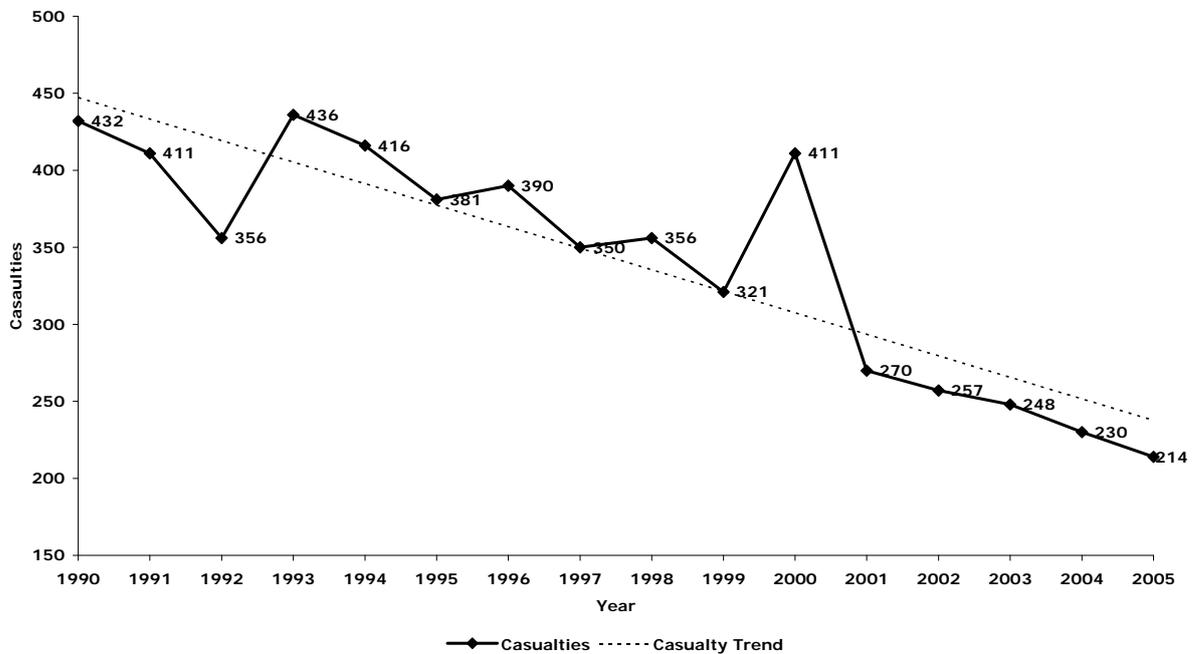


Figure 6.14: Bus and coach occupant casualties all severities in the Royal Borough 1990 to 2005

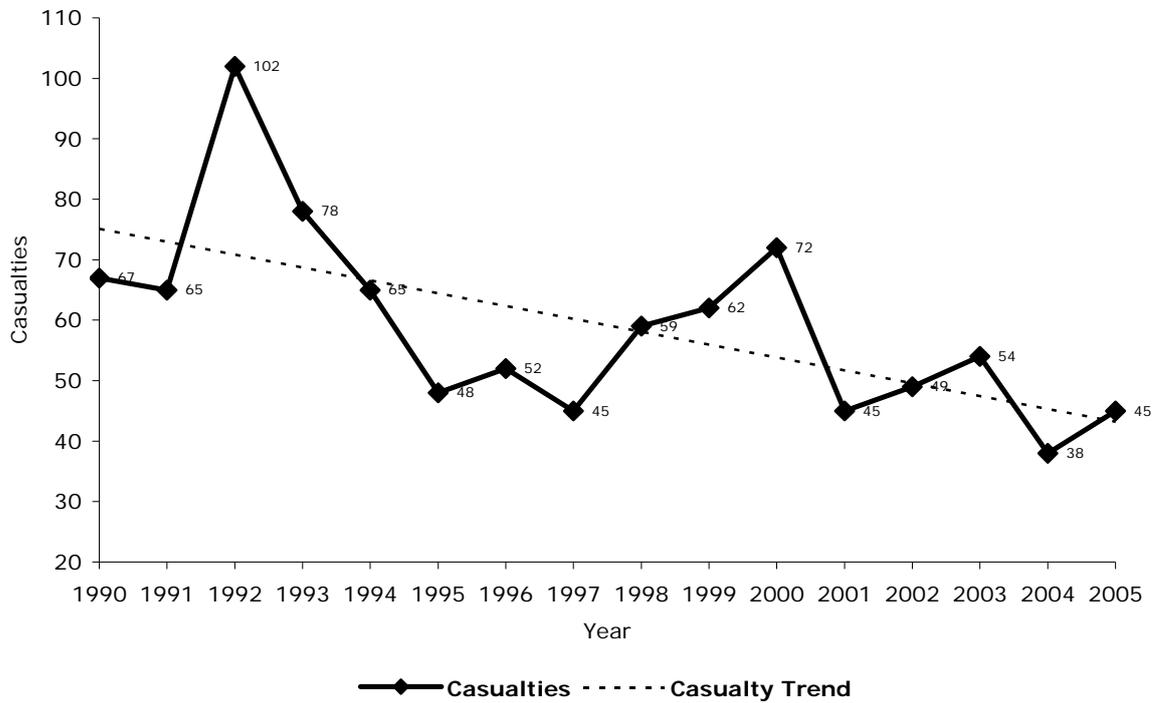


Figure 6.15: Pedestrian casualties by ethnicity in the Royal Borough 1999 to 2005

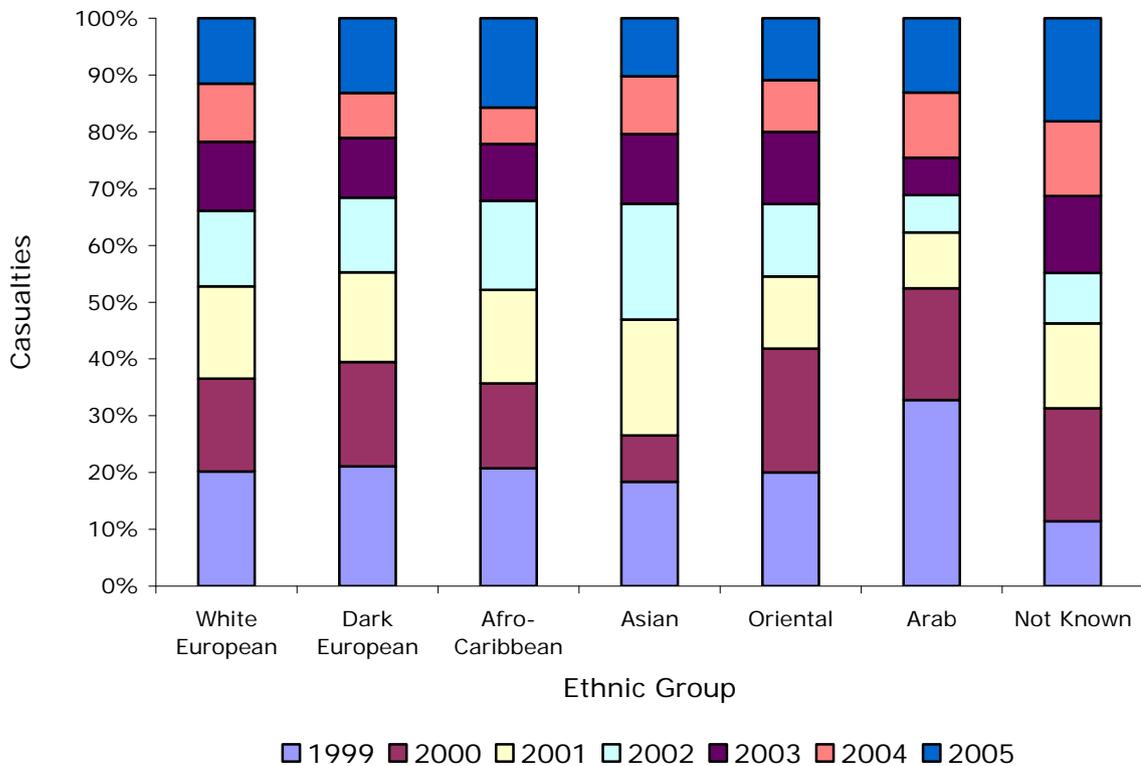


Figure 6.16: All casualties by ethnicity in the Royal Borough 1999 to 2005

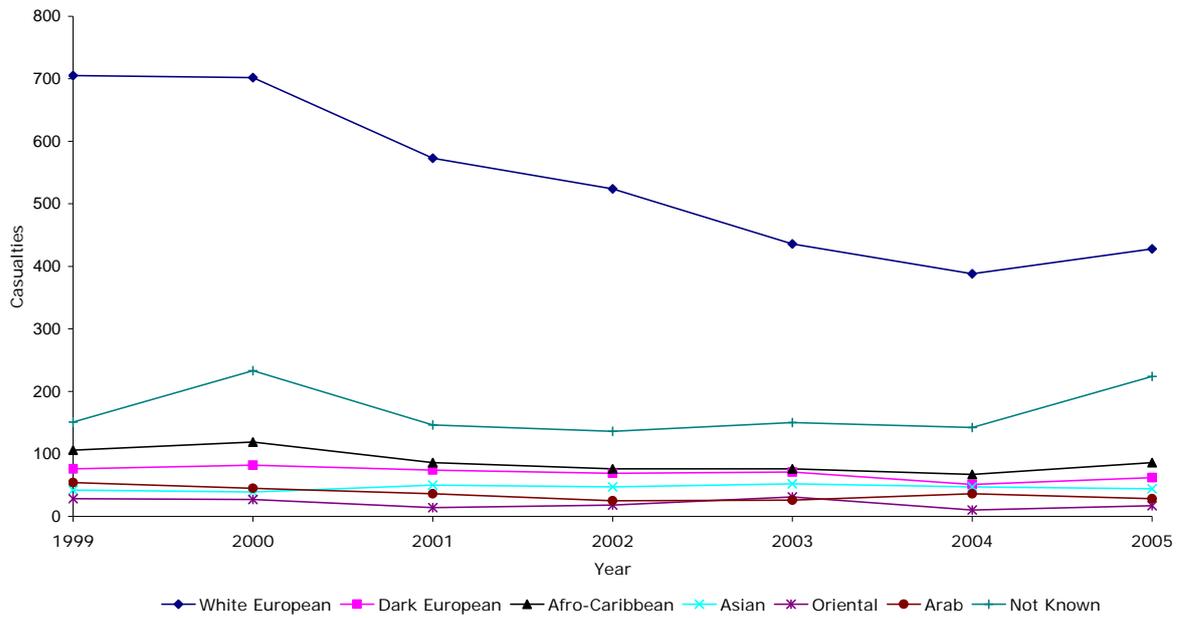
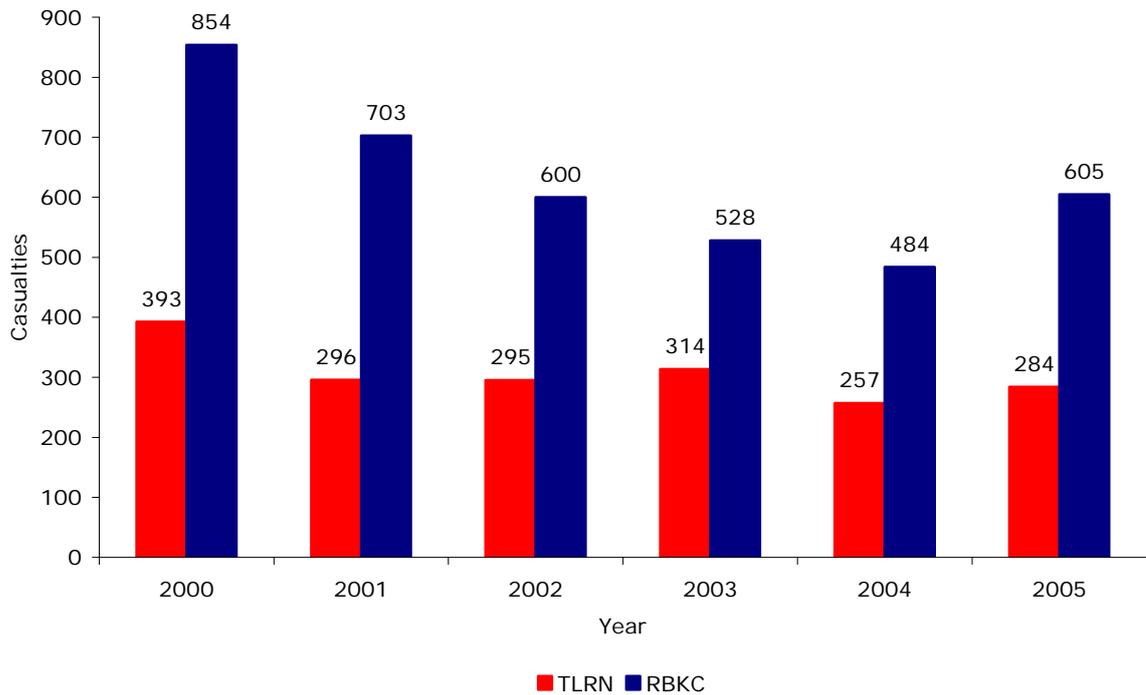


Figure 6.17: Casualties by highway authority in the Royal Borough 2000 to 2005



7. Parking and Enforcement Plan

7.1 Introduction

7.1.1 The *Mayor's of London's Transport Strategy* (MTS) (July 2001) requires boroughs to prepare a Parking and Enforcement Plan (PEP). This plan is to be submitted as an integral part of the Royal Borough of Kensington and Chelsea's Local Implementation Plan (LIP). The annual declaration by the Council to the Mayor of parking income and expenditure is set within the context of this plan.

7.1.2 The PEP objectives are set out in the MTS. They are:

- to be comprehensive, including the consideration of parking provision, charging regimes, on-street controls and parking standards
- to show co-ordination and compatibility with neighbouring authorities
- to provide a clear strategy for effective enforcement
- to support the economic viability of town centres, whilst reducing the overall availability of long-stay parking
- to ensure that the parking needs of disabled people, motorcyclists, buses, coaches, business and freight (together with loading and signing issues) are taken into account
- to demonstrate the provision, location, safety and security of public car parks

7.1.3 This plan demonstrates the Royal Borough's commitment to a comprehensive approach to parking management and to the processes given in the LIP Guidance.

7.2 Policies and Strategies

The Mayor's Transport Strategy

7.2.1 In July 2001, the Mayor of London published the MTS, which outlines his approach to improving transport in London. The Mayor's vision is to develop London as an exemplary sustainable world city, based on economic growth, social inclusivity; and social improvements in environmental management and use of resources.

7.2.2 The MTS takes primary place over previous policy documents produced by Central Government and the boroughs and supersedes *Traffic Management and Parking Guidance* although it draws important elements from that document.

7.2.3 The Mayor's strategy calls for the effective management of parking as summarised in Policy 4G.4.

"4G.4 All parking and loading controls should be managed fairly and effectively. Whilst recognising statutory requirements and constraints, on and off-street parking charges should as far as possible reflect the overall objectives of the Transport Strategy and take into account the competing needs for kerb side and off-street space in each area."

7.2.4 The Strategy also addresses the subject of off-street parking in the form of policy 4G.6 and proposal 4G.16. These state that:

"4G.6 The London boroughs should use their planning powers to limit the amount of parking provided through public off-street car parks (including

temporary car parks), in line with the objectives of the Transport Strategy.”

“4G.16 The London boroughs should review the provision and pricing of public off-street parking to ensure that this conforms to the objectives of the Transport Strategy. The London boroughs should ensure that charges for off-street car parking in town centres give priority to short-term users.”

- 7.2.5 The Council’s Unitary Development Plan (UDP) policies meet the strategy’s objectives to reduce off-street car parking and to favour short stay parking over long-stay parking both on and off street.
- 7.2.6 The Council’s parking policies link with objectives in the Mayor’s strategy by:
- Helping to tackle congestion and increase journey time reliability. The parking controls also help to improve access and provide for those that need to move goods and provide services, thereby enhancing the economic viability of businesses and town centres
 - Playing a part in maintaining a safe, efficient and environmentally acceptable transport system whilst protecting the residential character, amenity and quality of the Royal Borough.
 - Discouraging commuting and long stay parking the Council’s parking controls help to provide improved access by more sustainable modes such as public transport, walking and cycling.
- 7.2.7 The Council believes that its management of both on-street and off-street parking is both effective and efficient and meets the demands of the MTS. All aspects of parking management, including parking charges, controlled hours and allocation of road space are regularly reviewed to ensure standards are maintained.

Road Traffic Act 1991

- 7.2.8 The Road Traffic Act 1991 decriminalised parking offences, so allowing local authority Parking Attendants to carry out parking enforcement. In summary the Act allows:
- London boroughs to enforce all permitted parking without the involvement of the police
 - London boroughs to establish Special Parking Areas (SPAs) within which they undertake all enforcement
 - the provisions that apply in London to be extended outside London
 - parking offences to be decriminalised
 - London boroughs to undertake clamping and towing away
 - a central independent adjudication system to resolve disputes to be established
 - a stream lined County Court procedure for debt recovery
 - local authorities to retain the income from the issuing of Penalty Charge Notices (PCNs)
- 7.2.9 The Act also introduced the red route controls on the main road network, now the Transport for London Road Network (TLRN), where enforcement is still undertaken by the police and police traffic wardens.
- 7.2.10 In July 1994, the whole of the Royal Borough was designated as a SPA and the Council took over the enforcement responsibilities. By May 1997, the whole of the Royal Borough was contained within a Controlled Parking Zone (CPZ).

The Royal Borough's Unitary Development Plan (UDP)

- 7.2.11 The Council has for some time had in place policies that restrain car traffic and promote walking, cycling and public transport. It has some of the toughest planning controls in the country in relation to parking, and for nearly a decade the whole of the borough has been a controlled parking zone, which has been very effective in discouraging commuting by car into the Royal Borough.
- 7.2.12 In developing its objectives for transport the Council considered the advice and guidance set out in the MTS, as well as the overall aim of the Royal Borough's UDP, which is:

"to maintain and enhance the character and function of the borough as a residential area and to ensure its continuing role within the metropolitan area as an attractive place in which to live and work".

7.3 Council Policies

- 7.3.1 In the Council's UDP the principal strategic policy for transport is:

"to seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character, amenity and quality of the Royal Borough".

- 7.3.2 In 2002, the Council published a revised UDP that outlined the Council's strategies and policies relating to land use in the Royal Borough. As part of radical changes to the planning system proposed by the Government, the Council is preparing a Local Development Framework (LDF) to replace the UDP. The LDF will include several Development Plan Documents (DPDs) and a number of Supplementary Planning Documents, including one on transportation. The LDF will replace the UDP in July 2008.
- 7.3.3 The transportation planning policies contained within the LDF will continue to emphasise the need to ensure new development does not worsen parking pressure and congestion on the road network, enhances the public realm and contributes to improved public transport where necessary as required by the London Plan.
- 7.3.4 The strategies and policies from the UDP that pertain to parking issues are listed in Appendix A.

Parking strategy

- 7.3.5 Parking controls play an important part in the Council's transport strategy by regulating the amount of traffic within the Royal Borough and encouraging the use of public transport. Parking controls also assist in ensuring that local amenity is protected by controlling the class of vehicle allowed to park.
- 7.3.6 The main aims of the Council's strategy for car parking provision are to:
- limit the number of trips into the Royal Borough by car by limiting the amount of on and off-street parking
 - provide resident parking bays on-street so that those resident car owners without off-street parking spaces may park near to their homes
 - provide for essential parking in residential developments
 - provide a controlled parking zone scheme which allows residents to move about locally within the Royal Borough

- reduce the demand for residents' parking permits through support for conveniently located car hire and community car sharing schemes
- ensure that residential development does not add to on-street parking stress

Hierarchy of street space by user group

- 7.3.7 The general policy is to provide the maximum number of car parking spaces while allowing the satisfactory and safe movement for traffic and the maintenance of a good quality residential environment. The needs of residents for car parking spaces are the primary consideration of the Council in allocating parking spaces. A minimum basic demand for visitor parking, where possible, is catered for after providing for residents and loading requirements. Visitors to the borough who come by car during controlled hours must park either in pay and display bays or off-street. The Council recognises that the provision of off-street facilities is limited in many areas. In these areas the Council will maintain the supply of pay and display spaces to ensure that a limited amount of parking is available for visitors, for which demand will be restrained by price. There is no provision for long-term on-street visitor parking in the Royal Borough.
- 7.3.8 A comprehensive programmed review of the policies surrounding on-street parking began in 2000. Although the programme was completed in 2004, the Council continues to monitor and review its parking policies to ensure that they are the most appropriate for the needs of the local community and reflect the Council's transport policy objectives.

The central London Congestion Charging Scheme

- 7.3.9 The central London Congestion Charging Scheme was extended to most of the Royal Borough in February 2007. It is very difficult to forecast the impact of the extension on parking demand, and the Council will be monitoring this closely through before and after surveys.
- 7.3.10 It can be expected that whilst demand for pay and display spaces, inside the charging zone, will fall during charging hours, it may well increase at weekends. Likewise there could be increased demand in the early evenings as the congestion charge will end at 6pm, half an hour earlier than at present. It is expected that demand will increase in bays outside the zone boundary.
- 7.3.11 The effect on demand for resident bays is even harder to predict. Some residents, particularly those who use their cars very infrequently, may respond to the introduction of the charge by selling their cars. On the other hand, the fact that residents will now be able to drive in central London at a heavily discounted rate may encourage some residents to acquire a car. It is also likely that some residents who currently commute into central London by public transport will take advantage of the residents' discount and drive into the central zone. Finally, there is a danger that residents who live just inside the Congestion Charging Zone but close to the western boundary, may decide to park their cars outside the zone to avoid paying the charge.
- 7.3.12 For budgeting purposes, the Council has assumed a fall in demand for Pay and Display bays in the order of 20 per cent, and 15 per cent for off-street parking. No change in compliance with parking regulations has been predicted.

7.4 Parking Services

On-street Parking

- 7.4.1. All roads within the borough are controlled as part of a CPZ and all kerbside space is therefore dedicated as a parking space or has a yellow line waiting restriction. The Royal Borough has a borough-wide controlled parking zone that allows residents to use their permits to park throughout the borough. This facility is a valuable asset to residents and encourages them to make their car trips inside rather than, generally longer trips, outside the borough. Investigations and opinion surveys suggest that this system works effectively despite the severe parking stress at particular locations of parking pressure. At present, there are no plans to change the borough-wide system.
- 7.4.2 PCN Penalty Band A applies throughout the Royal Borough. This penalty band allows a charge of £100 per PCN, which is discounted to £50 if paid within 14 days. The current fee for clamp release is £65 and the vehicle removal release fee is £150, with a daily storage charge of £25. The current fees were introduced in April 2003 and these charges are reviewed annually. From July 2007, a new system of differential parking penalties will be introduced. The new charges for the Royal Borough will be £120 for more serious offences and £80 for less serious offences.
- 7.4.3 At present, the Royal Borough's stock of parking spaces comprises of:
- | | |
|------------------------------|----------------------|
| • residents' spaces | 28,400 |
| • pay and display spaces | 5,900 |
| • disabled Blue Badge bays | 118 |
| • disabled Purple Badge bays | 170 |
| • doctors' bays | 20 |
| • diplomats' bays | 132 |
| • motorcycle bays | 1,564 (under review) |
- 7.4.4 There are also some 6,400 spaces on single yellow lines that are available for parking after the controlled parking hours.
- 7.4.5 The following tables show the occupancy of residents' bays and pay and display bays in each ward both during the day and overnight. Single yellow lines have been considered as parking spaces for the overnight occupancy to give a true picture of the parking situation. As is evident from the occupancy percentages there is high parking stress in most parts of the borough.
- 7.4.6 In the interests of road safety and keeping traffic flowing yellow lines are enforced on bank and public holidays. However, residents' parking and pay-and-display bays are available to all without charge. An exception to this is around Earl's Court Exhibition Centre where residents' parking bays can be enforced on bank and public holidays.

Ward	Number of bays			Occupancy			Occupancy		
	Res.	P&D	Total	Res.	P&D	Total	Res.	P&D	Total
Abingdon	1214	251	1465	1057	188	1245	87%	75%	85%
Brompton	2122	683	2805	1733	528	2261	82%	77%	81%
Campden	1446	178	1624	1281	149	1430	89%	84%	88%
Colville	1226	270	1496	971	172	1143	79%	64%	76%
Courtfield	1690	222	1912	1487	194	1681	88%	87%	88%
Cremorne	976	251	1227	834	178	1012	85%	71%	82%
Earl's Court	1200	195	1395	1121	186	1307	93%	95%	94%
Golborne	1082	661	1743	782	508	1290	72%	77%	74%
Hans Town	1902	504	2406	1610	346	1956	85%	69%	81%
Holland	1897	230	2127	1400	126	1526	74%	55%	72%
Norland	2157	431	2588	1532	244	1776	71%	57%	69%
Notting Barns	1514	290	1804	958	199	1157	63%	69%	64%
Pembridge	1404	387	1791	1263	247	1510	90%	64%	84%
Queen's Gate	1857	330	2187	1634	263	1897	88%	80%	87%
Redcliffe	1775	186	1961	1646	154	1800	93%	83%	92%
Royal Hospital	1627	284	1911	1413	215	1628	87%	76%	85%
St Charles	1687	341	2028	1026	274	1300	61%	80%	64%
Stanley	1707	247	1954	1528	193	1721	90%	78%	88%
TOTAL	28483	5941	34424	23276	4364	27640	82%	73%	80%

Residents' parking

- 7.4.7 There are approximately 28,400 on-street resident parking spaces available in the borough, and about 40,000 residents' parking permits have been issued. Obviously, not all permit holders park on street at the same time and they can park on single yellow lines in the evening and at night, when demand is heaviest. As part of the parking policy review there has been a tightening up of the eligibility criteria for resident permits, to ensure that only genuine residents obtain permits. However, in spite of this and the extension of controlled hours in some areas, resident permit holders continue to find it difficult to park in most areas of the borough. This is illustrated by the Table 7.2 which shows the ratio of permits to residents' parking spaces in each ward.

Ward	Permits	Residents' bays	Ratio
Abingdon	2299	1214	1.9
Brompton	2480	2122	1.2
Campden	2283	1446	1.6
Colville	1662	1226	1.4
Courtfield	2392	1690	1.4
Cremorne	1696	976	1.7
Earl's Court	1698	1200	1.4
Golborne	1054	1082	1.0
Hans Town	2524	1902	1.3
Holland	2793	1897	1.5
Norland	2349	2157	1.1
Notting Barns	1672	1514	1.1
Pembridge	1904	1404	1.4
Queen's Gate	2687	1857	1.4
Redcliffe	2622	1775	1.5
Royal Hospital	2314	1627	1.4
St Charles	1652	1687	1.0
Stanley	2435	1707	1.4
TOTAL	38516	28483	1.4

- 7.4.8 The current cost of a residents' parking permit is £111 per year, with a £10 discount for postal applications. This charge is reviewed annually with a view to increasing it in line with inflation. The price of a residents' parking permit reflects the cost of providing the service, inclusive of the administration of the scheme, the provision and review of residents' parking bays and their enforcement.
- 7.4.9 One of the key elements of parking policy is regulation of the issue and use of residents' parking permits. This becomes increasingly important as the number of parking permits issued grows and the pressure on the available parking space heightens with more permit holders competing for residents' parking bays. Only people whose main home is in the Royal Borough qualify for a residents' parking permit and each person is only entitled to one permit. It is essential that the number of parking permits issued is kept to a minimum and permits are only issued to bona fide residents of the borough. The Council is very aware that a residents' parking permit is a very desirable item and that every fraudulent permit issued increases the difficulty experienced by legitimate residents when trying to find a parking space. The Council has introduced very strict eligibility criteria to make it more difficult for non-residents to obtain permits. In the main, this requires that: -
- the applicant must spend at least four days and nights living and sleeping at the address for a minimum period of 13 consecutive weeks per year
 - full Council tax must be paid on the property
 - the applicant must be the registered keeper of the vehicle or in the case of a company vehicle, have exclusive use of the vehicle
 - the applicant must provide two items of proof of residence from an approved list
 - privately owned vehicles must be registered in the applicants' name and at the Royal Borough address
 - in addition to the proof of residence and vehicle registration, applicants must produce a current driving licence in the Royal Borough address

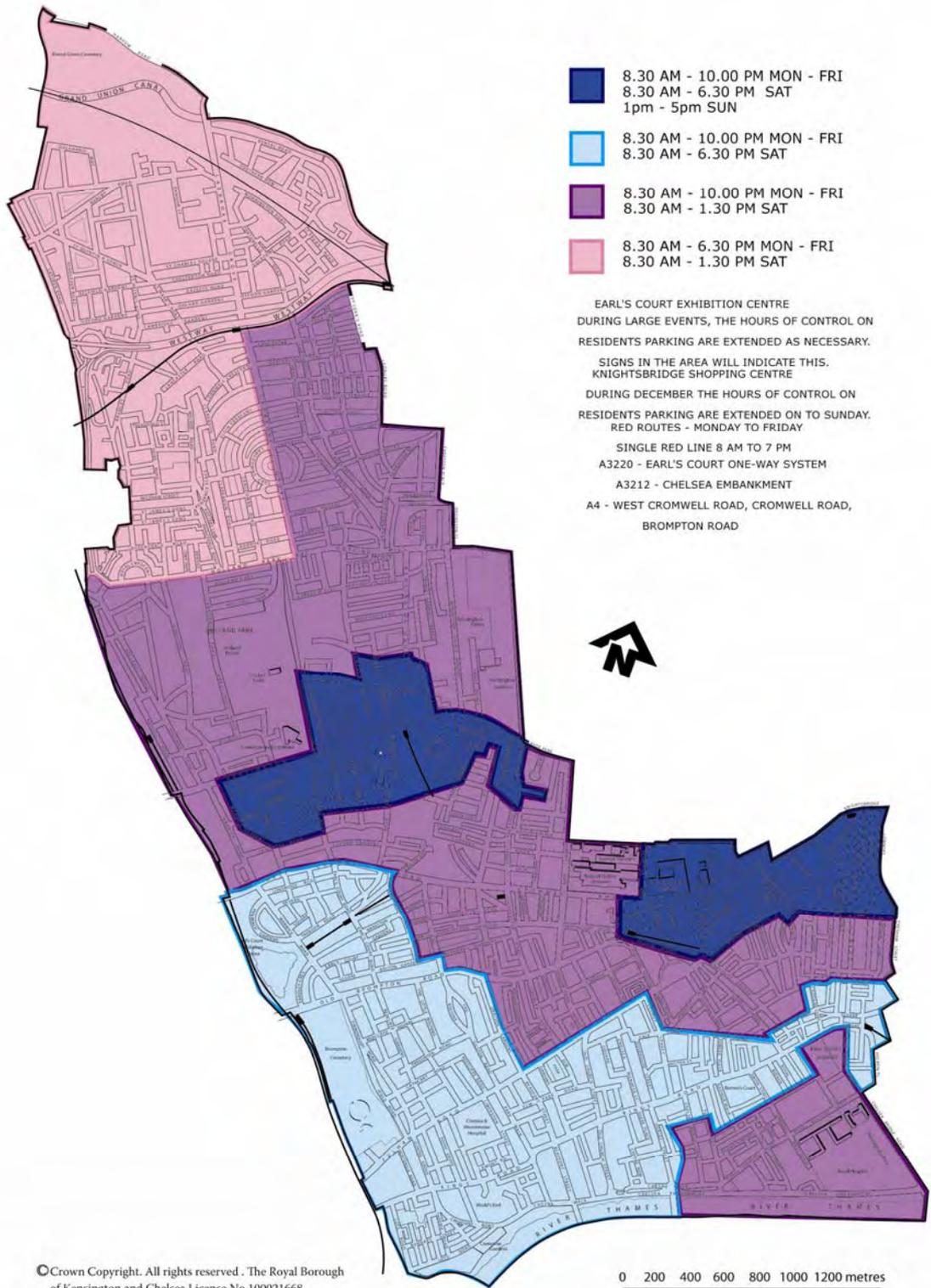
- only original documents will be accepted
- permits are only issued to vehicles not exceeding six feet ten inches (208.28 cm) in height or eighteen feet (548.64 cm) in length

7.4.10 In addition to strict eligibility criteria the Council employs other methods to control permit issue: -

- Foreign registered vehicles are issued with a residents' permit for a maximum period of six months and the permit will not be renewed unless the vehicle is re-registered in the UK. This is in line with DVLA regulations that state that vehicles staying for longer than this period should be re-registered or taken out of the country.
- The Council refuses to issue or renew a parking permit to residents with three or more outstanding PCNs, until all outstanding debts are paid.
- The Council refuses to issue permits for a minimum period of one year to residents abusing the system to falsely obtain a parking permit for themselves or others, using or producing fake permits or giving false information to obtain a permit, including over-height vehicles.
- Significant levels of resources are devoted to the investigation of permit fraud. A team of four officers investigate and prosecute offenders within the Royal Borough and actively co-operate with other London Boroughs on permit fraud.

7.4.11 To reflect local needs, parking controls operate at different times in residents' bays in different areas. Residents across the borough are currently being consulted on their preferred hours of parking controls. This consultation programme started in 2005 and is expected to continue until 2007. As a direct result of these consultations, in April 2006, controlled hours were extended on Saturday afternoons and introduced on Sundays in some areas, resulting in the current arrangements, as shown in Plan 7.1.

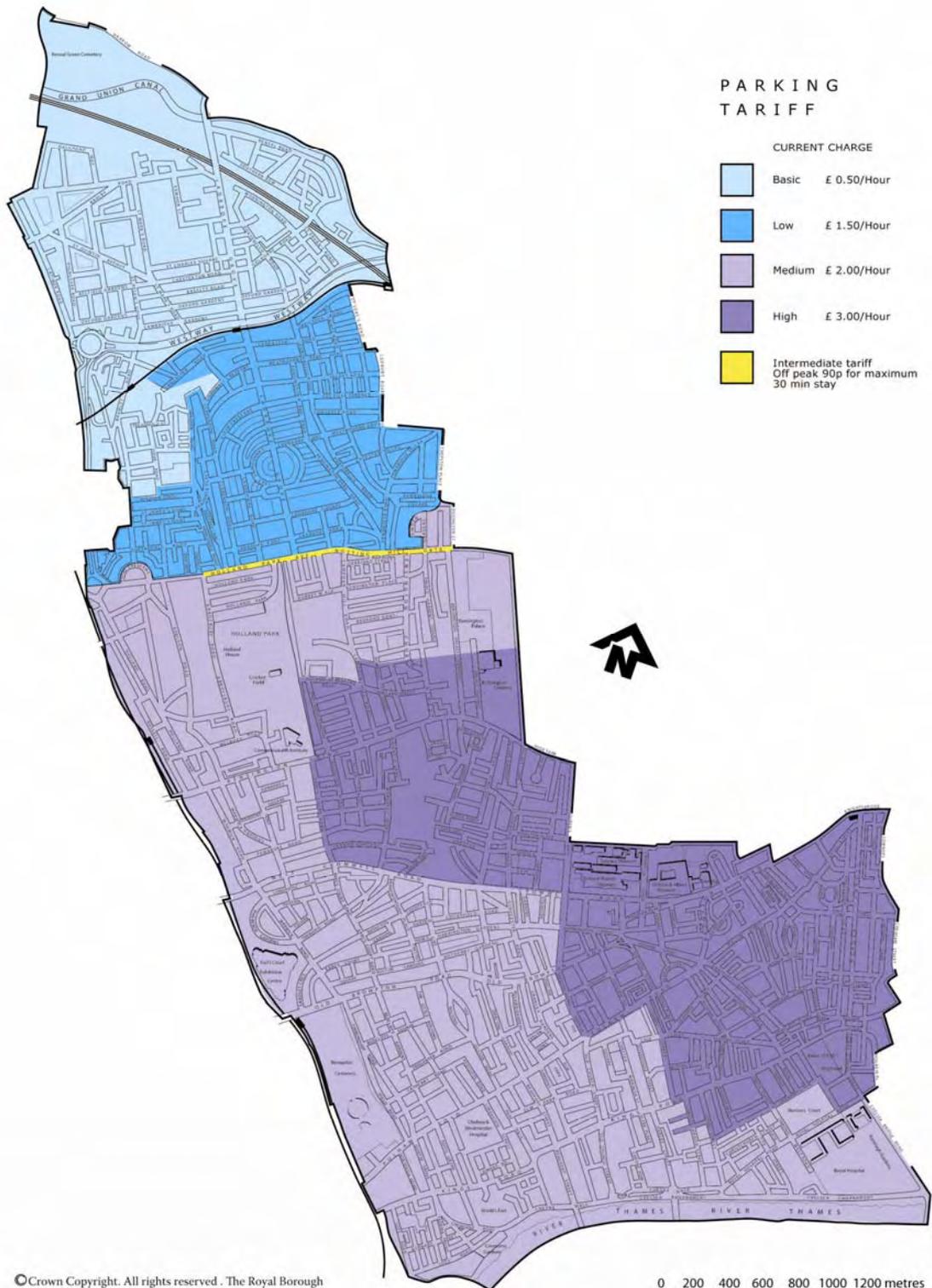
Plan 7.1: Parking hours of control



Visitor parking

- 7.4.12 All on-street visitor parking in the Royal Borough is controlled by a pay and display system. The vast majority of the 5,900 pay and display parking spaces are restricted to a maximum stay period of two or four hours to give priority to providing short stay parking for business users and visitors. In some off-peak bays, in Holland Park Avenue and Notting Hill Gate, this stay period is reduced to 30 minutes to encourage turn over. Conversely, in a few areas in the north of the borough, where there is less parking pressure, some ten hour bays have been introduced.
- 7.4.13 Pay and display bays operate between 8.30am and 6.30pm on weekdays throughout the Royal Borough and at the same times as the local residents' bays on Saturdays. Resident permit holders may park free of charge in pay and display bays before 9.30am and after 5.30pm. Pay and display bays do not operate on Sundays or Bank Holidays.
- 7.4.14 Limiting the maximum stay period and regularly reviewing parking tariffs encourages a turnover of parking space which discourages non-essential journeys and increases the opportunity of finding a vacant space without excessive searching.
- 7.4.15 Pay and display tariffs are reviewed annually, with the cost of a tariff change, the estimated increased revenue (allowing for anticipated customer resistance), and the existing levels of parking demand being taken into consideration. In considering the appropriateness of the current tariffs, a commonly used operational criterion for parking management is that the occupancy rate of parking spaces should not be more than 85 per cent. This level of occupancy was originally suggested by the former London Planning Advisory Committee (LPAC) who advised that charges should be set at a level to achieve this occupancy rate because above this level motorists find it difficult to park, causing increased traffic and pollution levels as they search for a space. This level of occupancy has been used by this Council for several years and has been found to provide the right balance between supply and demand. The Council also considers it important to maintain proper relationships with tariffs in adjoining boroughs. There are four main tariffs in the Royal Borough as shown on Plan 7.2.

Plan 7.2: Parking tariffs



Disabled Parking

- 7.4.16 The Council consults with representatives from disability groups on all traffic, transport and parking issues. There is a special long term relationship with Action Disability Kensington and Chelsea (ADKC) an organisation run and controlled by disabled people to promote and enhance the quality of life of people with physical and/or sensory impairments who live or work in Kensington and Chelsea. In addition, a soon to be established local Mobility Forum will discuss the needs of people with mobility issues including disabled persons, the blind and partially sighted and older members of the community to ensure their voices are heard and opinions taken into account with all new traffic, transport and parking schemes and policy changes.
- 7.4.17 Due to the severe pressure on parking space in London, the three central London boroughs (Royal Borough of Kensington and Chelsea, City of London and City of Westminster) and part of the London Borough of Camden were exempted from the legislation when the scheme was introduced in 1971 and do not participate in the national Blue Badge scheme. This means that the on-street parking concessions available under the national Blue (formerly Orange) Badge scheme for disabled people do not apply in the Royal Borough. However, the authorities concerned operate their own discretionary parking schemes for disabled people who live or work in their area and offer restricted concessions for non-resident Blue Badge holders.
- 7.4.18 The Royal Borough administers its own Purple Badge Scheme for disabled residents, people who work in the borough and full time students. There are currently 2430 purple badges issued. These badges allow the holders to park without time limit in any resident or pay and display parking bay throughout the Royal Borough. The scheme has been administered by the Social Services since 1971 and forms part of the delivery of transport services for older and disabled people in the Royal Borough. This approach enables applicants to be offered other services when necessary and so avoids bureaucracy.
- 7.4.19 Residents receiving the higher level of disability benefit are automatically eligible for a Purple Badge. Other applications are assessed by a qualified occupational therapist.
- 7.4.20 In addition, there are currently 170 dedicated disabled bays for Purple Badge holders, usually located outside their homes. Due to the extreme parking difficulties experienced in the borough, the provision of dedicated disabled person's parking bays is strictly controlled. Each bay is allocated to a specific person and should that person no longer have a need for the bay, it is returned to its original use. Only people who meet the Council's criteria are eligible, with each application being carefully considered following an assessment by an occupational therapist supported by written information from the applicant's doctor.
- 7.4.21 There are currently 118 concessionary parking bays for Blue Badge holders in popular locations throughout the borough. A review of Blue Badge parking was carried out in 1999, which resulted in additional Blue Badge bays being introduced in strategic locations, such as near hospitals, hotels etc. Additional Blue Badge bays are provided on an ad hoc basis where appropriate.
- 7.4.22 In addition, the following concessions are made for Blue Badge holders:
- Blue Badge holders are given an extra hour of free parking, after paying an initial fee, in all pay and display bays. Currently the smallest coin accepted is 20 pence, therefore Blue Badge holders may pay 20 pence and then park

for an extra hour free, if they pay for two hours parking they may park for three hours.

- arrangements are made for essential hospital visits
- Blue Badge holders may stop on single yellow lines for up to 20 minutes (providing there is no loading limit) to drop off or pick up a disabled person or to collect goods.
- appeals against PCNs from Blue Badge holders who have misunderstood the regulations are treated sympathetically

- 7.4.23 The Council participates in the informal Central London Disabled Parking Group, which meets periodically and seeks to ensure the harmonisation of the parking facilities for disabled people in central London. Other members of the Group include London Councils, TfL and officers of the other local authorities exempt from the national Blue Badge scheme.
- 7.4.24 In January/February 2002, the Disabled Persons Transport Advisory Committee (DPTAC) consulted all interested parties on a review of the national Blue Badge scheme. The main area of concern for the Royal Borough was the suggestion that the exemption of central London should be removed. The Council strongly opposes such a move, largely on the grounds that parking stress in central London is, if anything, worse than it was in the early 1970s when the exemption was put in place. The Council also remains concerned about the lack of nationally standardised permit issuing criteria, independent mobility assessment, permit fraud and permit misuse.
- 7.4.25 In summer 2002, the Greater London Assembly's (GLA) Transport Committee produced a report on disabled parking in central London called *Access Denied*. This report criticised the central London exemption from the Blue Badge scheme and the central London boroughs for the lack of harmonisation in the facilities offered to disabled permit holders. In response, the four boroughs agreed to meet and discuss their collective stance and subsequently agreed the harmonisation of the facilities offered in 2003.
- 7.4.26 In April 2003, the Department for Transport's (DfT) Mobility and Exclusion Unit announced that they would conduct a study into disabled parking in central London. The DfT agreed that the four boroughs and London Councils could participate on the study's steering group. This study was planned to be completed in spring 2006 but is running behind schedule. The central London boroughs remain concerned about the DfT study and its final outcome. There are a number of gaps in the study including a lack of assessment of the potential impact of removing or changing the central London exemption.
- 7.4.27 The four Central London boroughs have agreed a package of measures designed to help Blue Badge holders wishing to park in the central London area. Included amongst the measures are radical plans to allow disabled drivers to nominate locations for new Blue Badge bays, a significant increase in the overall amount of disabled parking space in central London, improving the information available to Blue Badge holders and, to reduce uncertainty, a harmonisation of concessions available to Blue Badge drivers in all four boroughs. In the long-term the boroughs will be investigating the introduction of a single central London badge scheme to improve accessibility for Central London boroughs' disabled badge holders.

Motorcycle Parking

- 7.4.28 The Council has just completed a comprehensive review of motorcycle parking and expects the changes to be implemented by April 2007. The plans will increase the capacity of visitor motorcycle parking bays and will introduce

additional bays for resident motorcycle permit holders to give a borough wide coverage of motorcycle parking provision. Overall, this will increase the motorcycle parking provision in the borough by approximately 68 per cent, from 1,564 to 2,630 spaces. In the long-term, it is envisaged that this will encourage motorcyclists to park in motorcycle bays rather than residents' permit bays.

- 7.4.29 To tackle the escalating problem of motorcycle theft every permit bay will be fitted with high security ground anchors, resulting in approximately 1,650 anchors throughout the borough.

Provision for businesses

- 7.4.30 There are two main reasons for the Council not operating a business parking permit scheme. Firstly, due to the overall lack of parking space in most areas of the borough, businesses users would have a detrimental effect on residents' parking. Secondly, it would be very difficult to find acceptable criteria for issuing business permits that ensured the vehicle was essential for operational needs rather than merely a method of commuting. There are many off-street car parks throughout the borough where all day parking is possible and short-term parking is provided by means of a pay and display system. This helps to limit the number of car borne trips into the borough. However, the Council is mindful of the economic viability of the Royal Borough and insists that the needs and concerns of local businesses are taken into account when forming policies or changing parking arrangements. All public consultations include local business and their views are reported separately to Councillors.

Provision for tradesmen

- 7.4.31 In the Royal Borough, tradesmen are able to apply for a parking suspension in certain circumstances. A suspension ensures that the space is made available where it is needed and provides an invaluable service for residents. Shorter-term parking is catered for by pay and display bays.

Doctors' Parking

- 7.4.32 Doctors residing within the Royal Borough are obviously entitled to a residents' parking permit. For those residing elsewhere, a doctors' resident permit will be issued providing the doctor is a legally qualified GP, with his/her own list of patients who has a surgery in the borough, keeps regular surgery hours on weekends, with a full-time emergency service and is likely to be called away from the practise to deal with emergencies.
- 7.4.33 In cases where the parking situation around the surgery is exceptional to the parking situation in the Royal Borough as a whole, a doctor's bay will be considered. However, only one doctor's parking bay per surgery will be provided after a thorough investigation into the parking situation.
- 7.4.34 There are currently 20 doctors' bays and 140 doctors' permits on issue.

Diplomatic Parking

- 7.4.35 Requests for diplomatic parking spaces are passed to the Council via the Protocol Department of the Foreign and Commonwealth Office. Under a long-standing London-wide agreement, a mission is allocated one parking space for every five accredited diplomats up to a maximum of five spaces. In addition, one space is allocated for the Head of the Mission at their place of residence, providing it has no off-street parking space.

- 7.4.36 A review and audit of diplomatic parking in the Royal Borough was carried out in 2003, which resulted in a number of spaces being withdrawn where allocations had been exceeded and the introduction of a charge of £2,000 per application to deal with making, amending and revoking the Traffic Management Order. There are currently 132 diplomatic parking spaces in the borough.

Buses

- 7.4.37 There are 33 bus routes travelling through the borough. TfL is responsible for setting bus routes and deciding the location of stops/stands. Although the Council is consulted about the provision of and changes to services, the final decision rests with TfL. The Council liaises with TfL to resolve any problems and continually works towards improving bus services and facilities within the borough.
- 7.4.38 The Council is currently working towards improving accessibility at bus stops, to maximise the features on new accessible buses e.g. wheelchair ramps and the kneeling system.
- 7.4.39 The Royal Borough signed a LPSA to further improve the services that the Council provides. One of the targets of this agreement was to improve bus reliability with TfL providing monitoring data using Marquis beacons. The roads being investigated include the Fulham Road, King's Road, Sloane Street, Kensington High Street, Kensington Church Street, Kensington Park Road and the northern part of Ladbrooke Grove.
- 7.4.40 The Royal Borough has been implementing, and will continue to seek to implement, various measures on its local road network to improve the running times of buses using its network. These measures relate to reviewing waiting and loading restrictions, bus stop locations and changes to levels of parking enforcement along the routes.

Coaches

- 7.4.41 The Council believes that coaches make a legitimate contribution to transport and are efficient users of road space. On the other hand, they are large and intrusive vehicles whose presence can have a significant impact on residents and other road users. This impact is intensive in areas with a high concentration of coach activity such as hotels and tourist attractions. Many problems stem from the lack of, or misuse of, off-street facilities for setting down and picking up of passengers and the use of unsuitable local roads.
- 7.4.42 Currently, there is a permanent coach park behind Tesco's in Warwick Road and a temporary park in Bayswater Road. In addition, there are coach bays outside the Natural History Museum in South Kensington on the TLRN.
- 7.4.43 Coaches are prohibited from parking on-street in the Royal Borough at all times. During weekdays, this restriction is imposed by the controlled parking regulations and at night and weekends by specific parking bans applying to coaches and heavy goods vehicles.
- 7.4.44 The Council is represented at the Coach Forum, is a signatory to the London Coach Concordat and encourages the provision of off-street coach parking facilities. However, the creation of additional on-street coach parking facilities would result in the loss of existing parking amenities and is unlikely to be popular with residents.

Arrangements for taxis

- 7.4.45 It is recognised that taxis can perform an important role in complementing public transport and reducing reliance on the private car, particularly in areas poorly served by bus or rail or at times when public transport does not operate. They are particularly useful for visitors to shops, offices, restaurants and hotels and their use helps to reduce the demand for parking spaces at such places. They are often the most convenient form of transport available to people with special mobility needs, as recognised by the Council's support for the Taxicard scheme.
- 7.4.46 There are 37 taxi ranks in the Royal Borough that can accommodate up to 183 taxis. Taxi ranks are installed at the request of the Public Carriage Office, which is now part of the Mayor of London's office. Two new ranks introduced in the borough in the past five years.

City car club

- 7.4.47 In 2002, the Royal Borough led a consortium of London boroughs in establishing the London City Car Club. At this time, the car club concept was new to the UK and the market was immature. With funding from TfL, the consortium and the chosen vehicle operator created car club locations across London.
- 7.4.48 The car club concept was, and is, simple: it is an alternative to car ownership that gives members of the club access to vehicles when needed. It has been described as a pay as you go form of car ownership, whereby you pay when you are using the car, and not when it is idle. With traditional car ownership, the cost of making a trip by car is marginal compared with the fixed costs of purchase, maintenance, taxation and insurance. Car owners therefore have very little financial incentive to choose public transport over driving, and very often will not even consider the cost of their car trip.
- 7.4.49 Four years on, there are now seven on-street car club locations supported by the consortium in the Royal Borough. After seeing the progress of this and other car clubs in London, the Council is convinced of the benefits of car clubs, and is now committed to facilitating a massive expansion of the concept across Kensington and Chelsea. It is encouraging the growth of the local car club market by progressing to a multiple operator environment and is optimistic about its ambition to see the seven on-street bays increased to 100 in 2007. The bays would be spread across the whole of the borough so that virtually every resident of the Royal Borough will live within a convenient walking distance of a car club location, making a car club a genuine option.

Bicycle parking

- 7.4.50 One of the Council's UDP Transport Objectives is: -
"to increase the proportion of journeys made on foot and by bicycle"
- 7.4.51 Therefore, the needs of bicyclists are considered in the design of new developments where there may be opportunities to create routes avoiding existing barriers or main roads. It is also essential that convenient bicycle parking or storage is available at each end of the bicyclist's journey, and the Council requires such provision in new developments.
- 7.4.52 The Council has a major programme of installing bicycle parking stands wherever there is a demand, such as at developments, underground stations and in shopping streets. The Council was awarded Best Cycling Facility 2002 by

the London Cycling Campaign for bicycle parking arrangements in Kensington High Street. The Council also responds to individual requests from residents and businesses for additional bicycle racks wherever possible and appropriate. Plan 2.6 in Chapter Two shows the location of bicycle parking facilities in the Royal Borough.

Station parking

- 7.4.53 TfL's LIP Guidance (4E.Pr14 and 4E.Po3) encourages boroughs to review parking provision at railway and Tube stations. The only mainline railway stations in the Royal Borough are Kensington Olympia and West Brompton. Both of these stations have privately run car parks within easy reach as well as short-term pay and display parking bays nearby.
- 7.4.54 There are 14 Underground stations in the Royal Borough serving the Hammersmith and City, Central, District, Circle and Piccadilly lines. Many of these stations were built in the 19th and early 20th centuries and therefore are unsuitable for the provision of off-street parking spaces. Many are also located on busy streets where it is only possible to provide limited short-stay pay and display parking nearby.

Waiting and loading restrictions

- 7.4.55 Yellow lines are constantly being reviewed throughout the Royal Borough with the intention of only retaining yellow lines for safety reasons or where they are vital to preserve the free flow of traffic, easy access to bus stops or to provide essential space for loading and unloading.

Suspensions

- 7.4.56 The Council will consider suspending designated parking for a variety of reasons. These include facilitating building works, furniture removals, filming or special events. The Council does not grant suspensions for cars, people carriers, four wheel drive vehicles or buses.
- 7.4.57 Suspended bays being used by builders' vans to carry equipment to the site or to deliver materials will be positioned in the nearest pay and display bays to reduce the inconvenience caused to residents. Vehicles moving furniture can do so without applying for a suspension if a parking space or a suitable single yellow line is available.
- 7.4.58 The minimum amount of notice that is required for suspending a pay and display parking bay is two working days. Requests for suspending a residents' bay require a minimum of five working days notice to enable the placing of advance warning signs. Leaflets warning of the suspension are put on vehicles in the vicinity the day before the suspension comes into effect.
- 7.4.59 All suspended bays will be signed with appropriate suspension notices to indicate the prohibition of waiting, loading and stopping, the area affected by the suspension and the proposed duration of the suspension.
- 7.4.60 The current charges are £20 for each space per day. This fee covers the Council's costs to provide the suspensions service but does not include the cost to enforce the suspension. In addition to the suspension charge, each film related parking request exceeding four car spaces would incur a Parking Handling Charge from the Borough's Film Office of £60.

Dispensations

- 7.4.61 The Council issues single yellow line dispensations for loading or unloading that cannot be dealt with by the normal arrangements. These are an unrestricted time limit on single yellow lines until 11am daily and for 20 minutes after that.
- 7.4.62 Removal vans, scaffolding lorries and mobile asphalt mixers do not need a single yellow line dispensation providing the vehicle is in constant use. Dispensations are not granted for cars, people carriers, four wheel drive vehicles or buses. Charges for single line dispensations are £20 per day.

Freight and Servicing

- 7.4.63 Most freight within Inner London is carried by road. Heavy lorries travelling in and around London create significant environmental nuisance, a problem amplified at night and at weekends when roads are generally less busy. A method of reducing noise intrusion is to limit the movement of lorries in the urban area through schemes such as the Earl's Court night-time lorry ban and the London-wide night-time and weekend lorry ban. The latter gives permits for those lorry movements that are necessary for London's economic activity. The London-wide ban produces significant environmental benefits for London's residents by reducing night-time noise in residential streets and is supported by this Council.
- 7.4.64 The Council is keen to address the delivery and servicing requirements of local businesses and tries to ensure that loading/unloading is permitted wherever it is considered to be safe and will not compromise the free flow of traffic. On most roads loading is not prohibited and the Council does not usually provide specific loading bays to assist freight traffic except in special circumstances, such as on Old Brompton Road outside Christie's Auction House.
- 7.4.65 Between 11 a.m. and 6.30 p.m. on weekdays loading/unloading is limited to 20 minutes to facilitate essential servicing and turn over of loading space.

Overnight Large Vehicle Waiting Ban

- 7.4.66 The Greater London overnight large vehicle parking ban applies to the whole of the Royal Borough of Kensington and Chelsea. The ban prohibits lorries over five tonnes maximum gross weight and all other vehicles exceeding 2.5 tonnes unladen weight (i.e. including coaches), between 6.30 p.m. and 8.30 a.m. every day, as well as all day on Sundays. The Council's parking enforcement contractor enforces the ban.

Off-street parking

Car parks

- 7.4.67 Limiting the maximum stay period and regularly reviewing charges encourages a turn over of parking space which increases the opportunity of finding a space and reduces the number of vehicles driving around the borough trying to park. The Council has planning policies in place to minimise car borne commuter traffic and new car parks should have a management regime to aid this objective, as set out in following UDP policies:

- to resist the provision of additional public car parks
- to control the management of new public off-street car parks to restrict the use of the car and to discourage their use by commuters

- 7.4.68 There are several car parks where all day parking is permitted, although in Council operated car parks this is not encouraged by the charging structure. The locations of all car parks in the borough are shown in Plan 7.3 and full details of operators and tariffs are set out in Appendix B.

Plan 7.3: Off-street car parks



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0 200 400 600 800 1000 1200 metres

Off-street parking and servicing provision

- 7.4.69 The standards for provision of parking and servicing are based on the requirement to restrain the growth in traffic by providing spaces for only those vehicles considered to require essential access to a site. Development proposals should not provide more off-street parking for vehicles and servicing for non-residential uses than the maximum specified in the standards adopted by the Council. Guidance on the design of parking spaces, vehicular access and the public footway are provided in Supplementary Planning Guidance. Full details of the parking and servicing provisions for the Royal Borough are set out in Appendix C.
- 7.4.70 With residential development the Council requires off-street parking to supplement the restricted on-street provision except in certain circumstances. Parking provision should be made available to and permanently retained for use by, residents of the development. The Council recognises that in some cases proposals for residential development, such as conversions of houses into multiple units, will not include off-street parking, or adequate off-street parking to accommodate the demand for parking from residents. In such cases, the additional demand for on-street parking spaces may preclude the granting of planning permission. When a residential development is proposed with no on-site car parking provision, adequate means must be agreed with the Council to avoid any increase in on-street parking demand.
- 7.4.71 Standards for parking and servicing spaces for non-residential development are based on the need to restrain traffic and take into account the general availability of public transport and on- and off-street visitor parking. The number of spaces in non-residential developments will normally only allow for essential servicing and parking needs. The Council's planning policies are already based on the use of maximum parking standards that are in line with those in the London Plan.
- 7.4.72 For some land uses standard rates of provision of spaces are not appropriate. In such cases each application will be treated individually, based on the predicted need for essential parking and servicing for the development. This assessment will take into account the Council's policies on traffic restraint as set out in the UDP, as well as the following:
- the existing and predicted levels of on-street day-time parking demand and night-time parking stress within the vicinity of the development
 - the number of sites with unimplemented planning permission in the area
 - the availability of convenient public and private off-street car parking spaces
 - the opportunities for dual use of parking provision
 - the predicted demand for parking from diverted car borne shopping and leisure trips
 - the proximity to high capacity public transport
 - provision for cyclists
 - the preparation of a workplace travel plan
- 7.4.73 On-street parking pressure in an area is considered to be unacceptable when the legal parking occupied exceeds 90 per cent of the legal space available. The Council will inspect the parking conditions within the vicinity of a development and assess the occupancy ratio of on-street parking spaces.

Permit-free and Car-free plus Permit-Free Development

- 7.4.74 Permit-free: The removal of the right to a residents' parking permit from residents of certain named new developments (on-site parking may be available).
- 7.4.75 Car-free plus permit-free: A development with no on-site provision for car parking and where the residents have no right to a residents' parking permit.
- 7.4.76 In 2003, the Council introduced supplementary planning guidance setting out how the Council expects to see provision made for permit-free and car-free plus permit-free residential developments. The guidance states that the Council will consider the level of parking stress within the local area of the proposed development, both before and as a result of the proposed development. Where there is or will be a high level of parking stress the Council will expect the development to become permit-free.

Private off-street

- 7.4.77 It is not possible to provide an estimate of the total number of private residential and non-residential parking spaces as many of these pre-date the current planning system and information has not been systematically collected on planning applications and their implementation.

7.5 Parking Operations

Parking enforcement

- 7.5.1 The Royal Borough undertook the decriminalisation process in July 1994. From this time the Council has contracted its own Parking Attendants to enforce parking places and yellow line restrictions throughout the borough.
- 7.5.2 The Council also requires the contractors to carry out clamping and removals in line with a set of enforcement priorities, to complement the Council's transportation policies. Parking Attendants authorise vehicles for clamping and removal and specially trained Parking Attendants travel on the clamping vans and removal lorries in order to verify the authorisation before enforcement action is taken.
- 7.5.3 The current on-street enforcement contract with National Car Parks plc commenced on 4th July 2006 and with two break points for consideration of contract extensions, the maximum contract period is ten years.
- 7.5.4 The Council undertakes a considerable amount of enforcement activity. In 2005/2006 the Council's enforcement contractor issued 285,348 PCNs, clamped 15,356 vehicles and removed 9,424 vehicles to the car pound.
- 7.5.5 The Parking Adjudication Service heard 3,044 appeals relating to the Royal Borough during 2005/2006. Of these appeals 1,554 were allowed, which represents a rate of 51 per cent.

7.6 Annual Monitoring

- 7.6.1 Experience has shown that monitoring the technical aspects of service delivery alone can lead to a mismatch between the Council's culture and values and those of the Service Provider. This has led the Council to place the qualitative criteria into two groups. One will broadly relate to the behaviour of staff employed by the Service Provider, picking up themes the Council considers to

be of prime importance such as organisational culture, values and standards. The other group will relate to the technical aspects of service delivery. The matters to be included in the continuous qualitative assessment are:

- Behavioural criteria (in priority order from top to bottom)
 - Standards of PA training undertaken and achieved
 - Standards of PA appearance and dress, helpfulness, and equipment
 - Standards of behaviour by the contractor's staff
 - Assessment of complaints received and evidence of commitment to excellence in complaint handling
 - Level of absenteeism and staff turnover
 - Standards of driving
 - Standards of cleanliness of vehicles
 - Contractor's compliance with the parking regulations
 - Care for vehicles clamped, removed, decanted or stored
 - Maintenance of the pound in a clean and tidy condition
 - Use of contracted vehicles solely for authorised purposes

- Technical criteria (not in order of priority)
 - Lawful issue of PCNs
 - Lawful clamping or removal of vehicles
 - Number of warning PCNs issued
 - Speed of vehicle de-clamping, including priority de-clamping
 - Quality of digital photographs of clamp and removals activities
 - Patrol coverage
 - Availability of Rapid Customer Response Unit
 - Timely reporting to TRACE
 - Staffing and operation of the vehicle pound
 - Management of payments at the pound
 - Management of the pound telephone payment and queries service
 - Operation of the decant pound
 - Timely responses to Council queries
 - Provision of all required management reports and/or statistics
 - Uptime of the operational communication system
 - Accurate completion of PAs' pocket book entries
 - Accurate completion of logs by On-Board PAs
 - Accurate and full reporting of street defects and other related issues

7.6.2 The Council has developed the criteria outlined above into eight key performance indicators. The key performance indicators are assessed monthly and failure can result in deductions to the monthly payment to the contractor.

7.6.3 A ninth key performance indicator is used to assess the areas of the contractor's qualitative performance where the assessment may be seen as subjective. Failures are recorded and the contractor served with an Improvement Notice. The Notices have no specific financial penalty, however, the details are recorded and the results of the monitoring are discussed at the Partnership Board who will then decide the level of penalty, if any, to apply for failure to achieve the desired level of performance.

Compliancy monitoring

7.6.4 The Council undertakes parking surveys to measure compliance with parking regulations. In 2005, compliance surveys were carried out in 12 locations covering lengths of 50 metres (164 feet) on main roads. The surveys assessed compliance with all restrictions commonly found on main roads, including yellow line restrictions, zigzags and bus stops. In 2007, the Council plans to add another three sites to the survey locations and increase the surveys to cover

areas around the main road locations which will include residents' parking bays and pay and display bays. These surveys will be carried out using a pro forma derived from discussions with TfL. The effectiveness of these surveys and the extent to which they are representative of the borough will be monitored with a view to carrying them out on an annual basis.

Persistent evaders

- 7.6.5 Persistent evaders are monitored by the Council and targeted by the on-street contractor. When a persistent evader's vehicle is found in contravention it is clamped before being moved to the car pound. When the vehicle is collected from the pound documentation is scrutinised to establish ownership of the vehicle and the owner's current address before the vehicle is released. This eliminates the risk of vehicle theft and helps identify offenders with outstanding fines and PCNs. In addition, the Council refuses to issue or renew a parking permit to residents with three or more outstanding PCNs, until all outstanding debts are paid.
- 7.6.6 TfL chairs the Enforcement Task Force (ETF), which is made up of the key enforcement agencies in London, including TfL, London Councils and the Metropolitan Police. The ETF works to ensure that enforcement organisations work together to tackle the wide range of traffic enforcement issues that each organisation faces. The Council will consider working with the ETF on various initiatives including the Persistent Evaders database managed by London Councils Transport and Environment Committee.

Other Enforcement

- 7.6.7 The London Local Authorities and Transport for London Act 2003 enabled boroughs to take on powers to enforce further non-endorsable traffic offences such as bus lane, yellow box junction marking and other moving traffic offences. The Royal Borough is the second smallest of the London boroughs. Such moving traffic offences do not currently cause major problems and local traffic policing is generally very good. Furthermore, there are currently relatively few measures or sites in the borough that would benefit from increased enforcement, either by Council employed attendants or by cameras. Kensington and Chelsea will continue to follow the results of such action by other boroughs across London with interest. However, the Council currently sees little justification to take up these powers itself.
- 7.6.8 The Council does not currently use roadside cameras to enforce parking or moving traffic offences. The Council has its own streetscape guidelines and is concerned about the impact of such cameras on the streetscape as well as that of the enforcement cameras recently erected across the borough by TfL associated with the extension of congestion charging. The Council continues to be interested in the results and impact of camera enforcement elsewhere in London but cannot currently justify the introduction of roadside camera enforcement on borough roads.

7.7 Co-ordination and co-operation with other boroughs

Inter-borough co-operation

- 7.7.1 The Royal Borough maintains regular contacts with its neighbouring boroughs to ensure co-ordination in parking matters. This includes co-operation on permit fraud, discussions on operational and enforcement issues, parking policies, and meetings between the borough's heads of parking operations. The Royal

Borough is a member of the Parking in Partnership (PIP) group which is led by the City of Westminster.

- 7.7.2 Generally, the Council ensures that its hours of control and tariffs in the areas bordering other boroughs match or are similar to those of the neighbouring authorities. The Council ensures that the neighbouring boroughs are consulted when a change is proposed.
- 7.7.3 At present, the main differences exist in Knightsbridge/Belgravia where in Westminster the hours of parking control for residents' bays differ from those in the Royal Borough. Currently the Royal Borough's controls for residents' bays are Mondays to Fridays 8.30am to 10pm, Saturdays 8.30am to 6.30pm, and Sundays 1pm to 5pm whilst Westminster's are Mondays to Sundays 8.30am to 10pm in Knightsbridge, and Mondays to Fridays 8.30am to 6.30pm and Saturdays 8.30am to 1.30pm in Belgravia.

Boundary streets parking agreements

- 7.7.4 The Royal Borough has a boundary streets parking agreement with the City of Westminster that applies to all boundary streets except Queen's Gate. The agreements allow a residents' parking permit holder to park on the either side of a boundary road. This concession applies to residents' parking bays, which have been appropriately signed, and in pay and display bays before 9.30am and after 5.30pm.
- 7.7.5 Initially the boundary streets agreement was an informal arrangement between Westminster and the Royal Borough, dating back to the first implementation of residents' parking in these areas. This was formalised by a traffic order in 1995.

7.8 Financial statement

Parking income and expenditure

- 7.8.1 Income from the on-street operation in 2005/2006 totalled £41.4million, and the expenditure to provide the on-street service was £16.3million. The surplus of £25.1million was transferred to the Council's Car Park Reserve fund and used to fund parking, public transport and other transport related improvements. The full breakdown is shown in Table 7.3 below.

Table 7.3: Parking Income and Expenditure 2005/2006	
INCOME	
	£
Pay and Display	19,106,713
Residents Parking Permits	4,369,423
Parking Bay Suspensions	1,906,566
Parking Enforcement	16,015,090
Other Income	15,395
TOTAL INCOME	44,413,187
EXPENDITURE	
	£
Direct Employee Costs	4,144,913
Premises Related Costs	271,087
Transport Related Costs	42,107
Pay and Display and Carriageway Markings	1,036,074
ALGTEC	425,922
Parking Enforcement Contracted Services	6,666,634
Central and Departmental Support	2,816,979
Other Costs	913,597
TOTAL EXPENDITURE	16,317,313
EXCESS INCOME OVER EXPENDITURE	25,095,874
APPLICATION OF SURPLUS ON PARKING ACCOUNT	
	£
Concessionary Fares	4,089,000
Taxicard	751,000
Welfare Transport	829,000
School Permits	103,000
Special Needs and Youth Transport	1,277,000
Other Community Transport	58,000
Off-Street Car Parking Costs	1,293,000
Lighting, Traffic Signs, Pedestrian Crossings	1,801,000
Carriageway and Footway Improvements, street trees and verges, town centres and Cleansing	8,102,000
Traffic Management, Safety and Transportation	2,535,000
TOTAL	20,838,000

- 7.8.2 The estimated income, expenditure and surplus for 2006/2007, 2007/2008, 2008/2009 and 2009/2010 are outlined in the Table 7.4 below:

	Forecast 2006/2007 £ million	Forecast 2007/2008 £ million	Forecast 2008/2009 £ million	Forecast 2009/2010 £ million
Surplus from On Street Parking	22.5	21.5	21.4	21.1
Funding of Revenue Expenditure	-17.4	-17.9	-18.4	-19.0
Net movement - revenue	5.1	3.6	3.0	2.1
Funding of Capital Expenditure	-4.8	-6.8	-9.6	-6.4
Total movement - revenue and capital	0.3	-3.2	-6.6	-4.3
Balance B/F	36.3	36.6	33.4	26.8
Balance C/F	36.6	33.4	26.8	22.5

Note: Figures may not sum exactly because of rounding.

7.9 Parking Initiatives and Challenges

Graduated permit charging

- 7.9.1 The Council is considering introducing a graduated charging system for residents' parking permits. The charging structure is likely to be based on Vehicle Excise Duty banding as this relates directly to the vehicle's effect on the environment. In addition, the Council is considering introducing a supplementary charge for second and subsequent parking permits in a household to discourage high levels of car ownership.

Parking exemplar project

- 7.9.2 The Council is a member of PIP led by the City of Westminster. The aim of the project is to deliver significant cost savings in parking procurement by bulk buying parking equipment or services to reduce costs. PIP also draws together parking management experts from the boroughs to develop best practice on parking policy. The project seeks to promote the success of these initiatives to other local authorities inside and outside London.

Mobile phones

- 7.9.3 The Council is considering carrying out a trial of new technology that allows motorists to pay for on-street parking using their mobile phones. The system requires the driver to make a short phone call informing the Council where they wish to park and how long they intend to stay. The relevant parking fee is then deducted from their credit card or debit card. The system also provides an option for a text message reminder of expiry of paid parking time. If approved, the test area would include 230 machines in the Chelsea and Knightsbridge areas and the trial would last for 12 months.

Chip and PIN

- 7.9.4 The Council will install a new pay-on-foot system in the Town Hall Car Park in November 2006. The new system will include four payment machines each of which will be chip and PIN enabled. This new system will offer drivers a choice of payment methods. Chip and PIN applications are relatively uncommon in the

car park industry. The Town Hall Car Park will be one of a few car parks in the UK to provide this facility.

Electric vehicles

- 7.9.5 The Council recognises that the use of all-electric vehicles, as opposed to hybrids, hinges on the availability of a suitable charging infrastructure. To this end it is monitoring pilot projects to introduce on-street charging facilities in the City of Westminster and the London Borough of Islington, and is also planning to introduce charging points in the public car park beneath Kensington Town Hall.

Appendix A: Parking Strategies and Policies

Listed below are the strategies and policies from the UDP that relate to parking issues.

Strategies

- 4** To seek a safe, efficient and environmentally acceptable transport system for the metropolitan area, whilst protecting the residential character, amenity, and quality of the Royal Borough.
- 7** To promote sustainable development through locating high trip generating uses in areas, which are, or will be, well served by public transport and by encouraging the local provision of services and facilities to reduce the need to travel.
- 23** To support the reduction of road traffic movement within the metropolitan area.
- 24** To support measures to reduce air and noise pollution from motor vehicles.
- 36** To monitor regularly demand in the Controlled Parking Zone and periodically review its operation, including regulations for the issue of residents' permits, taking account of the supply on on-street and off-street parking space.

Policies

Conservation and Development

- CD 54** To resist off-street car parking in forecourts and gardens if:
 - a) the proposal would result in the loss of a material part of the garden space;
 - b) the proposal would result in the loss of any trees of amenity values (including street trees);
 - c) the proposal would result in the demolition of most of the street garden wall or railing, or lead to an unsightly breach in it, particularly where the wall or railings form part of a uniform means of enclosure to a terrace and an essential feature of street architecture;
 - d) the car, when parked on the hardstanding, would obstruct daylight or the outlook enjoyed by a basement dwelling.

Housing

- H6** To permit proposals for the conversion of self contained residential units into smaller self-contained dwellings, except where they would result in:
 - a) unacceptable levels of on-street parking demand or add to already unacceptable levels;
 - b) the unacceptable loss of off-street parking spaces;
 - c) the loss of family-sized dwellings of five habitable rooms or fewer which have direct access to amenity space;
 - d) the creation of undersized dwellings which are contrary to Council standards
- H19** To seek an appropriate mix of dwellings within a scheme, having regard to the following factors:
 - a) the physical character of the site or building and its setting;
 - b) the previous or existing use of the site or building;

- c) access to private gardens or communal garden squares for family units;
- d) the likely effect on demand for car parking within the area;
- e) the surrounding composition and density of population;
- f) the location of schools, shops and open spaces;
- g) provision of accommodation for special needs; and
- h) busy roads or railways nearby.

Transportation

- TR19** To encourage the provision of coach parking at off-street locations sufficiently convenient for major hotels and public attractions.
- TR30** To review the extent of the waiting and loading provisions on major roads in the Borough where appropriate with the Traffic Director for London.
- TR31** To review, and increase where appropriate, the provision of on-street parking for residents on minor roads.
- TR32** Normally, to maintain the number of pay and display parking spaces in areas where off-street parking for visitors are limited.
- TR33** To resist the provision of additional public car parks.
- TR34** To control the management of new public off-street car parks to restrict the use of the car and to discourage their use by commuters.
- TR36** To resist development which would result in:
- a) any material increase in traffic or parking, or in congestion on the roads or on public transport, or;
 - b) any decrease in road safety, or;
 - c) unacceptable environmental consequences.
- TR38** To limit the number of off-street car parking spaces provided in non-residential developments to meet essential needs only, in accordance with specific standards and criteria.
- TR42** To require new residential developments to include off-street parking up to the maximum standards adopted by the Council and contained in Chapter 13 of the plan, except:
- a) in locations, such as town centres, where services are readily accessible by walking, cycling or public transport;
 - b) which provide housing for elderly people, students and single people whose demand for car parking is likely to be less than for family housing;
 - c) involving the conversion of housing or non-residential buildings where off-street parking is less likely to be successfully designed into the scheme;
 - d) where, for specific townscape reasons or because the building is of architectural or historical interest, off-street parking is less likely to be designed into the scheme.
- TR43** To resist development which would result in the loss of off-street residential parking.
- TR44** Normally, to resist development which would result in the net loss of on-street residents' parking.

Shopping

- S17** To permit uses falling within Use Classes A2 and A3 in the core frontage of a Principal Shopping Centre, subject to the following:
- a) any material increase in traffic or parking
- S18** To permit the uses falling with Users Classes A2 and A3 in the non-core frontage of a Principal Shopping Centre, subject to the following:
- a) any material increase in traffic or parking.....
- S19** To permit the location in Principal Shopping Centres of non-shop users above or below ground floor level where that use would not:
- d) materially increase traffic or parking.
- S22** To resist the development of amusement centres and arcades, except in the non-core frontage of Principal Shopping Centres where proposals maybe permitted subject to the following:
- Proposals will be resisted where they are likely to cause:
- a) any material increase in traffic or parking.....
- S23** To resist the development of restaurants, public house, snack bars, cafes, wine bars and shops for the sale of hot food outside Principal Shopping Centres in the following circumstances:
- b) any material increase in traffic or parking.....

Appendix B: Table 7.5: Car parks in the Royal Borough of Kensington and Chelsea

Car Park	Operator	No. of parking spaces	No. of disabled parking bays	Average daytime occupancy	Tariff
Sainsbury's, Canal Way, Ladbrooke Grove, W10 5AA	Town and City Parking Ltd	428	23	39%	2 hrs free
Bayswater Road, Kensington Palace Green, Kensington, W8	National Car Parks	91 Cars 20 Coaches	0	39% cars 85% coaches	2 hrs - £7.50 4hrs - £12.00 6 hrs - £15.80 10 hrs - £17.80 24 hrs - £23.00
Kensington Hilton, Holland Park Avenue, W11 4UL	Direct Parking	96	2	52%	£12.50 hotel residents/£25 non residents
Abbotsbury Road, Holland Park, Kensington, W8	Royal Borough of Kensington and Chelsea	68	3	22%	1hr - £1.40 2hrs - £2.40 3hrs - £5.20 4hrs - £12
Olympia Hilton, Kensington High Street, W14 8NL	National Car Parks	60	1	100%	2hrs - £7 2-4hrs - £12.50 4-6hrs - £18 6-9hrs - £20 9-12hrs - £23 12-24hrs - £30 Motorcycles - £3 per day
Homebase, Warwick Road, W14 8PU	Homebase	168	6	48%	2 hrs free 3hrs - £10 24hrs - £25
Broadwood Terrace, Warwick Road, W8 6PL	National Car Park	58	0	69%	3hrs - £10 12hrs - £15 24hrs - £30
Tesco, Warwick Road, W14 8PB	Euro Car Parks	332	8	40%	3hrs - £10 24hrs - £25
Tesco Coach and Lorry, Warwick Road, W14 8PB	Euro Car Parks	40	0 (N/A)	21%	3hrs - £10 12hrs - £15 24hrs - £30
Town Hall, Hornton Street, Kensington, W8 7NX	APCOA	440	4	49%	1hr - £3 2hrs - £6 3hrs - £9 4hrs - £12.50 6hrs - £17.50 8hrs - £24 10hrs - £30 10hrs+ - £36
Kensington Close Hotel, Wrights Lane, Kensington, W8 5SP	Kensington Close Hotel	90	2	49%	1hr - £3 2hrs - £5 3hrs - £7 4hrs - £9 6hrs - £11 8hrs - £14 10hrs - £16 12hrs - £18 18hrs - £20 24hrs - £22
Young Street, Kensington, W8 5EH	National Car Parks	250	2	41%	2hrs - £6 4hrs - £12.50 6hrs - £17.50 9hrs - £24 12hrs - £26 12hrs+ - £31
M and M Car Rental, Ansdell Street, W8 5BN	M and M	35	0	89%	£3 per hr up to max £12.50

Car Park	Operator	No. of parking spaces	No. of disabled parking bays	Average daytime occupancy	Tariff
Royal Garden Hotel, Kensington High Street, W8 4PT	Euro Car Parks	200	2	61%	1hr - £5 4hrs - £12 6hrs - £15 8hrs - £20 10hrs - £22 12hrs - £25 12hrs+ - £30
Sainsbury's, Cromwell Road, SW7 4EJ	J Sainsbury	200	3	58%	free
Marriott Hotel, 147c Cromwell Road, SW5 0TH	National Car Parks	28	0	39%	2hrs-£4.30 4hrs - £8.50 6hrs - £12.80 12hrs - £20
Holiday Inn London Kensington Forum, 97 Cromwell Road, SW7 4DN	Forum Hotel Car Park	70	2	79%	2hrs - £7 4hrs - £9 6hrs - £11 12hrs - £16 24hrs - £25
Earl's Court Exhibition Centre, Old Brompton Road, SW5 9TA	Earl's Court Car Park	420	50	no data	2hrs - £6 4hrs - £12 6hrs - £18 10hrs - £24 24hrs - £32
Conrad Hotel, Chelsea Harbour, SW10 0XG	Chelsea Harbour	486	2	33%	1hr - £2.50 3hrs - £3.50 4hrs - £5.50 8hrs - £9.50 12hrs - £12.50
Chelsea Westminster Hospital, Fulham Road, SW10 9NH	Chelsea Westminster Hospital	352	17	77%	1hr £3.50 2hrs - £5 3hrs - £7.50 5hrs - £15: .3.50
Sydney Street, 147 Sydney Street, SW3 6NR	National Car Parks	50	0	58%	2hrs - £8 4hrs - £11 6hrs - £14 8hrs - £21 24hrs - £42
Marks and Spencer, 85 King's Road, SW3 4NX	Alfia	100	3	66%	1hr - free 2hrs - £3 3hrs - £10 4hrs - £25 over 4hrs - £50
Whitelands House Garage, Cheltenham Terrace, SW3 4QX	Pure Parking	80	0	79%	1hr - £5 2hrs - £9 3hrs - £12 4hrs - £16 7hrs - £27 24hrs - £31
Nell Gwynn House, Sloane Avenue, SW3 3AU	Britannia Parking Ltd.	60	0	57%	2hrs - £8 4hrs - £13 6hrs - £19 12hrs - £23 24hrs - £27
Chelsea Cloisters, Sloane Avenue, SW3 3DL	Pure Parking	200	0	47%	1hr - £5 2hrs - £9 3hrs - £12 4hrs - £16 7hrs - £27 24hrs - £31
Union Car Parks, Harrington Road, SW7 1AA	Union Car Parks	75	0	51%	1 hr - £3 2hrs - £6 3hrs - £8 4hrs - £12 6hrs- £16 8hrs -£22 12hrs - £30
Imperial College, Imperial College Road, SW7 2AZ	Imperial College	229	30	39%	£8.50 per night (6:00p.m to 8:00a.m),
Kingston House Garage, Ennismore Gardens, SW7 1NF	Motcomb Estates	34	0	100%	£12 per day

Car Park	Operator	No. of parking spaces	No. of disabled parking bays	Average daytime occupancy	Tariff
North Terrace, Off Brompton Road, SW3 2BA	Pure Parking	50	0	64%	1hr - £5 2hrs - £9 3hrs - £12 4hrs - £16 7hrs - £23.50 8-24hrs - £33
Harrods, Brompton Place, Off Brompton Road, SW1X 7XL	Harrods	114	0	83%	2hrs - £8 3hrs - £12 4hrs - £16 6hrs - £24 8hrs -£30
Pavillion Road, 28 Pavillion Road, SW1X 0HH	National Car Parks	290	0	16%	£1.70 per 15 minutes
Cadogan Place, SW1X 0HH	National Car Parks	334	0	22%	£1.30 per 15 minutes, Maximum £33.60 per day, Motorcycles £3 per day
Park Towers, 101 Knightsbridge, SW1X 7RN	National Car Parks	67	2	65%	2hrs - £8.80 4hrs - £15.70 6hrs - £19 9hrs - £21 12hrs - £25.20 24hrs - £30.40 Motorcycles £3 per day
Berkeley Hotel, Wilton Place, SW1X 7RL	National Car Parks	37	0	58%	2hrs £6.20 4hrs - £12.50 6hrs - £17 9hrs - £22 12hrs - £26 24hrs - £30

Appendix C: Table 7.6: Parking and servicing provision

Land use	Car parking provision (maximum)	Disabled provision	Special considerations	Secure cycle parking for staff and visitors
A2, B1 (a), B1 (b) (Financial and professional services, business – offices or research and development)	1 space per 1500m ²	Minimum 1 or 10% of spaces	Development 5000m ² or greater at least 1 space reserved for Goods Vehicles (G.V.) delivery as part of the parking provision. Less than 5000m ² servicing at the Council's discretion	Minimum 1 stand per 200m ²
A1, A3, B1(c), B2 – B8 (Shops, food and drink, business – light industrial, other industrial)	Individual assessment	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	Minimum 1 stand per 200m ²
C1 (Hotels)	1 space per 40 bed spaces	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V. 1 coach space per 200 bedrooms. Taxi provision	1 space per 20 rooms 1 space per 3 employees
Hostels	Individual assessment	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	
C2, D1, D2 (Residential institutions, non-residential institutions, leisure)	Individual assessment	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	Minimum 1 stand per 200m ²
Mixed development sites	Individual assessment	Minimum 1 or 10% of spaces	Large development at least 1 space reserved for G.V.	Provision based on use of site
C3 Dwelling houses i) Single family dwellings up to 5 habitable rooms 5 or more habitable rooms	1 space per dwelling 2 spaces per dwelling	Minimum 1 or 10% of spaces	Adequate facilities to accommodate servicing	1 space per unit Developments of 10 or more units to provide visitor cycle parking
i) Purpose built flats Up to 5 habitable rooms 5 or more habitable rooms	1 space per dwelling unit 1.5 spaces per dwelling unit	Minimum 1 or 10% of spaces	Adequate facilities to accommodate servicing	1 space per unit Developments of 10 or more units to provide visitor cycle parking

Land use	Car parking provision (maximum)	Disabled provision	Special considerations	Secure cycle parking for staff and visitors
ii) Converted flats	1 Space per dwelling unit	Minimum 1 or 10% of spaces	Adequate facilities to accommodate servicing	1 space per unit Developments of 10 or more units to provide visitor cycle parking
iii) Affordable housing Flats Houses	0.66 space per dwelling unit 1 space per dwelling unit	Minimum 1 or 10% of spaces	Adequate facilities to accommodate servicing	1 space per unit Developments of 10 or more units to provide visitor cycle parking
iv) Sheltered Housing Flats Houses	0.3 space per dwelling unit 0.5 space pr dwelling unit	Minimum 1 or 10% of spaces	Adequate facilities to accommodate servicing	Residents -1 space per unit Developments of 10 or more units to provide visitor cycle parking Staff – 1 space per 3 employees

8. School Travel Plan Strategy

8.1 Introduction

- 8.1.1 Department for Transport (DfT) figures show that nationally car use has doubled since the 1980s with the proportion of children being driven to school approaching one third. Conversely, the number of pupils travelling by other modes has decreased. This has a number of associated impacts on the global and local environment, and on the physical and emotional health of the school community.
- 8.1.2 Child pedestrian casualties are also of concern nationally, although this is not reflected in the statistics for the borough. This may be a reflection of the demographic make up of the borough that shows that the percentage of children resident in the borough is below the national average. Nationally, children under the age of 15 make up a quarter of all pedestrian casualties while in the Royal Borough the percentage is 8.5 per cent with an average of six casualties per year reported as being on the journey to and from school.
- 8.1.3 School travel plans (STPs) provide a way for the whole school community to critically examine the school journey and identify barriers and concerns that discourage the use of more sustainable modes of transport. They encourage individual schools to address the issue of increasing car use and identify practical and innovative ways to encourage pupils to instead choose safe, sustainable transport modes for the school journey. Travel plans educate pupils, staff and the school community in why these sustainable choices are important and how individuals and recognised groups can make a difference.
- 8.1.4 The Council believes that non-engineering measures will have the biggest impact on the school run and reducing child road traffic accidents. Education in sustainable travel combined with the acquisition of road safety training and skills is central to the STP approach to ensure that modal shift is achieved without an increase in the casualty figures.
- 8.1.5 This strategy outlines how the Royal Borough will encourage and promote the development of travel plans in schools and what assistance is available from the Council in terms of resources, funding and support. It aims to foster changes in travel patterns of school communities towards safer, more sustainable and healthier school journeys. Progress on this strategy will be reported annually to TfL as part of the annual bidding process for funds in accordance with the relevant guidance.
- 8.1.6 The Travel Plan Coordinator will review progress on the strategy annually. The date of the next review will be May 2008.
- 8.1.7 This strategy, which forms Chapter Eight of the Council's Local Implementation Plan (LIP), was included in the statutory consultation on the LIP that the Council completed in early 2007. Details of the consultees and the responses received can be found in Chapter Ten of the LIP. The Council's Education Department and all schools in the borough will be informed that the strategy is available and any comments received on it will be considered when the strategy is next reviewed.

8.2 Policy Context

8.2.1 The strategy follows the guidelines highlighted in a number of national and regional strategic documents such as the DfT/Department for Education and Skills (DfES) *Travelling to School initiative*, the Mayor of London's *Transport Strategy* (MTS) and Transport for London's (TfL's) LIP guidance.

National Policy

- 8.2.2 In 1998 the Government addressed the growing concerns surrounding the school journey in its Transport White Paper – *A New Deal for Transport – Better for Everyone* which set out an integrated policy extending choice in transport. Through this White Paper the government sought to reduce the number of children being driven to school so tackling congestion and the wider issues of road safety, car dependency and reduced physical activity in children. With support from local councils, schools were encouraged to produce a travel plan and the concept of safer routes to school was introduced.
- 8.2.3 In 2000 the government published *Tomorrow's Roads Safer for Everyone* setting out the government's approach to reducing road casualties and which reinforced its desire for all schools to develop travel plans. Among other targets (which are detailed in the Council's Road Safety Plan contained in Chapter Six) the government set a target of a 50 per cent reduction in the number of children killed or seriously injured to be achieved by 2010. This document contains the recommendation that all schools develop a travel plan to "tackle safety concerns and reduce dependence on travelling by car to school".
- 8.2.4 In September 2003, the DfT and the DfES jointly published two documents, *Travelling to School: an action plan* and *Travelling to School: a good practice guide*. These documents set out a new policy with regard to STPs and were accompanied by a new funding commitment to increase the number of school travel advisors in local authorities and the provision of a capital grant for Local Education Authority (LEA) schools with STPs. The good practice guide set out the DfT/DfES's key aims and objectives to accomplishing safe, sustainable and healthy travel.
- 8.2.5 In 2003, the Government published the green paper entitled *Every Child Matters* (ECM). Following wide consultation with those organisations involved in providing children's services, the Government published *Every Child Matters: Next Steps*, and passed the *Children's Act 2004*, which provided the legislation to enable the development of more effective and accessible services focused around the needs of children, young people and families.
- 8.2.6 The ECM green paper identified the five outcomes that are most important to children and young people:
- Be healthy
 - Stay safe
 - Enjoy and achieve
 - Make a positive contribution
 - Achieve economic well-being
- 8.2.7 The five outcomes are universal ambitions for every child and young person, whatever their background or circumstances.
- 8.2.8 In February 2003 the DfES set out the government's approach to Building Schools for the Future. It is a commitment to a vast programme of rebuilding and renewal to ensure that secondary education establishments in every part of England have facilities of a high standard. The programme will stretch over the next 10 to 15 years and while the main focus is placed upon secondary education buildings there will be money available to primary schools in need of renewal. The overall goal of the programme is to provide communities with

- buildings which inspire teachers and pupils, are used by the local people, are properly maintained and are not a burden to the taxpayer.
- 8.2.9 In September 2006, OFSTED launched the new arrangements for the schools' inspection process. The main changes to the existing process were the shortening of the notification period to schools, increasing the frequency of reviews from every five to every three years and the introduction of the Self Evaluation Forms (SEFs). The SEFs produced by schools must indicate how the school is meeting the ECM agenda.
- 8.2.10 The Public Health White Paper – *Choosing Health* was published in November 2004. It set out the key principles for supporting the public to make healthier and more informed choices in regards to their health. The White Paper provides a focus for children's health which encompasses other related programmes including the travelling to school initiative. The paper states that the components of good health should be a core part of children's experience in schools. Moreover, a whole school approach to health should be applied and delivered through lessons, sport, provision of food, personal advice and support and travel arrangements.
- 8.2.11 The National Healthy School Programme was originally launched in 1999 as a joint initiative from both the Department for Health and the DfES. In response to ECM and the Public Health White Paper, *Choosing Health*, it was re-launched in September 2005. The aims of the National Healthy School Programme are to:
- support children and young people in developing healthy behaviour
 - help to raise pupil achievement
 - help to reduce health inequalities
 - help promote social inclusion
- 8.2.12 For a school to gain the Healthy Schools Status they must show evidence of meeting each of the set criteria. The criteria of the National Healthy School award focus on the following four key themes:
- Personal Social and Health Education (PSHE)
 - healthy eating
 - physical activity
 - emotional health and well-being
- 8.2.13 STPs, road safety education and healthy lifestyles all feature within the physical activity theme. A healthy school should have a PSHE curriculum, which includes education on healthy lifestyles and road safety education. Since the introduction of the new guidance in 2004, a healthy school should also encourage pupils, parents, carers and staff to walk or cycle to school.
- 8.2.14 The national target is for 50 per cent of all state schools (primary and secondary) to achieve National Healthy School Status by December 2006, with all schools working towards it by March 2009.
- 8.2.15 Achievement of Healthy School Status enables schools to demonstrate their contribution to the ECM outcomes for children and also to produce evidence for the OFSTED SEF.

- 8.2.16 In December 2006 the *Education and Inspections Act 2006* was introduced. This aims to provide “every child in every school in every community” with the opportunity to reach their full potential in life. Within the Act there will be a new duty placed on local authorities to promote sustainable school transport and alternatives to the car. This includes a requirement for local authorities to develop strategies for supporting sustainable travel and developing local infrastructure while also providing road safety training, walking and cycling incentives, etc. Local authorities will also have the added responsibility of ensuring free school transport is provided for pupils living in a low income household. Additional funding will be provided to local authorities from April 2007 onwards.
- 8.2.17 The Sustainable Schools Strategy was launched in 2006/2007 and aims to put sustainability at the forefront of educators’ minds. The government aims for every school to be a Sustainable School by 2020. Schools are being encouraged to use the tools available to them to begin or extend their sustainable practices.
- 8.2.18 The National Framework for Sustainable Schools is organised into eight ‘doorways’ one of which is Travel and Traffic. By 2020, it is recommended that “all schools are models of sustainable travel” (National Framework, DfES, 2006). Each doorway has a dedicated on-line guide which provides practical guidance on improving the sustainability of practices within the school. Related government policy, guidance notes and links to related organisations and sources of funding are also provided.

Regional Policy

- 8.2.19 The MTS, published in 2001, set out the policy framework for the 33 London boroughs. This strategy states that Transport for London (TfL) would work with the boroughs to develop programmes that encourage sustainable transport, including STPs:

“London boroughs will work with schools to develop plans that encourage more sustainable forms of travel and reduce traffic congestion at schools.”

- 8.2.20 Contained within the MTS are commitments to increase the number of people making journeys on foot and by bicycle and reducing traffic congestion, this is included within proposal 3.2:

“... ensuring improved alternatives to use of the car are provided, and encouraging a shift towards public transport, walking and cycling..”

and proposal 3.7:

“Transport initiatives and plans should contribute to improving the health of all Londoners by:

- promoting healthier methods of transport
- encouraging organisations to review their own transport policies and practices
- improving transport safety, especially reducing road traffic accidents and fatalities ”

and proposal 4.4:

“School Travel Plans: the London boroughs will work with schools to develop plans that encourage sustainable forms of travel and reduce traffic congestion”.

8.2.21 The *London Road Safety Plan* was published in 2001 and contains a reference to the development of STPs. Although their main focus is to encourage sustainable modes of travel for the journey to and from school, they are included in the *Road Safety Plan* because they can promote safer use of the roads and build up travel habits that may have longer-term benefits. The *Road Safety Plan* does recognise however, that child casualties are diverse and are not restricted to the journey to school.

8.2.22 In July 2004, TfL on behalf of the Mayor of London published the LIP Guidance for London boroughs. The guidance requires that each London borough produce a STP strategy that is to be submitted with the final LIP document, together with details of projects and programmes that arise from the strategy. The LIP Guidance contains a target that states that:

“8. School Travel Plans: Boroughs are to work with schools and groups of schools to review travel to all schools by March 2008, with significant progress having been made by March 2006 (new target, with regard to national DfT/DfES ‘Travelling to School: an action plan target’)”.

8.2.23 A second target related to schools is also included:

“2. School Road Safety: Boroughs are to review road safety* around all primary and secondary schools in London by 2008. (*Where these reviews show these to be necessary, 20mph zones or other safety measures must be implemented by 2011 to achieve target reductions in London’s Road Safety Plan)”.

8.2.24 This target is linked to the target to reduce the number of children killed or seriously injured as detailed in section 2.2.1 of the LIP Guidance.

Local Policy

8.2.25 The Royal Borough is committed to the promotion and implementation of STPs. Therefore all schools are encouraged to develop a STP and any school that proposes changes that require planning consent are required to complete a STP as a condition of any consent.

8.2.26 The Council follows the guidance laid out in the national and regional policies.

8.3 Background

8.3.1 There are 63 schools in the Royal Borough. There are 36 LEA schools (four nursery, 26 primary, four secondary, a pupil referral unit and a hospital school in the Chelsea and Westminster Hospital) and 27 independent schools (25 primary and two secondary). The Council also has a special educational needs boarding school in Swanley, Kent which because it is not contained in the geographical area of the borough has been excluded for the purpose of this strategy. Also as the hospital school is mainly used by inpatients it has also been excluded. The plans attached in appendices B and C show the location of state and independent schools respectively. The Schools Division collects information on the number of residents and non-residents attending LEA schools. This information shows that 74 per cent of all primary and 39 per cent

of all secondary school age children attending LEA schools in the Royal Borough are residents.

- 8.3.2 Most children travelling into the borough to get to LEA schools are in the five to 15 year old age range, with the majority coming from Hammersmith and Fulham and Westminster (approximately 30 per cent each) followed by Brent, Wandsworth, Ealing and Lambeth. Most children leaving the borough to attend state schools are in the 11 - 15 age range. This is probably a reflection of the need for additional LEA secondary school places which has resulted in the planned construction of a new secondary school in the south of the borough in an area which currently has no secondary school provision.
- 8.3.3 Unfortunately the Council does not have the same level of data for independent schools.
- 8.3.4 The London Area Transport Survey carried out in 1991 shows that:
- 29 per cent of children travel to school in the Royal Borough by car (this figure was eight per cent above the National Average for 1991). However, there are variations within different wards and Redcliffe, Queens Gate, Royal Hospital, Courtfield and Holland have the most escort education trips between 8am and 9am. These are wards with the highest concentration of independent schools.
 - 42 per cent of all escort education trips start within the Royal Borough and 58 per cent from outside
 - 49 per cent of all escort education journeys are between 0 and 2 km, which is considered to be a walkable distance
- 8.3.5 Information from the annual reviews of school travel plans that have been undertaken shows an average reduction of 14% in home/school journeys undertaken by car, a five per cent increase in walking a three per cent increase in bicycle use, two per cent increase in public transport and a one per cent increase in car sharing. These statistics indicate that STPs have a role to play in reducing congestion in the Royal Borough.
- 8.3.6 Updated information about modal shift in schools with approved travel plans in place will be available from the January 2007 School Census when this data is released. Unfortunately the School Census did not require schools without an approved travel plan to provide this information but it is hoped that the majority of schools choose to submit this information.
- 8.3.7 The reported personal injury accident data for the borough show that child casualty figures in the Royal Borough are some of the lowest in London. An analysis of the data for the three years to the end of 2005 has shown that 12 of the 52 child pedestrian accidents (23 per cent) were reported to have occurred on the home/school journey. There is, however, a concentration of child pedestrian accidents (22) in the area north of Holland Park. This locale contains some of the most deprived wards in London, contains several schools and as detailed later in this document is an area where schools will be prioritised when developing their travel plans.

8.4 Senior Level Support

Members

- 8.4.1 Road safety, education, training and publicity and the continued development of STPs are supported within by the Deputy Leader and Cabinet Member for

Planning Policy, Housing Policy and Transportation. The Lead Member for Public Transport and Road Safety is also fully committed to the development of STPs. The Chairman of the Family and Children's Services Committee is also fully supportive of the STP initiative.

Officers

- 8.4.2 The Director of Transportation and Highways, the Director of Families and Children's Services and the Director of Schools all support this school travel strategy.

8.5 Development of School Travel Plans in the Royal Borough

The Role of the Council

- 8.5.1 The Council is committed to the development of STPs and an improvement in the perception of safety outside the school gate and on the journey to and from school. A variety of work has been carried out over the past four years on both STPs and what were previously termed safer routes to school initiatives. These measures now fall under the term implementation and cover not just engineering and capital works but also educational and promotional measures.
- 8.5.2 The Council established a School Travel Plan Coordinator post in 2001. A framework for STPs was developed which provided schools with a pick and mix of activities that each school could select to include in their curriculum. In addition, a school travel website was developed which included on-line surveys.
- 8.5.3 A Lead Member for Road Safety was appointed in October 2002 and the subsequent establishment of the Public Transport and Road Safety Advisory Group extended this role. This group, to which all head teachers and deputy head teachers are invited and which the Director of Schools attends, focuses on STPs and road safety in schools.
- 8.5.4 The Council consulted schools about school travel and road safety and the following issues were identified:
- a need to raise awareness of sustainable travel initiatives
 - most schools are providing lessons around road safety and transportation
 - school gate parking is a problem for most schools
 - there is a high demand for developing road safety skills such as practical pedestrian training, events, competitions and campaigns
 - a newsletter is the best way of keeping in touch
- 8.5.5 This information was very useful in identifying how to work with schools in the past. However, the new national guidelines and changes in staff resources have led to the formation of a new and revitalised approach to school travel planning since July 2004.
- 8.5.6 The approach is now as follows:
- to target all schools within the Royal Borough to develop STPs through widespread promotional activities. The DfES/DfT capital grant will be used as an incentive to LEA schools to produce a plan within a dedicated timescale
 - to use the TfL funding for grants to independent school as an incentive to encourage independent schools to develop STPs within a dedicated timescale
 - to work with interested schools to produce and develop high quality travel plans (which must meet the national standard as detailed in the next

section) and support travel initiatives and road safety, training and education

- to promote and publicise individual plans and related successes to encourage further take up of STP development

8.5.7 Should a need arise to prioritise schools, then the focus would be based on accidents statistics with priority given to schools with the greatest capacity for modal shift. This would be as follows:

- LEA schools north of Holland Park
- LEA schools south of Holland Park
- independent schools that are required to produce a plan as a condition of planning consent
- all other independent schools

8.5.8 The Royal Borough engages with schools using the following process:

- All schools receive information on STP development through newsletters, flyers, emails and letters to head teachers and governors. These are regularly updated with details of new developments to the programme and links to other schemes.
- Use is also made of the Royal Borough's School's Circular, which is distributed to all LEA schools once a week.
- All schools are contacted at least once a term to check on progress with STP development and/or interest in the programme.
- Once a school is interested, an appointment is made with either the Travel Plan Coordinator or the Road Safety Assistant to introduce the concept of a travel plan, what it entails and what is required for approval.
- A meeting is held with Head and/or interested parent/member of staff, preferably at the school.
- The school is provided with the Royal Borough's School Travel Plan Resource Guide.
- The school is provided with the *What a School Travel Plan Should Contain* information leaflet (Appendix A).
- The school is also provided with example surveys to enable them to complete their research into pupil and staff travel modes and a map of pupil postcodes for use in discussions and to include within the plan.
- Further meetings are then held as and when the school requires them to discuss the progress of the plan.
- Other material is provided to assist the school in promoting the survey and travel plan work such as model surveys, the Council's checklist to fulfil the school travel plan criteria, the DfES guidelines and the Council's guidelines.
- Student council meetings can be led and facilitated on the development of a travel plan.
- Schools are encouraged to send first drafts for comments to the Travel Plan Coordinator.
- Comments are provided to ensure the plan meets the set criteria.
- Once the plan meets the agreed criteria, an endorsement form is sent to the school for signing by the Head Teacher and Chair of Governors (Appendix A). This form is also used for the submission of travel plan reviews.
- A hard copy of the plan is sent to the Council's Travel Plan Coordinator.
- The plans approved by the Travel Plan Coordinator are then approved following consultation with both the Director of Schools and the Director of Transportation and Highways.

8.5.9 The Road Safety Team provides support for the school's travel plan as required. This may involve talks at assemblies, cyclist training, participation in the Junior Road Safety Officer Scheme, registration for theatre in education (TIE), Walk to

School Weeks, Walk on Wednesdays/Walk Once a Week (WoW) and curriculum work.

- 8.5.10 Schools interested in WoW are registered for the scheme and resources are sent out.
- 8.5.11 The Council also provides schools with relevant information relating to school travel and road safety. Recent communication has included information on how a STP can support the objectives of ECM and provide evidence for SEFs. Further work is underway to promote this link to schools. Schools also receive an A4 sheet that highlights the links between school travel plans and the Healthy Schools Status requirements and ECM objectives. The links are also always stressed in the meetings with the school's travel plan working groups. Furthermore, the STP officers go through the school travel plan drafts with the Principal Education Welfare Officer, who offers advice and further suggestions on how well the schools are aware of and have emphasised the above-mentioned links. This feedback is then conveyed to the school either via e-mail, telephone conversation or in a meeting.
- 8.5.12 The Council produces appropriate publicity to promote the awareness and take up of STPs. The approach to publicity will be reviewed annually to ensure that the most appropriate methods are being used. Currently, the Council produces a Road Safety and Travel Newsletter each term which is distributed to every school in the borough, to promote the awareness and take up of STPs. Relevant information and publicity is also disseminated through the borough's schools circular. In addition, a workshop and a PowerPoint presentation are offered as part of INSET days or school staff meetings when appropriate. The STP team will engage with 'hard to reach' schools using a variety of approaches:
- Use the London STP Accreditation Scheme as an incentive
 - Arrange meetings with head teachers of both independent and state schools
 - Produce a newsletter specifically targeted to independent schools, with quotes and case studies from schools that already have a STP in place
 - Arrange a meeting to put in contact independent schools without a STP with those that have
 - Invite a member of TfL's STP team to talk about the Accreditation Scheme
 - Disseminate information via the LEA schools circular, particularly the time limits for the DfES grants
 - Attend training days to talk to head teachers from LEA schools
- 8.5.13 Submitted STPs are assessed and approved by the Road Safety Team in line with the minimum criteria and for LEA schools plans are then forwarded to the London Regional Travel Plan Coordinator at TfL. The Council keeps schools informed of where their plan is in the approvals process.
- 8.5.14 Where a STP has met this quality standard and indicated a need for engineering improvements, these will be taken into consideration. However, in line with the Royal Borough's approach to maintaining the streetscape any engineering measures will only be introduced if there is a proven need.
- 8.5.15 The needs of all road users are considered equally by the Council. In addition, the Council considers that non-engineering measures will have the biggest impact on the school run and reducing child road traffic accidents. Therefore, focus is placed on education and enforcement through the development of STPs.

The Role of the School

- 8.5.16 Each school develops its own travel plan involving the whole school community, an approach that is intrinsic to the process as it fosters ownership of the plan

within the school. Each school has a named individual coordinating the process and liaising with the Council's Travel Plan Coordinator. As a result each travel plan is different as it addresses issues that are unique to each school. While no two plans are identical there are common elements that are specified in *Travelling to School: a good practice guide*:

- a brief description of the location and type of school
- a brief description of the travel/transport problems faced by the school
- the results of a survey to identify:
 - how children currently travel to/from school
 - how they would like to travel to/from school
- clearly defined targets and objectives
- details of proposed measures
- a detailed timetable for implementation
- clearly defined responsibilities
- evidence that all interested parties have been consulted
- proposals for monitoring and review

8.5.17 These criteria must be met before the Council will approve a STP.

8.5.18 In order to ensure that schools complete the annual progress reports and reviews, the STP team carry out the following procedure:

- STP officers contact the schools, whose reviews are due, to arrange a meeting with the school travel plan working group.
- Prior to the meeting, schools receive a guideline stating the work that needs to be done as a preparation for the progress report: evaluating targets and initiatives set up for the year, reviewing the impact and effectiveness of the road safety and travel activities undertaken, analysing what needs to be changed and areas for improvement, identifying emerging road safety and travel issues and carrying out a new travel survey.
- STP officers prepare an individual check list for every school, based on the action plan of the school travel plan. The check list includes columns for what has been achieved/not achieved/why/new proposals, activities, initiatives.
- During the meeting, the points mentioned above are discussed and new targets are set for the coming year. The opportunity is also used to give schools an update on current road safety and travel initiatives.

8.5.19 There are several initiatives already in place in the Royal Borough that the Council encourages all schools to include in their travel plan including WoW, Walk to School Weeks, and the road safety and green travel calendar competition. Details of each of these initiatives and the level of school involvement are given later in the section on progress.

8.5.20 It is important that safe modal shift is attained and so the Council encourages all schools to include appropriate road safety measures in their plans. The Road Safety Team can offer schools detailed advice on how to include road safety education into the curriculum and provide educational materials and support for their delivery.

8.5.21 A more detailed approach to road safety education work is given in the Council's Road Safety Plan (Chapter Six of the LIP). Elements of road safety education that directly support STPs include cyclist training, campaigns to reduce the level of parking outside the schools gates particularly on the yellow zigzags and TIE. Further details of these initiatives are given later in the section on progress.

Partnerships

- 8.5.22 In addition to the work with schools, the Travel Plan Coordinator works closely with colleagues in the Council's Schools Division of the Family and Children's Services Business Group on travel plan approvals. As a result of this approvals process it has become clear that it is important to emphasise the links to the ECM agenda and to make schools aware of how a travel plan can support the ECM aims.
- 8.5.23 Assistance and support has been provided by the Education Department in facilitating talks with LEA Head Teachers and staff and in the use of the schools circular. It has also enabled the effective sign off of approved travel plans.
- 8.5.24 The Travel Plan Coordinator also liaises with the Council's Healthy Schools Project Officer, a post that was created in 2006. The Travel Plan Coordinator attends the quarterly Healthy Schools update meetings and is involved in the Quality Assurance Group as part of the new Healthy School Programme Self Validation Process. The partnership also involves information exchange and joint meetings with schools when appropriate and joint in-service training for teachers.
- 8.5.25 The Council also employs a Health and Drugs Education Consultant who works with schools to guide them through the healthy eating, personal social and health education (PSHE) and emotional health and well being criteria.
- 8.5.26 A Physical Activity and Healthy Eating Forum has been set up by Kensington, Chelsea and Westminster Primary Care Trust (PCT) where officers work on the linkages between the programmes and how to support related initiatives. The Travel Plan Coordinator attends this forum regularly and has given presentations on STPs to officers within this group to raise the profile of the project with staff working with schools.
- 8.5.27 Meetings are regularly held with officers involved in Healthy Schools and the School Sports Partnerships to explore ways of supporting linking and promoting each of the schemes. Officers regularly support each other's events, for example there will be a school travel plan information stall in June 2007 at an event organised by the School Sports Officer.
- 8.5.28 The school travel programme also has strong links with the Environmental Health and Waste Management and Leisure Business Groups through participation in the Royal Borough's Cool It events for schools. This event aims to inform and educate young people on using energy wisely. A stall and a workshop promoting school travel plans and sustainable transport is provided at the Cool It Day.
- 8.5.29 The Road Safety Team also has strong working relationships with the police Liaison team through Junior Citizen Events, Walk to School weeks, the Royal Borough's Safety Home competition and other joint working. There are also good links with officers at the Westminster and Kensington and Chelsea PCT through the promotion and delivery of the Children's Traffic Club and officers from other London boroughs working on both road safety education, training and publicity and travel plan development.
- 8.5.30 Opportunities will be taken to develop new and to extend existing partnerships, particularly with neighbouring boroughs, in the future. Partnerships have already been formed with the Council's School Environment Group which was set up in September 2006, the Air Quality Team, the Recycling Team, the Ecology Centre (based in Holland Park) and the Environment Team.

- 8.5.31 The STP team has strong links with the regional STA and TfL's STP team. The Council's STP officers regularly attend TfL's PAN London Meetings, STP conferences and participate in the UK LAST Forum.

8.6 Progress

School Travel Plans

- 8.6.1 In September 2004 there were two STPs in place secured through planning requirements as detailed in Table 8.1 below. Although these plans were developed before the national standard was published they do meet the DfES/DfT standard. At the end of September 2006, there were 20 schools in the Royal Borough with STPs in place. Details are provided in Tables 8.2 and 8.3 below. The majority of them are LEA schools but there are six independent schools with approved travel plans. An additional six schools submitted their plans for approval in March 2007.

Name of school	LEA/ Independent	Primary/ Secondary/ Both	Comments
Garden House School	IND	P	3 rd year review started still waiting for survey and revised plan
Lloyd Williamson School	IND	P	3 rd year review now overdue.

Name of school	LEA/ Independent	Primary (inc Nursery)/ Secondary/ Both	Comments
Maxilla Nursery School	LEA	P	Plan reviewed March 2006
Avondale Park Primary School	LEA	P	Plan reviewed March 2006
Barlby Primary School	LEA	P	Plan reviewed December 2006
Holy Trinity CE Primary School	LEA	P	1 st year review overdue
St Barnabas and St Phillips	LEA	P	Plan reviewed March 2006
St Mary Abbotts CE Primary School	LEA	P	1 st year review overdue
St Mary's RC Primary	LEA	P	1 st year review now overdue

Name of school	LEA/ Independent	Primary (inc Nursery)/ Secondary/ Both	Comments
Chelsea Open Air Nursery School	LEA	P	1 st year review due
Ashburnham Primary School	LEA	P	1 st year review due
Cardinal Vaughan Memorial School	LEA	S	1 st year review due
Christ Church CE Primary School	LEA	P	1 st year review due
Fox Primary School	LEA	P	1 st year review due
Golborne Children's Centre (formerly Ainsworth Nursery School)	LEA	P	1 st year review due
Notting Hill Preparatory School	IND	P	Plan reviewed March 2007
Oxford Gardens Primary School	LEA	P	1 st year review due
Pooh Corner Nursery	IND	P	Plan reviewed January 2007
Queens Gate School	IND	P	Plan reviewed March 2007
Southbank International School	IND	P	Plan reviewed November 2006

8.6.2 The following schools submitted travel plans to the Council for approval in 2006/2007:

- Holland Park Secondary School (LEA)
- Knightsbridge School (independent primary)
- Park Walk Primary School (LEA)
- St Thomas' CE Primary School (LEA)
- Thomas's Day School (independent primary)
- Bousfield Primary School (LEA)

8.6.3 Including the schools that submitted plans in 2006/2007 a total of 26 schools now have travel plans in places which is 42 per cent of all schools in the borough. This meets the London target of 40 per cent of schools with STPs by 2006.

8.6.4 Schools that are in the process of developing their travel plan as at the end of March 2007 are:

- Hampshire School (independent primary)
- Holland Park Pre-preparatory (independent nursery)
- Marlborough Primary School (LEA)
- Oratory RC Primary School (LEA)
- Pembridge Hall School (independent primary)
- Ravenstone Pre-preparatory (independent nursery)
- Sion-Manning RC Secondary School for Girls (LEA)
- St Joseph's RC Primary School (LEA)
- Wetherby Schools (independent primary)

8.6.5 A further four schools have expressed an interest in developing their travel plan in the current year. These are:

- Cameron House (independent primary)

- Redcliffe (independent primary)
- St Cuthbert with St Matthias CE Primary School (LEA)
- Servite Primary School (LEA)

8.6.6 This leaves 23 schools that have not expressed any interest in developing school travel plans despite regular contact from the Council's school travel plan team.

School Travel Initiatives

Walk once a Week (WoW)

- 8.6.7 The Council encourages all schools in the Royal Borough to take part in the WoW scheme. The campaign tackles the joint issues of increasing levels of car use for the school journey and the decreasing levels of exercise amongst children. WoW is essentially an incentive and reward scheme to encourage more children to walk to school. The Walk on Wednesday theme is used nationally as a fun initiative to encourage walking at least once a week. It links closely with Walk to School Weeks and as a result of the success of this week, many schools develop the WoW scheme for use throughout the year as part of the development of their STP.
- 8.6.8 The procedure is cost effective, simple and easy to administer. The steps are as follows:
- at the end of the first week, each pupil that walked to school receives a certificate
 - at the end of the first month, each pupil that walked once each week (either on a Wednesday or any day depending on the school's policy) receives a coloured foot badge
 - at the end of the second month, each pupil that walked once each week (either on a Wednesday or any day depending on the school's policy) receives a coloured foot badge with different designs being given out each month
- 8.6.9 There are currently 32 schools participating in the scheme, listed below, with over 4,800 children taking part. The following lists the schools with the number of badges given out in February 2007.
- Acorn Nursery (112)
 - Ashburnham Primary (225)
 - Avondale Park Primary School (415)
 - Barlby Primary School (250)
 - Cameron House School (65)
 - Chelsea Open Air Primary School (32)
 - Cheery Orchard Nursery (12)
 - Christ Church CE Primary School (225)
 - Fox Primary School (184)
 - Golborne Children's Centre (60)
 - Hill House School (366)
 - Holland Park Nursery (10)
 - Holy Trinity CE Primary School (180)
 - Iverna Gardens Montessori (75)
 - Knightsbridge School (130)
 - Lyceé Français Charles de Gaulle (900)
 - Marlborough Primary School (216)
 - Maxilla Nursery (48)
 - Miss Delaney's Nursery (40)

- Miss Delayney's Two (40)
- Notting Hill Preparatory (195)
- Oratory RC Primary (Joined 2007 – no numbers yet)
- Oxford Gardens Primary (415)
- Park Walk Primary (140)
- Pooh Corner Kindergarden (Joined 2007 – no numbers yet)
- Ravenstone Pre-preparatory School (Joined 2007 – no numbers yet)
- St Barnabas and St Phillips Primary School (86)
- St Clements and St James CE Primary School (170)
- St Joseph's RC Primary School (Joined 2007 – no numbers yet)
- St Mary Abbots Primary School (140)
- St Thomas CE Primary School (180)
- Thomas' Day School (Joined 2007 – no numbers yet)

8.6.10 The average increase in the number of pupils walking at least once a week per school taking part is 3%, with an overall increase in the numbers of pupils taking part in the scheme of 84% between September 2006 and February 2007.

Walk to School Weeks

8.6.11 The Royal Borough takes part in both National Walk to School Weeks in May and October each year. Over half the schools in the borough take part in the event and the Council provides the resources (posters, certificates, record sheets, stickers and bookmarks).

8.6.12 The Council supports the theme of each year identified by the national Walk to School organisers.

8.6.13 The Royal Borough also holds a special reward breakfast at one participating school at the end of each week. In May 2006, the reward breakfast was held at Barlby Primary School. The school had an assembly on the Monday morning in which the Council's Travel Plan Coordinator launched a writing competition to be completed during the week. A healthy breakfast is provided which ties in with the work being implemented by the Healthy Schools Project Officer.

8.6.14 Each year over 30 schools take part in Walk to School weeks.

School Travel Award Ceremony

8.6.15 The Council held a School Travel and Road Safety Award Ceremony in October 2005. A second event was held in July 2006 and it is now intended that the ceremony is held annually towards the end of each academic year and in future years will link into the London-wide accreditation scheme. The ceremony receives local press coverage and is included in the termly schools' newsletter and so is becoming a high profile event. It is hoped that this high level of publicity will lead to independent schools regarding the awards as prestigious and so encourage more independent schools to develop STPs.

8.6.16 The ceremony is held in the Mayoral Suite at Kensington Town Hall and is hosted by the Mayor of the Royal Borough of Kensington and Chelsea. The Mayor and the Chairman of the Public Transport and Advisory Group present the awards which reinforces the importance that the Council places on STPs and road safety.

8.6.17 In 2005, 17 schools attended the ceremony and this increased to 18 in 2006. It is hoped that the numbers of schools attending will rise as the number of schools with STPs increases. Each year invitations are sent to the head teacher or the STP contact and all schools are encouraged to bring up to two pupils as

representatives of the whole school community. In 2006 four pupils attended the ceremony and it is hoped that the number of pupils attending will increase.

Road Safety and Green Travel Calendar

- 8.6.18 Each year, the Council organises a competition for pupils of all ages to design a picture depicting a road safety or green travel message. Over a quarter of all schools (including a strong input from independent schools) take part in the competition with around 2000 entries each year. 50 winners and runners up are chosen and their artwork is reproduced in the calendar. The calendar is distributed to all schools in the Royal Borough and Project Centre Ltd (PCL), who co-sponsor the calendar and are the Council's partnership consultant, distribute it to their clients as their corporate calendar.
- 8.6.19 A reception for all winners and runners up is held in the Mayor's Parlour at Kensington Town Hall. Winning pupils are presented with a prize (usually a gift token kindly donated by PCL) and their own personal copy of the calendar.

Road Safety Initiatives

Cyclist training

- 8.6.20 Cyclist training is offered to schools for all pupils in year 6 and above. All trainers are qualified to the National Standard. In 2004/2005 60 pupils were trained and between 1 April 2006 and 31 October 2006 140 pupils had received training to level two of the National Standard. Pupils in secondary schools are generally offered one to one training in accordance with level three of the National Standard rather than the group training for pupils in year six.

School Gate Parking

- 8.6.21 The Council regularly provides schools with leaflets to give out to parents/carers highlighting the problems surrounding school gate parking. The Council will continue to work with all schools in encouraging safe and considerate parking and will make school entrance markings mandatory whenever possible where this is identified within a school's travel plan.

Theatre in Education (TIE)

- 8.6.22 The Council will continue to fund and coordinate the TIE performances of *Why Did the Chicken?* and *Way to Go*, that are provided annually within the Royal Borough and will also investigate how best to extend the provision to include all age groups.

Good Practice in Schools

- 8.6.23 In addition to the good practice that is borough-wide and detailed above, several schools have undertaken activities that merit mention. These will be used as part of the promotion of STPs in schools that have yet to undertake their STP development as encouragement and information about can be achieved.

- Thomas's Day School (Independent Primary)

The school travel plan of Thomas's Day School was produced by the school's Travel Plan Committee, which involves the Head Teacher and other senior teachers, the Head Teacher personal assistant, the Chairman of the Parent

Teacher Association and the Chairman, Principal and Director of Administration. The travel plan was prepared after consultation with the pupils, parents and staff through surveys, school bulletins and discussions. The school introduced road safety, transport and environmental issues in their curriculum work through PSHE, Maths and Geography lessons as well as a 'park and walk' scheme. Scooter storage facilities were improved as a result of an increased number of children using that way of getting to school. In addition, the Council's STP team was invited to attend a staff meeting in February 2007 to launch the school travel plan and make a presentation on WoW. Subsequently the school organised an open day on to launch the WoW initiative and promote walking to school.

- Cardinal Vaughan Memorial School (LEA secondary)

In line with their STP aimed to encourage more pupils and staff to use sustainable modes of travel in to school including cycling or jogging. Their travel survey showed that 8% of pupils (equivalent to 218) would like to bicycle to school compared to the actual 1% (25) who currently bicycled. Therefore, one of the major priorities of their travel plan was to undertake a full refurbishment of their changing rooms to provide extra space and additional shower units and to upgrade the bicycle storage facilities. Works were completed in October 2006.

- Chelsea Open Air Nursery (LEA)

The nursery schools participate in road safety sessions delivered by the Council's Road Safety Team, WoW and Walk to School Weeks. They work consistently to achieve their targets to increase the number of families walking to school from 68% to 75% and to increase their participation in WoW from 50% to 60%. The school is organising an open day in the 2007 summer term to launch the Children's Traffic Club and is also planning to build a safe and sheltered area to leave buggies, scooters and bicycles.

8.7 Publicity, promotion and communication

- 8.7.1 One of the most important elements of the school travel strategy is publicity, promotion and communication. As with any similar strategy, greater awareness of the initiative is crucial to encourage widespread participation of schools. To raise the profile of the work the following steps have been taken already.
- 8.7.2 In January 2003, a new site on the Council's website was launched. The site includes a series of on-line school travel surveys, which will help schools complete the initial stages of developing a STP. The site also provides information on campaigns and events, copies of the newsletters, details of competition winners and interactive learning resources. The site's address is www.rbkc.gov.uk/schooltravel. The site has recently been updated and restructured to make it easier to use for all members of the community, including schools, with more links between the pages and to external sites. The web pages will be reviewed regularly to ensure that they are kept up to date. This website address appears on all publications sent to schools.
- 8.7.3 In 2004 the Council produced and distributed a *School Travel Plan Resource Guide*, which includes a foreword by the Chairman of the Road Safety and Public Transport Advisory Group.
- 8.7.4 In 2005, the Council initiated an annual award ceremony to reward schools for their involvement in both STP development and road safety training and publicity. This has proved very popular with 18 schools attending in 2006. This event is promoted in the newsletter and invitations are sent to every school in the borough.

- 8.7.5 The Road Safety Team makes regular use of the Schools Circular, the main route of correspondence into the LEA schools from the Education Department that is delivered to all state schools. This is used to introduce new initiatives and offers of help and assistance in STP development.
- 8.7.6 A road safety and school travel newsletter is produced and distributed to all schools each term which promotes STPs and the associated initiatives such as WoW. A similar newsletter may be developed for businesses working on travel plans.
- 8.7.7 Officers from the Road Safety Team will also provide presentations for assemblies, parents' evenings and other meetings to promote STPs.
- 8.7.8 The Royal Borough's traditional road safety themed calendar was adapted to incorporate green travel messages and the benefits of walking and cycling to school.

8.8 Future Initiatives

- 8.8.1 The need for practical pedestrian skills training has been identified in several travel plans that have already been approved and it is likely to be included in other STPs. The Council will investigate how best to make practical pedestrian skills training available in primary schools in the borough. This initiative will be reserved for schools that have completed a STP and have identified a need for this resource. This is more of a long-term objective and will require appropriate resources being provided within the Council.
- 8.8.2 Develop and enhance the healthy schools link now that STPs form part of the criteria for the Healthy Schools Standard – working closely with the Health Authority and the Healthy School Project Officer to link publicity strategies (LEA schools).
- 8.8.3 Develop and enhance information relating to the objectives of ECM so that all schools are aware of the ways in which a travel plan can help to meet the objectives.
- 8.8.4 Develop a new annual road safety, education, training and publicity campaign strategy which will include school travel campaigns.
- 8.8.5 Continue to support and enhance national and local campaigns e.g. Walk to School Weeks.
- 8.8.6 Continue to encourage all schools (both state and independent) to support WoW.
- 8.8.7 Continue to develop ways of encouraging schools to develop STPs including the promotion of the proposed TfL travel plan accreditation scheme.
- 8.8.8 The Council wishes to increase the number of schools taking part in the London-wide Junior Road Safety Officer (JRSO) scheme. Schools that take part nominate or elect two pupils to be JRSOs and they undertake school based campaigns and competitions to promote and improve road safety.
- 8.8.9 The Council will try to increase engagement with independent schools. The TfL system of providing an equivalent amount of funding to the DfES/DfT grant for independent schools will be used as an incentive to encourage schools to develop a plan together with the possibility of additional funding for measures

should this be required. Consideration will be given to how best to approach independent schools to promote this funding and further will be made efforts made to encourage them to develop plans when this is not required as part of a planning consent.

8.9 Targets

- 8.9.1 It is hoped that the existing level of interest in developing STPs will increase and it is intended that all schools should have developed their travel plans by the end of 2009.

London Targets

Target 1: All LEA schools to have a school plan in place by 2009 with an average of 12 schools per year having a travel plan approved.

Target 2: All independent schools to have been approached at least yearly to encourage the development of STPs and all schools to have an approved travel plan in place by 2009 with an average of six plans being approved each year.

Target 3: To ensure that all schools with an approved travel plan in place review their plan annually with a complete revision every three years.

Local Target

Target 4: All schools that undertake developments that require planning consent to be required to have an approved STP as part of the planning consent.

8.10 Resources

Staffing

- 8.10.1 The Road Safety Team comprises of a Senior Engineer, the Travel Plan Coordinator, the Road Safety Officer and an Engineer all of whom are totally funded by the Council. In addition there is a fixed term, term-time only Road Safety Assistant post that supports both road safety and school travel activities and which is partially funded by the DfES/DfT grant of £18,000 per year. This post replaced the part time (two days a week) consultant School Travel Plan Coordinator that was funded by the original two-year grant. Consideration will be given to extending this contract once the grant funding has expired.
- 8.10.2 Unfortunately, staff changes and problems with recruitment have meant that the team has rarely been fully staffed. However, from early November 2006 all posts have been filled and it is hoped that greater progress will be made on STP development.
- 8.10.3 The multi-discipline team means that all aspects of STPs are dealt with within the same team leading to a consistent approach and the maintenance of a single point of contact for schools.

Financial

- 8.10.4 The Council was allocated £96,000 TfL grant in 2005/2006 for STPs. The TfL grant allocation for 2006/2007 is £106,000. The actual spend on implementation measures for 2005/2006 and projected spend for 2006/2007 is detailed in Table 8.4 below. Bids will continue to be submitted to support the development and implementation of STPs (For details please refer to Form F1/RBKC/STP/1 in Appendix II of the LIP).

School	Measures	Year	Amount
Christchurch CE Primary School	Environmental improvements to the area between the two separate school buildings following road closure	2005/2006	£65,000 (of a total cost of £130,000)
Fox Primary School	Improvements to gate area to include intercom and CCTV	2006/2007	£12,000
Cardinal Vaughan Memorial School	Upgrade changing room and increase the number of showers and alter school gate to improve access for bicycles	2006/2007	£27,500
Bousfield Primary School	Parent shelter/scooter storage	2006/2007	£4,000

- 8.10.5 The capital grant for LEA schools with STPs is £3,750 plus £5 per pupil for primary schools and £5,000 plus £5 per pupil for secondary schools. This was originally available for two years (2003/2004 and 2004/2005). This grant has since been extended and is now available until 2006/2007. On average each LEA primary school will receive around £5,000, each secondary school around £11,000 and each special school £6,000. Assuming that all LEA schools complete their travel plans before March 2007 when the current grants cease it is estimated that a further £146,000 will have been added to school budgets in the Royal Borough.
- 8.10.6 Tables 8.5 and 8.6 below show the level of grant funding already received by schools with approved travel plans and the measures identified in the plan. For those schools that have already completed some of the works detailed in their plan the level of spend is included. Many schools have only identified items that do not qualify for capital funding and these will be funded via the TfL grant system. The Council's STP team will continue to work with schools to identify suitable projects for capital spend. Schools will be provided with detailed information about what constitutes capital spend throughout the STP development process and again when their plan has been approved. Checks on spend will also be made as part of the annual review process and during the ongoing contact with schools.

Name of school	Capital grant allocation	Measures identified in travel plan	Capital grant allocation spent
Maxilla Nursery School	£4,010	Padlocks, construction materials, bikes, scooters, small vehicles and cycle storage	£0
Avondale Park Primary School	£5,665	Pool bikes	£0
Barlby Primary School	£5,330	Bicycle padlocks	£0
Holy Trinity CE Primary School	£5,155	Grant not yet received	£0
St Barnabas and St Phillips CE Primary School	£5,060	Potential improvements to playground and school entrances	£0
St Mary Abbots CE Primary School	£5,050	Potential improved signing and security	£0
St Mary's RC Primary School	£6,118	Pool bikes and equipment, class trips, admin and supply cover	£0

Name of school	Capital grant allocation	Measures identified in travel plan	Capital grant allocation spent
Chelsea Open Air Nursery School	£4,050	Educational materials purchased and potential parents' waiting area to be built	£0
Ashburnham Primary School	£4,885	Grant not yet received	£0
Cardinal Vaughan Memorial School	£10,094	Covered bicycle storage, signage and car sharing notice board	£9,500
Christ Church CE Primary School	£5,071	Bicycle storage, playground resurfacing, installation of showers	£0
Fox Primary School	£5,240	Improvements to entrances, increased security, parents' shelter	£0
Golborne Children's Centres (formerly Ainsworth Nursery School)	£4,015	Centre recently renovated. Decision on improvements will wait until all pupils have started so that needs can be identified	£0
Oxford Gardens Primary School	£5,995	Potential extra bicycle storage	£0

- 8.10.7 Schools in the borough have also had bicycle parking provided as part of the TfL Cycling Centre of Excellence (CCE) funded project. To date the schools shown in Table 8.7 below have had bicycle parking facilities provided and it is intended to continue to promote this initiative to schools as part of developing STPs.

School	Installation Date	Cost
Middle Row Primary	January 2005	£700
Oxford Gardens Primary	January 2005	£4,200
Avondale Park Primary	January 2006	£1,100
Holy Trinity CE Primary	October 2006	£4,700
St. Mary Abbots CE Primary	June 2006	£9,800
St. Mary's RC Primary	June 2006	£11,000

- 8.10.8 The Council also provides cyclist training using TfL funding. In 2006/2007 the grant allocation received for cyclist training was £22,000 and it is anticipated that this funding will continue at this or a higher level (For further details please refer to Form F1/RBKC/CS/2 in Appendix II of the LIP).
- 8.10.9 One issue arising from STPs that have been approved is a demand for practical pedestrian skills training. At present the Council does not have the resources available to assist schools with such training. Further consideration will need to be given on how to fund the staff resources required and a bid will be submitted to TfL for LIP funding in the future.
- 8.10.10 It is anticipated that as schools develop their travel plans the support required from the Council will change from assisting with development towards help with monitoring, review and implementation. Many of the measures identified in the plans are already funded and available to schools and it is therefore anticipated that the costs of implementing this strategy will level out and significant additional funds above the current funding levels will not be required. The exception to this will be capital funding for any engineering measures on the public highway that are approved and any capital spend identified by schools for measures on their own premises. As these are both dependant on the outcome of the STP development process it is not possible to anticipate the level of expenditure required for these measures.
- 8.10.11 The Council will look to fund the travel plan programme through any additional DfES/DfT funding that may be available and through grant allocations as part of the annual bids to TfL (For details please refer to Form F1/RBKC/STP/1 in Appendix II of the LIP) as well using its own funds. If these sources are not forthcoming the Council will need to consider its priorities or identify other sources of funding.
- 8.10.12 The Council currently receives £18,000 a year as bursary grant from the DfES/DfT which is used to part fund a member of staff. This grant expires at the end of 2007/2008 and the Council will investigate other sources of funding to maintain the current staffing levels. This may be funding from external sources, such as TfL, or internal funding.
- 8.10.13 The Council will continue to investigate other funding streams and to apply for funding when appropriate.

8.11 Monitoring

- 8.11.1 The Council has developed different ways of monitoring the take up and impact of STPs.

- 8.11.2 The Council maintains a database that provides details of how each school is currently involved with travel plan development. This ensures consistency in the approach and maintains the relationships with schools as officers are up to date with the issues relating to each school.
- 8.11.3 All submitted travel plans are assessed against the set of criteria based on the national guidance (Appendix A). All approved STPs are forwarded to the London Regional School Travel Advisor for quality assurance purposes in line with designated timescales.
- 8.11.4 All schools must include a survey of baseline data as part of their STP document and a commitment to completing annual monitoring surveys of pupil travel data. There are survey pages on the school travel website that schools can use to help with collating the survey information and that the Travel Plan Coordinator can access to monitor modal shift. All schools will be encouraged to use this resource as part of their STP development.
- 8.11.5 Schools will also monitor the numbers of pupils walking to school through participation in WoW. Ways of making this information easier to collect with possible links into the handling data part of the maths national curriculum are currently being investigated.
- 8.11.6 Schools must submit a review of their travel plan annually, one year on from the initial submission date and all schools with an approved STP must include mode of travel to school in their school census data. The STP team ensures that this information is obtained annually and is then submitted to TfL's iTrace database. Other information is submitted to iTrace each term so that progress can be measured and evaluated. Also schools will be required to completely revise their STP every three years.

8.12 Identifying problems and solutions

- 8.12.1 The Council faces two main obstacles in promoting the take up of STPs. The first is encouraging independent schools to develop travel plans and the second is the number of pupils travelling into and out of the Royal Borough to attend school.
- 8.12.2 The Royal Borough has 27 independent schools (25 primary and two secondary). This is almost half of the total number of schools within the borough. The Council has no authority over independently funded schools and they do not report to the Local Education Authority or the Department for Education on educational or finance matters.
- 8.12.3 The biggest obstacle facing the Council is engaging with independent schools and encouraging them to develop STPs independently of planning conditions.
- 8.12.4 Therefore the Council must identify and promote incentives for independent schools such as providing the equivalent of the LEA school grant through funding from TfL and building on the success of the school travel awards.
- 8.12.5 So far, five independent schools have produced STPs as a condition of planning consent. The quality of these plans has improved with the introduction of the new posts within the Road Safety Team.
- 8.12.6 Twenty six per cent of all primary school age children attending schools in Kensington and Chelsea travel from outside the borough and 61 per cent of all secondary school age children. Therefore there is a need for the Council to work more closely with neighbouring local authorities most notably Westminster City Council, and the London Boroughs of Hammersmith and Fulham and Brent.

8.13 Future Actions

- 8.13.1 From the work undertaken to date, there are various issues, listed in Table 8.9 below, that have been identified that need to be addressed as part of the Council's approach to STPs. The responsibility for addressing these issues will lie primarily with the Travel Plan Coordinator.

Table 8.8: Future action	
Action	Target date
To develop a structured publicity strategy	On going
To adopt and implement an accreditation scheme for STPs	July 2007
To work more closely with independent schools and encourage participation in travel plan development and road safety education	On going
To work more closely with neighbouring local authorities e.g. joint campaigns	On going
To investigate the effect of extension of congestion charging into the Royal Borough	December 2007
To investigate the means of making practical pedestrian skills training available to schools that have included it in their travel plans	July 2007
To identify any potential future means of funding and to bid where appropriate	On going

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Appendix A: School travel plan approval forms

Table 8.9: School travel plan approval checklist		
1. Description of school		
Location of school		Describe the locality of the school. Include some photos and a map. Note the transport links in the area.
Type and size of school		Primary/secondary/special; independent/LEA/voluntary aided.
		Number of pupils on role and their age range.
Catchment area		
DfES number		
2. Why develop a school travel plan		
Ethos of the school		A brief description of the priorities of the school
Travel issues at school		Take into account journeys made to and from school at both normal hours and outside school hours (i.e. pre- and after school activities). Also journeys during the school day.
Pupils' travel needs		
What travel initiatives do the school already participate in		e.g. WOW, Walk To School Weeks, Road Safety Calendar competition
3. Evidence of working party meetings		
STP coordinator/lead		Tell us who is developing the STP and how it is being communicated to the whole school - pupils, staff, parents and governors.
Liaison methods in school		List all members of the group.
		If possible the group should be representative of the wider school community.
4. Results of the school travel survey		
Date the survey is undertaken		No more than twelve months old
Number surveyed and number of responses		
How pupils travel to and from school		Ideally from the whole school. A hands-up survey is adequate to find this information.
How pupils would like to travel to and from school		The information should be shown as numbers as well as percentages.
Detailed information of what affects peoples travel to and from school		This doesn't have to be everyone in the school (though the more the better) - but it should be at least a representative sample. See also consultation (below).
Staff and parents surveyed		
Display of survey results		The results should be represented visually if possible.

5. Consultation		
Who was consulted and how?		<p>The purpose of this section is to show that everyone affected by the STP has been consulted. This might be:</p> <ul style="list-style-type: none"> • detailed questionnaires with staff, pupils, parent • meetings with the PTA/governors/STP working group • School Council involvement - tasked with actions • letters sent home to parents • newsletters or displays designed to elicit views and opinions
6. Targets and objectives		
Clear objectives		Statement(s) of intent: what do you specifically want the STP to achieve?
SMART targets		S pecific, M easurable, A chievable, R ealistic, T imebound. Include a specific timescale.
Range of targets spanning short, medium and long-term		<p>Targets should:</p> <ul style="list-style-type: none"> - be based on survey findings - link the problems and objectives of the STP <p>Long-term targets should look to 2-3 years time.</p>
7. Action Plan		
Details of proposed measures		
Detailed timetable for implementation		Clearly state when the action/activity will take place. State the month and year or term, or a specific date for each action.
Clearly defined responsibilities		<p>Each action needs to be assigned specifically to the people that will make sure that they happen.</p> <p>Avoid saying simply "school" or "Council" as being responsible - actually name the person. Equally avoid listing the same person against each action - try to spread the responsibilities around.</p>
8. Details of how the plan will be monitored and reviewed		
Re-survey at least once a year		State when the next survey will be carried out.
Set a month and year for reviewing the STP		The review should consider pupil travel needs resulting from new developments in education and transport. The STP should show a commitment to take account of these.
State who will lead on the review of the STP		
Commitment to have STP review meetings with the Council's Travel Plan Coordinator		

Royal Borough of Kensington and Chelsea

School Travel Plan Endorsement Form

Name of school:.....

Name of contact at the school:.....

Email address:.....

Confirmation

I agree that the School Travel Plan for the above school is authorised by the Head Teacher and Chair of Governors and the latest draft/review has been submitted to the Royal Borough of Kensington and Chelsea.

Name of Head Teacher:.....

Signature of Head Teacher:.....

Date:.....

Name of Chair of Governors:.....

Signature of Chair of Governors:.....

Date:.....

IMPORTANT

It is essential for the school to complete this form in order to receive the capital grant. Please return the completed form with a copy of the School Travel Plan to:

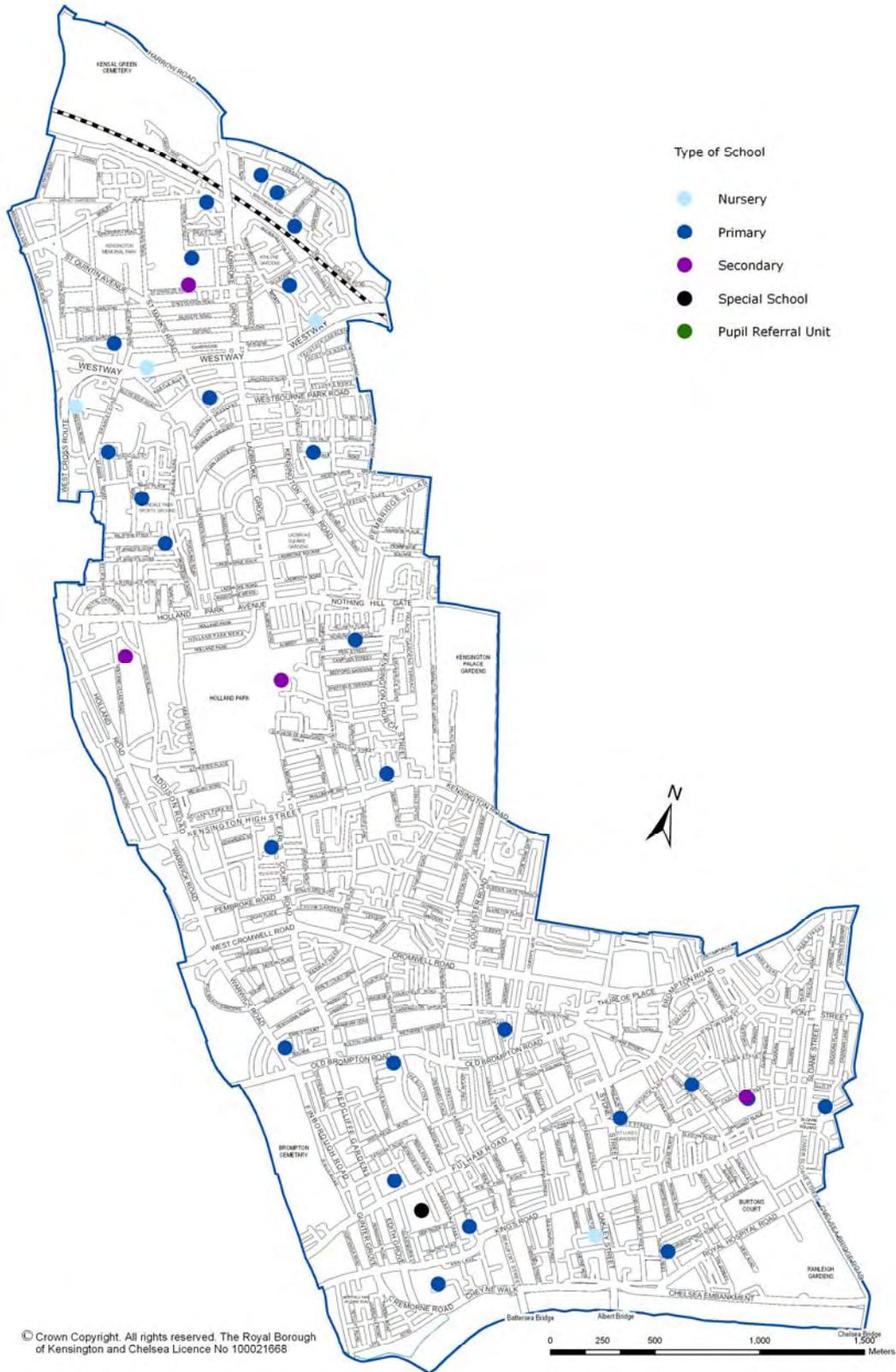
The Road Safety and Travel Plan Team
Royal Borough of Kensington and Chelsea
Directorate of Transportation and Highways
Room 317
The Town Hall
Hornton Street
LONDON W8 7NX

schooltravel@rbkc.gov.uk
Fax number: 020 7361 2796
Telephone number: 020 7361 2521

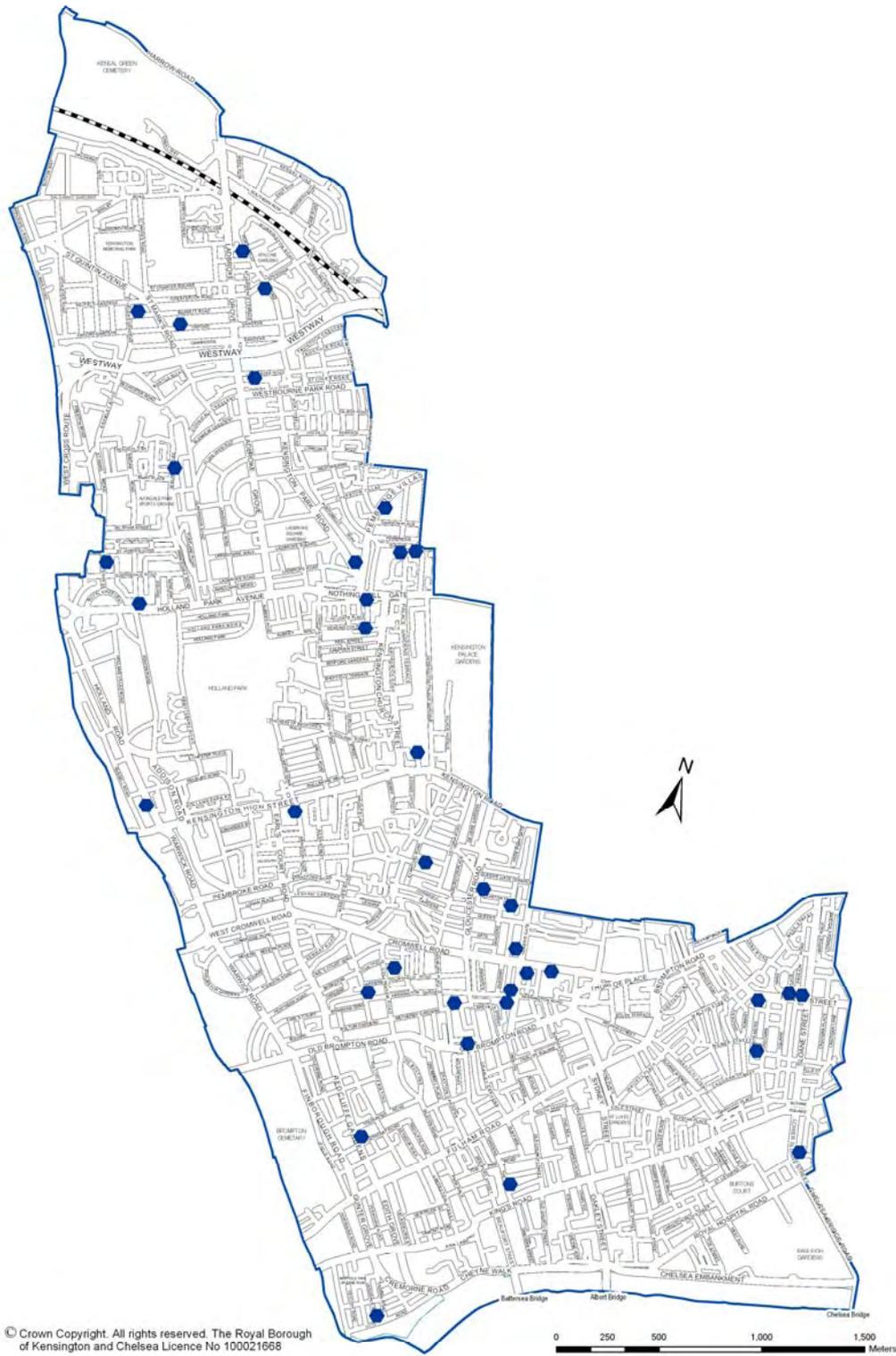


THE ROYAL BOROUGH OF
**KENSINGTON
AND CHELSEA**

Appendix B: Plan 8.1 LEA schools



Appendix C: Plan 8.2: Independent schools



9 Performance measures

9.1 Introduction

- 9.1.1 Performance monitoring is integral to the LIP to ensure that policies and proposals are having the desired effect. The targets set by the Mayor are stated below along with baseline data and future targets.
- 9.1.2 In addition to the existing recording mechanisms for some targets, for example reporting BVPI data to the Audit Commission annually, the Council will produce an annual LIP progress report that will include performance against these targets.

9.2 Priority 1. Improving road safety

Casualties on roads in the borough

- 9.2.1 TfL and boroughs (obtaining the support of the police and other members of the Pan London Road Safety Forum where appropriate) are to achieve improvements in road safety in relation to casualties on roads as detailed below. All targets are for 2010 based on average data from 1994 to 1998. Data from 2003 to 2005 are also included to provide trend information.
- 9.2.2 The targets detailed in this section are based on original LIP Guidance. Road safety targets have since been revised as part of the London Road Safety Plan review in 2005. Further details of these can be found in Chapter Six – Road Safety Plan.
- 9.2.3 **Target 1a: People killed or seriously injured**

A reduction of 50 per cent in the number of people killed or seriously injured overall and separately for pedestrians and cyclists and a 40 per cent reduction in the number of motorcyclists killed or seriously injured.

	1994-1998 average	2003	2004	2005	2010 target
Total ¹	171	125	105	113	85
Pedestrians	72	47	34	44	36
Bicyclists	18	13	14	18	9
Motorcyclists	31	38	32	36	19

¹Includes all vehicle classifications: pedestrian, pedal cycle, powered two-wheeler, car, taxi, bus or coach, goods vehicle and other vehicle.

9.2.4 **Target 1b: Children killed or seriously injured**

A reduction of 60 per cent in the number of children killed or seriously injured

	1994-1998 average	2003	2004	2005	2010 target
Total	11	7	2	3	5

9.2.5 Target 1c: Slight casualties

A reduction of 25 per cent in the number of slight casualties

	1994-1998 average	2003	2004	2005	2010 target
Total	1005	717	636	776	754

9.2.6 We are also required to disaggregate data by ethnicity for pedestrian injuries and by vehicle classification for all incidents. These data are included for information only and no specific targets are set.

	1994-1998 average			2003			2004			2005		
	KSI	slight	total	KSI	slight	total	KSI	slight	total	KSI	slight	total
White European	46	155.75	201.75	32	79	111	21	72	93	24	81	105
Dark European	5	18.5	23.5	3	9	12	3	6	9	4	11	15
Afro-Caribbean	4.25	18	22.25	2	12	14	1	8	9	2	20	22
Asian	2	9.5	11.5	2	4	6	0	5	5	0	5	5
Oriental	1.75	7.75	9.5	1	6	7	0	5	5	1	5	6
Arab	3.25	5	8.25	1	3	4	1	6	7	1	7	8
Not Known	7	33.75	40.75	6	32	38	8	29	37	12	39	51
Total	69.25	248.25	317.5	47	145	192	34	131	165	44	168	

	1994-1998 average			2003			2004			2005		
	KSI	slight	total	KSI	slight	total	KSI	slight	total	KSI	slight	total
Pedestrian	71.8	248.8	320.6	47	145	192	34	131	165	44	168	212
Pedal Cycle	18	143.4	161.4	13	93	106	14	82	96	18	135	153
Powered 2 Wheeler	31	202.6	233.6	38	188	226	32	173	205	36	203	239
Car	35.6	299.4	335	20	210	230	20	187	207	8	195	203
Taxi	3.2	40.4	43.6	0	18	18	2	21	23	3	18	21
Bus Or Coach	7.2	46.6	53.8	6	48	54	3	35	38	4	41	45
Goods Vehicle	3.8	19	22.8	1	7	8	0	3	3	0	9	9
Other Vehicle	0.2	4.6	4.8	0	8	8	0	4	4	0	7	7
Total	170.8	1005	1176	125	717	842	105	636	741	113	776	889

KSI: killed and seriously injured

School road safety

9.2.7 London boroughs must review road safety around all primary and secondary schools in their borough by 2008. Where the reviews deem it necessary, safety measures such as 20mph zones must be in place by 2011.

9.2.8 **Target 2a: School road safety reviews**

All primary and secondary schools in the borough to have had a road safety review by 2008.

9.2.9 **Target 2b: School road safety schemes**

Where deemed necessary by the review, all schemes implemented by 2011.

Table 9.6: Number and percentage of schools reviewed and, where appropriate, with road safety schemes in place (as at 2005/2006)

	Total number	Review completed		Schemes deemed necessary		Schemes implemented	
		No.	%	No.	%	No.	%
All primary and secondary schools	63	63	100	0	-	0	-

9.3 Priority II. Improving bus journey times and reliability

9.3.1 TfL and London boroughs are constantly working to improve bus services, including increasing the bus system's capacity, improving reliability and increasing the frequency of services.

9.3.2 **Target 3: Bus excess wait time**

A London-wide target for TfL to reduce bus excess wait time (EWT) to 1.3 minutes per passenger journey by 2009/2010.

Table 9.7: Excess wait time on high frequency routes

	2003/2004	2004/2005	2005/2006	2009/2010 target
EWT (high frequency routes), minutes per customer	1.8	1.4	1.1	1.3

9.3.3 **Target 4: Borough bus target**

To reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes.

Table 9.8: Average journey times (mins) along the London Bus Initiative (LBI) routes within the borough

Route	AM peak period (Mon–Fri: 0700–1000)			Inter peak period (Mon–Fri: 1000–1600)			PM peak period (Mon–Fri: 1600–1900)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
14 E	-	13.51	-	-	13.97	-	-	14.05	-
14W	-	12.7	-	-	14.63	-	-	14.83	-
52N	-	23.02	23.21	-	26.08	26.12	-	27.97	26.82
52S	-	19.94	21.63	-	19.9	22.58	-	19.23	21.45
137N	9.51	9.43	10.24	10.18	10.29	10.94	8.65	8.34	10.25
137S	6.95	7.55	7.23	7.79	9.02	8.29	8.46	10.58	9.35

Table 9.9: Average bus speeds (km/hr) along the London Bus Initiative (LBI) routes within the borough

Route	AM peak period (Mon–Fri: 0700–1000)			Inter peak period (Mon–Fri: 1000–1600)			PM peak period (Mon–Fri: 1600–1900)		
	2004	2005	2006	2004	2005	2006	2004	2005	2006
14 E	-	-	-	-	-	-	-	-	-
14W	-	-	-	-	-	-	-	-	-
52N	-	11.93	11.83	-	10.53	10.51	-	9.82	10.24
52S	-	11.35	10.47	-	11.38	10.03	-	11.77	10.55
137N	8.69	8.76	8.07	8.12	8.03	7.55	9.55	9.91	8.06
137S	16.15	14.87	15.53	14.41	12.45	13.54	13.27	10.61	12.01

E Eastbound
W Westbound
N Northbound
S Southbound
- No data available

9.3.4 We are also required to report the following performance indicators.

Table 9.10: Total bus lane kilometre/ hours in operation

Location	From	To	Operational hours	Length (m)	Kilometre-hours
King's Road	Limerston Street	Beaufort Street	Mon-Fri: 0700-1000	180	2.7
King's Road	Cadogan Gardens	Sloane Square	All times	100	16.8
Brompton Road (TLRN)	Cottage Place	Knightsbridge Green	Mon-Sat: 0700-1900	550	39.6
Total					59.1

9.3.5 Number and percentage of accessible bus stops - this information is currently being collated by TfL.

9.4 Priority III. Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures

9.4.1 Traffic congestion is an issue throughout London and the Mayor of London has specific proposals to relieve congestion at bottlenecks and in central London. Performance measurement is based on traffic volumes and journey time reliability.

9.4.2 **Target 5: Traffic volumes in Central, Inner, Outer London and town centres**

A reduction in weekday traffic of 15 per cent by 2011 based on 2001 data.

	2001	2002	2003	2004	2011 target
Traffic volumes (million vehicle kilometres)	590	590	583	581	501.5

9.4.3 Target 6: General traffic journey time reliability

Ensure disruption and variability of journey times for general traffic on "A" Roads and Busy Bus Routes is reduced, or not increased, year on year.

9.4.4 This target is currently under development by TfL.

9.4.5 Target 7: Modal shift

To maintain or increase the proportion of personal travel made by means other than car.

The London Area Transport Survey (LATS) has been carried out every ten years since the sixties by the Department for Transport in partnership with the London Research Centre (now part of TfL). The surveys comprised of household interviews, roadside interviews, traffic counts and on-mode surveys of public transport users. The 2011 LATS will be replaced by the London Travel Demand Survey.

Mode of travel	%
Walk	45.3
Car driver	17.4
Underground/DLR	12.3
Bus (including school and work bus/coach/tram)	10.2
Car passenger	6.3
Taxi	4.5
National rail	1.6
Cycle	1.2
Motorcycle	0.8
Van/Lorry	0.2
Other	0.2
Total other than car	76.3

School and work travel

9.4.6 Target 8a: School Travel Plans

All primary and secondary schools in the borough to have had a review of travel by March 2008 and, where deemed necessary, have a plan in place by end 2009, with significant progress to have been made by March 2006. There are 63 schools in the borough.

	2003/2004		2004/2005		2005/2006	
	No.	%	No.	%	No.	%
Review completed	2	3.2	9	14.3	20	31.8
Of reviews completed, travel plan deemed necessary	2	100.0	9	100.0	20	100.0
Of those deemed necessary, travel plan developed	2	100.0	9	100.0	20	100.0
Of those developed, travel plan implemented	2	100.0	9	100.0	20	100.0

9.4.7 Target 8b: School travel – modal share, non-car modes

To maintain or increase the proportion of travel made by means other than car.

Mode of travel	%	
	1991	2001
Walk	44	47
Car driver	4	5
Underground/DLR	21	16
Bus (including school and work bus/coach/tram)	14	13
Car passenger	14	17
Taxi	0	1
National rail	1	0
Cycle	1	0
Motorcycle	0	1
Van/Lorry	0	0
Total other than car	82	82

9.4.8 Target 8c: Work travel – modal share, non-car modes

To maintain or increase the proportion of travel made by means other than car.

Mode of travel	%	
	1991	2001
Walk	16	18
Car driver	20	15
Underground/DLR	32	40
Bus (including school and work bus/coach/tram)	16	11
Car passenger	4	3
Taxi	3	4
National rail	1	2
Cycle	5	3
Motorcycle	1	3
Van/Lorry	1	0
Total other than car	76	82

9.5 Priority IV. Improving the working of 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 centres and regeneration areas

9.5.1 The aim of this priority is to make the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts.

9.5.2 Target 9a: Compliance factor

9.5.3 This target is currently under development by TfL.

9.5.4 Target 9b: Business satisfaction

9.5.5 This target is currently under development by TfL.

9.5.6 Target 9c: Public provision of long stay parking supply both on and off street

This target only applies to boroughs with a metropolitan town centre. Kensington and Chelsea does not have such a centre.

9.6 Priority V. Improving accessibility and social inclusion on the transport network

9.6.1 This priority focuses on equality and inclusion aspects of public transport to allow everyone, regardless of disability, to enjoy the benefits of living in, working in and visiting London.

9.6.2 Target 10a: The number and rate of trips made by equality and inclusion target groups

To achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market, particularly disabled people, older people and women travelling at night.

	Total		Disabled people		Over 65s		Women between 1900 and 0700	
	No.	rate	No.	rate	No.	rate	No.	rate
Public transport	116,358	0.8	7,926	0.6	14,578	0.8	18,702	0.2
Walk/ cycle	224,067	1.6	15,450	1.2	26,506	1.4	9,184	0.1
Car/ van/ lorry/ motorcycle	119,114	0.8	8,540	0.6	9,076	0.5	7,991	0.1
Taxi	21,779	0.2	1,971	0.1	2,752	0.1	1,663	0
Other	1,124	0	451	0	-	-		
total	482,442	3.4	34,337	2.6	52,912	2.8	37,541	0.5

9.6.3 Target 10b: Pedestrian crossings with facilities for disabled people (BVPI 165)

To ensure all pedestrian crossings, where practicable, have facilities for disabled people by 2009/2010.

9.6.4 For this indicator, the definition of a pedestrian crossing is as per the BVPI and so only includes zebra, pelican, puffin and toucan crossings and traffic signals with a pedestrian phase. All the crossings at a set of traffic lights or at a roundabout are counted as one crossing. Using these criteria, the borough has 69 pedestrian crossings in total. However, one is located on a mastic bridge deck near to the boundary with Hammersmith and Fulham and is impossible to complete. Of the remaining 68, 60 currently have tactile paving.

9.6.5 The projected target overleaf is subject to decisions made on the implementation of the Sloane Square and Exhibition Road projects where the remaining pedestrian crossings are located.

2001/2002	2002/2003	2003/2004	2004/2005	2005/2006	2009/2010 target
69.0	76.0	84.0	86.0	88.2	100.0

9.6.6 Target 11: Taxicard

Achievement of compliance with London-wide standard

9.6.7 The Royal Borough's provision of Taxicard achieves and surpasses the London-wide standard. In addition, the Council is leading on a project to develop an assessment model to determine whether Taxicard trip entitlement could be

linked to an individual's reliance on taxis. This would take into account their access to a private car, and the provision of public transport in their local area. The Council is a member of the London Council's led Taxicard working group, which has TfL representation and is developing the London-wide standard.

9.7 Priority VI. Encourage walking by improving the street environment, conditions for pedestrians and through use of travel demand measures

9.7.1 Target 12a: Volume and rate of walking trips

Achieve an increase of at least ten per cent in journeys made on foot per person by 2015 based on 2001 data.

9.7.2 These are trips whereby the person walks all of the way, i.e. excluding those that are covered partially by walking and partially by another form of transport.

Table 9.18: Number and rate per person of walking trips per annum

	2001 data	2015 target
Number of trips	218,365	240,202
Population estimate	158,919	217,800
Walking rate per person	1.37	1.10

9.7.3 Target 12b: Condition of footway (BVPI 187a)

Continue to reduce the percentage of the total footway (pavement) network in the borough where structural maintenance should be considered. This indicator reflects an assessment of footway defects on main roads and shopping areas. The target is to remain constant at ten per cent due to similar rates of improvement and deterioration.

Table 9.19: Percentage of footway where structural maintenance should be considered				
2002/2003	2003/2004	2004/2005	2005/2006	2006/2007 target and thereafter
16	16	10	10	10

9.8 Priority VII. Encourage cycling by improving conditions for cyclists and through the use of travel demand measures

9.8.1 Target 13: Volume and rate of cycling trips

Achieve an increase of at least 80 per cent in cycling in London between 2001 and 2011.

9.8.2 These are trips whereby the person cycles all of the way, i.e. excluding those that are covered partially by cycling and partially by another form of transport.

Table 9.20: Number and rate per person of cycling trips per annum

	2001 data	2015 target
Number of trips	5,702	10,264
Population estimate	158,919	217,800
Walking rate per person	0.036	0.047

9.9 Priority VIII. Bringing transport infrastructure to a state of good repair

Bringing transportation infrastructure to a state of good repair contributes to improving journey reliability time and supporting local transport initiatives.

9.9.1 Target 14: Condition of "A" roads and Busy Bus routes

To bring all "A" Roads and Busy Bus Routes up to a serviceable standard – that is, a UK PMS score of 70 or below – by 2010.

Table 9.21: Percentage of "A" roads and Busy Bus routes with a UK PMS score of less than 70			
2003/2004	2004/2005	2005/2006	2009/2010
30	51.06	80	100

10. Consultation Results

- 10.1.1 Officers met with the Kensington and Chelsea Transport Policy Reference Group (a group of local Councillors, residents and representatives of local amenity groups) during the development of the consultation draft LIP and comments from this group were considered and where appropriate incorporated into the document.
- 10.1.2 Copies of the consultation draft LIP and the associated Strategic Environmental Assessment (SEA) Environmental Report were sent to the following statutory consultees as described in paragraph 3.3. of TfL LIP guidance:
- Metropolitan Police Service
 - Transport for London
 - Action Disability Kensington and Chelsea (ADKC)
 - London Borough of Brent
 - London Borough of Hammersmith and Fulham
 - London Borough of Wandsworth
 - City of Westminster
- 10.1.3 It was also sent to the following non-statutory consultees:
- Kensington and Chelsea Environment Round Table
 - Highways Agency
 - DfT Rail Group
 - Kensington and Chelsea Cyclists
 - London Ambulance Service
 - London Fire and Emergency Planning Authority
 - Greater London Motorcycle Action Group
 - Network Rail
 - North Kensington Environment Forum
 - Sixty Plus
 - Age Concern Kensington and Chelsea
 - Living Streets
 - SWELTRAC
 - SUSTRANS
 - Kensington and Chelsea Partnership
 - Kensington and Chelsea Transport Policy Reference Group
 - London Transport Users
 - The Chelsea Society
 - London Development Agency Committee
 - Paddington Business Network
 - Kensington Society
- 10.1.4 The Consultation Draft LIP and SEA Environmental Report were also posted on the Council's website in easily downloadable sections. These web-pages were highlighted in the "What's New" section of the website's home page. Visitors to the website were invited to comment on the documents by emailing to a dedicated email address, in writing, or through an on-line comments form.
- 10.1.5 The consultation on the Draft LIP was also included on the Council's searchable consultation database- Vital Messages.
- 10.1.6 Copies of the Consultation Draft LIP and SEA Environmental Report were sent to all libraries in the borough.
- 10.1.7 A letter was sent to approximately 191 residents' and tenants' associations informing them of the availability of both documents in the libraries and on the
-

Council’s website. They were invited to request hard copies if required and to comment by email, in writing or by using the on-line feedback form.

- 10.1.8 The consultation responses and the way in which the LIP has been modified in response to them are summarised in Table 10.1. TfL’s responses and the way in which the LIP has been modified in response to them are summarised in Tables 10.2, 10.3 and 10.4.

Table 10.1: Comments received on the Consultation Draft LIP and the Council's responses		
Who	Comment	Response
Natural England (Strategic Environmental Assessment (SEA) Environmental Report)	NE1. commend and welcome the reference to biodiversity creating and improvements in respect of specific projects such as Exhibition Road and the Westway Travellers site.	Noted
	NE2. would like to see the consideration of biodiversity potential extended to all schemes where possible, not just the major large scale developments and projects. PPS9 provides guidance in respect of green/ brown roofs.	Noted. Where appropriate, biodiversity is considered in the development of all schemes.
	NE3. broadly support the eight objectives (Mayoral priorities) and welcome the links between the UDP objectives and the LIP. Support the UDP objectives, however suggest amending the wording in one from "special mobility needs" to something like "less ambulatory" or "less mobile".	Noted. This is a direct quote from the Council's UDP.

	NE4. welcome the reference to walking and bicycling improvements on the Thames Path, however note that due to its status any combined walking/ cycling routes on the Thames Path National Trail should be at least five metres wide and segregated with a landscape strip. The Council should also give consideration to accessible rest areas and viewing platforms available to all, regardless of mobility.	Noted.
	NE5. support any initiatives that encourage pedestrian, cycling and public transport use.	Noted
	NE6. welcome the inclusion of Green Travel Plans for the Council and local businesses. Commend and encourage this approach.	Noted
	NE7. might wish to consider the possibility/ potential for City Car Clubs as another alternative in applicable developments.	The Council is a strong supporter of car clubs, but notes that they do not offer the certainty that permit-free agreements do in relation to preventing additional parking stress.
	NE8. welcome and encourage the Council's consideration of additional tree planting within the borough.	Noted

	NE9. welcome links to other appropriate plans, policies and programmes. However would recommend stronger consideration of PPS 9, which can help provide identification of whether the proposed developments lie in an area of deficiency for accessible natural green space, and if applicable the Council should evaluate if the proposed developments can contribute to the provision of green space and biodiversity/ ecological value within the area.	Noted, and will forward these comments to the Planning Department.
	NE10. paragraph 3.2.69 onwards: note the lack of reference to environment or ecology in the landscape and townscape section.	Noted – Include appropriate reference in the Environmental Report.
	NE11. support and encourage developing "Green Corridors".	Noted
	NE12. paragraph 4.0.2: any schemes or projects that promote and are able to obtain the opportunities of: encouraging the use of greener transportation, enhancing biodiversity or developing the Green Corridor are likely to be supported.	Noted
	NE13. paragraph 4.0.7: welcome the recognition that specific schemes might have negative effects on the environment.	Noted

	NE14. monitoring chapter: note that the PIs are heavily weighted towards trees and tree planting which is an acceptable initial approach to increasing biodiversity, however encourage the Council to refer to PPS9 for additional alternatives.	Advice will be sought from the Council's Ecology Service on which of their existing indicators would be most appropriate to the LIP.
Kensington and Chelsea Environment Round Table (SEA Environment Report)	ERTS1. pleased to note the environmental report took some of the comments on the scoping report into account.	Noted
	ERTS2. paragraphs 3.2.12 to 3.2.22: SEA assessment should explain that the material improvements cannot in themselves remove the difficulties that many pedestrians (and cyclists) find in using congested and traffic-stressed streets.	Noted – include appropriate reference to bicycle training and pedestrian skills training and other initiatives in the Environmental Report addendum.
	ERTS3. would like to see closer monitoring of pollution in the main shopping streets, perhaps with some indicators.	Noted and referred to the Council's Environmental Quality Unit. The Council will be consulting upon its revised draft Air Quality Strategy later in 2007.
	ERTS4. could include reference to trees improving the pedestrian environment and air quality, and also perhaps some indicators of planting numbers.	Noted - In some circumstances, the addition of street trees can soften harsh urban environments and make for a more pleasant atmosphere for road users, especially pedestrians. Include appropriate reference in the Environmental Report addendum.

	ERTS5. would like to see the issue of tackling taxi noise and pollution taken further.	The Council was initially very concerned by the proposal to exclude taxis from the provisions of the Low Emission Zone, as much of the taxi fleet was quite old. It notes that the Mayor of London's Taxi Emissions Strategy requires all London cabs to meet Euro 3 standards or better by the end of 2007, and hopes that the Mayor will encourage the development of still cleaner taxi technologies.
Jim Beery (SEA Environment Report)	JB1. feel that when the Mayor consults it is a matter of form over substance.	Noted
	JB2. concerns about local matters such as lack of Council response to an all-night burglar alarm and more effective local policing.	Noted. Noise disturbance issues should be reported to the Council's Noise and Nuisance Service 24 hour call-out service for borough residents troubled by noise/nuisances and those with urgent environmental health problems outside office hours.
	JB3. concerns about the transportation of users of the proposed new casino in Derry Street.	Noted. Transport implications of such developments are fully considered through the planning process.
London TravelWatch	TW1. Streets for People: approach welcomed. Would like to see streets for people as an overarching agenda to create a better balance between motor traffic and pedestrians.	Noted

	<p>TW2. One-way systems and roads: support proposals to remove Sloane Square gyratory. Welcome proposals to tackle the Earl's Court one-way system. Would like to see policy statement about one-way systems and proposals to tackle them.</p>	<p>Noted – The rolling ward by ward Streetscape Review Programme also reviews the need for all traffic management schemes including one-ways.</p>
	<p>TW3. Managing demand (road space): CCZ extension presents opportunity to reclaim some road space for further improvements to pedestrian environment - would like to see LIP policies and proposals reflecting this.</p>	<p>Noted and is already reflected in the review of pedestrian crossings at traffic signals and the proposals for Sloane Square and Exhibition Road.</p>
	<p>TW4. Managing demand (parking): welcome parking plan policies that acknowledge need for parking restraint. Would like to see a zonal parking control system introduced to deter short car trips and encourage modal shift. The parking plan should also have a mechanism to 'lock in' or enhance the benefits of controlled parking zones by price and permit allocation.</p>	<p>The Council's position is given 7.4.1 and there are therefore no current plans to consider zoning.</p>
	<p>TW5. Bus priority: would like to see more policy support for bus priority where it is identified that buses are being delayed by congestion and pilot priority schemes once the effects of congestion charging become understood. Would like to see a greater emphasis on the reallocation of road space to bus priority.</p>	<p>As acknowledged by TfL Buses there is limited scope for additional bus lane schemes in the borough. However, the Council will work with TfL Buses to investigate further any sites they identify. In general, the Council considers the needs of buses in the development of all schemes as a matter of course. The Council's LPSA work referred to in paragraph 5.4.4 also benefits buses and general traffic by reducing delays near bus stops.</p>

	TW6. Bus stop accessibility: Would like to see policies and proposals to remove bus stop lay-bys if they exist in the borough. The roll out plan is disappointing - would like to see all bus stops looked at in terms of accessibility over the next, say, three years.	Any remaining bus lay-bys will be reviewed as part of the streetscape review and parallel initiatives programme. Bus stops - Noted. However, this work does take time as the Council looks at the whole picture around bus stops and is best carried out by Council staff experienced in streetscape and other local policies rather than consultants. See also response to TfL comment 4F.Pr11 below.
	TW7. Parallel initiatives: welcome and support the strong emphasis on looking at all modes along road stretches (compared with other LIPs).	Noted
	TW8. Consultation: would like to see a strategy to consult with all street users including those that pass through, not just the frontagers, to garner a balanced and informed view.	Where appropriate, the Council already does so. e.g. the consultation on the proposals for Sloane Square.
Kensington Square Residents' Association	KSRA1. I am afraid that cynicism has set in among the residents, as consultation with the Mayor turns out to be a check-the-box exercise, with only a very remote likelihood of being able to change anything. Good luck.	Noted
Sixty Plus (A group supporting older people in the Royal Borough of Kensington and Chelsea)	SP1. Para 5.13.2: The Council (Adult Services) has also funded Sixty Plus for a number of years to provide a door-to-door shopping service for members who cannot use public transport to do their shopping but still want to shop for themselves. We use WCT minibuses with our own volunteer escorts. The council has contributed just over £9,000 per year.	Noted – appropriate reference added in paragraph 5.13.2

	SP2. Not sure if this was included but council officer, Mark Chetwynd recently convened the first meeting of a new Mobility Forum comprising reps from the voluntary and statutory sectors.	Noted - this meeting considered the scope and terms of reference to establish a borough wide Mobility Forum. The first full meeting of the Mobility Forum is scheduled for late May 2007.
	SP3. Should the impact of the White City development be flagged up here?	The impact of White City is not strictly a LIP issue. However, Council officers are working closely with colleagues at the London Borough of Hammersmith and Fulham to minimise any negative impacts in the Royal Borough.
	SP4. The air TEXT scheme was recently presented to Sixty Plus members and there was a good deal of enthusiasm for it.	Noted – Add to list of air quality related initiatives in 5.1.7 'committed to establishing AirTEXT – a system of notifying interested people living, working or visiting the borough of air quality conditions considered 'moderate' or above'.
West London Line Group	WLLG1. The West London Line Group made a number of specific comments about the West London Line rather than relevant to the Draft LIP itself.	A separate response will be sent directly to the West London Line Group once all their comments have been considered.
Sustrans (A national sustainable transport charity)	ST1. paragraph 3.3.4: (UDP transport related objectives) could be more ambitious regarding sustainable transport, particularly walking and cycling	Noted - currently under review as part of the developing Local Development Framework which supersedes the UDP

	ST2. paragraph 4.1: encouraging that pedestrian facility improvements and increasing accessibility and safety of non-motorised transport is a priority. Would like to see more emphasis on re-prioritisation of road space to favour non-motorised transport and more schemes to improve conditions for pedestrians and bicyclists.	There is limited scope to do so in the borough, but do so where possible and appropriate e.g. Kensington High Street, Sloane Square, and Exhibition Road.
	ST3. paragraph 3.3.5: agree that "motorised traffic has many adverse effects on people's health".	Noted
	ST4. short distance journeys: the LIP should cover methods of increasing the number of short journeys made by bicycle and on foot.	Noted - comprehensive programmes for walking and cycling are already included in the appropriate sections
	ST5. paragraph 5.5.8: there are areas within the borough that much better fit the priority criteria outlined by the Mayor as "areas of high deprivation".	Noted. Sloane Square and Exhibition Road are included in the Mayor of London's 100 Open Spaces initiative. Other 'major schemes' under development include Notting Hill Gate and Golborne Road.
	ST6. paragraph 5.1.5: the LIP could elaborate on how walking and cycling will be used to engage socially excluded groups.	Noted. Walking and cycling initiatives are generally more inclusive and are therefore covered elsewhere.
	ST7. paragraphs 5.5.10 and 8.5.19: travel awareness campaigns should extend beyond walking schemes to encompass cycling initiatives such as 'Bike to school week' and 'Bike week'.	Noted. Some bike week activity will be considered. See also response to TfL comment 4J.Pr1 below.

	ST8. paragraph 5.5.7: addressing problems is not proactive enough - other methods such as increasing cycling and walking routes around schools would increase the numbers travelling sustainably.	5.5.7. addresses MTS Proposal 4G.Pr9 which deals strictly with road safety around schools. Encouraging the use of sustainable modes of travelling to school is dealt with under school travel planning in Chapter 8.
	ST9. paragraphs 5.85 and 5.8: should aim to create an environment that will encourage new and less confident cyclists to take up cycling, e.g. by promoting traffic free routes in addition to the Grand Union Canal.	Noted, however there is very limited scope for any traffic-free routes in the borough other than the tow-path. The main focus for encouraging new and less confident cyclists is the cycle training programme and its promotion.
	ST10. paragraph 5.87: installing more cycle racks is positive, although pro-actively providing further storage would complement the reactive approach. Where street furniture is used illegitimately to secure a bike, there may be a legitimate requirement for better cycle parking at the location.	Noted. Bicycle parking at major visitor attractions - F1/RBKC/CS/2 is a proactive cycle parking proposal. The Council already tries wherever possible to provide additional cycle parking where street furniture is being used.
	ST11. paragraph 7.4.53: should increase the capacity for convenient cycle parking at stations and implement baseline cycle parking provisions for all the types of locations listed in appendix C, table 7.6.	Noted - the provision of additional cycle parking is always considered when carrying out works on the public highway in the vicinity of stations as at Latimer Road Tube Station and the proposals for Sloane Square. Within stations the onus is on LUL to consider additional parking. The standards referred to in Table 7.6 are applied to development proposals but the Council has no power to impose them on existing buildings and developments but will encourage the provision of additional cycle parking through the business travel plan process.

	ST12. paragraph 7.3.7: focussing more on providing high quality, secure cycle parking at residencies should be included in the Parking Plan. The Council could reward those residencies without private vehicles to incentivise sustainable transport.	Para 7.3.7 refers to maximising the number of parking spaces on-street rather than off-street or in new developments. The Parking Plan focuses on motor vehicle parking rather than bicycle parking. However the Council's bicycle parking expectations are included in Table 7.7 as well as in the UDP. Initiatives such as graduated permits and permit free and Car-free plus permit-free developments are already in place or under consideration. However, the many alternative transport options and initiatives on offer such as bicycle training, car clubs and travel planning assistance are equally available to all rather than just those who choose not to own a private vehicle.
	ST13. paragraph 5.1.17: the Council's efforts to promote sustainable travel amongst its staff are good, particularly the green fleet management, and this should be shared with other councils and local businesses.	Noted. Good practice will be shared through the development of business travel plans and joint initiatives with the neighbouring London Borough of Hammersmith and Fulham are already being investigated.
	ST14. paragraph 5.8: a dedicated Cycle Officer would be of great benefit to the Borough.	Noted. However, there is insufficient demand to justify such a post. Liaison with other organisations on other related programmes and initiatives, including bicycle training is carried out by the existing road safety and travel planning team.
	ST15. Performance measures: the LIP should be bolder and more ambitious in setting targets to increase the accessibility to and proportion of journeys made on foot and bicycle.	Noted. Chapter 9 deals with the targets set out in TfL LIP Guidance. Where appropriate, more local targets may be considered elsewhere.

The Knightsbridge Association	KA1. Overall, the LIP is welcomed.	Noted
	KA2. concerns that key targets are not being met in some areas, e.g. traffic reduction (paragraph 9.4.2) and air quality improvement (plans 1.4 and 1.5). Would like to see measures and policies, based on United Kingdom and international best practice that would result in quantifiable improvements i.e. how much impact will measures have individually and collectively (paragraph 5.1.7 on page 41).	<p>Noted – The Council is currently monitoring the impact of congestion charging on traffic levels and before then there was a slow but steady decline in traffic levels.</p> <p>The Council is also concerned that across London, air quality is not improving as quickly as it would like. Consultation on the next Air Quality Action Plan planned for later in 2007 will set out the measures that the Council can take to improve air quality. This will draw on any examples of successful initiatives elsewhere. However, the Council believes that this is an issue best tackled at regional or national level.</p> <p>It is very difficult to quantify the impact of proposals and initiatives contained within the LIP on air quality. However, some initial work is being carried out on the assessing the potential air quality impacts of car clubs and school travel planning.</p>
	KA3. concern that TLRN roads might not be considered sufficiently, e.g. Brompton Road.	Noted, with respect to road safety 6.5.43 (now 6.5.44) of the Road Safety Plan states 'If the Council identifies a location on the TLRN that is of concern it is brought to the attention of TfL for investigation.' The same can be said for all traffic and transport related concerns on the TLRN.

	KA4. paragraph 2.1.26: concern that Brompton Road and Cromwell Road are omitted from the air pollution hotspot section and therefore not addressed.	These are just two examples of hotspots. The Council has a good network of monitoring stations. Nearly all of the Council's initiatives to improve air quality will be taken at a borough-wide level. It does not therefore follow that because a particular road is not monitored, or not listed in the hotspot section, then that road's pollution problems will not be tackled. This is one of the reasons why the Council declared the whole of the borough an Air Quality Management Area. Amend the appropriate bullet to read 'improving air quality across the borough, with particular attention to hotspot locations, such as King's Road and Sloane Square'
	KA5. would strongly encourage RBKC to introduce specific measures to reduce rat-running and/or non-local through traffic on all RBKC residential streets in order to improve local amenity for all.	The Council has no general policy on or approach to 'rat-running' but investigates all such concerns individually looking at the wider picture and taking into consideration the impact of any suggested measures on other residential streets in the area.
	KA6. look forward to being consulted on RBKC's detailed plans for Exhibition Road in due course.	Noted
	KA7. believe that RBKC is already aware of our views on the Low Emission Zone, road pricing and the Western Extension of the Congestion Charging Zone.	Noted

	<p>KA8. would encourage the Council to consider measures to address volumes (including distances and times of day) (e.g. with car pools) as well as the quantity (i.e. engines burning high fuel volumes per kilometre) and quality of emissions (e.g. Euro IV/4 engines are much less polluting than EURO III/3 engines) when considering emissions based parking and other charges (e.g. page 350).</p>	<p>Noted. The Council will be consulting upon its revised draft Air Quality Strategy later in 2007.</p>
	<p>KA9. concerns that there are no targets for improving air quality or sustainability.</p>	<p>Noted, Chapter 9 deals with the targets set out in TfL LIP Guidance. The Council already has several pollution and Environmental Quality targets and performance indicators set out in its Environment Strategy and an established monitoring regime. These can be incorporated in to future LIP Annual Progress Reports as appropriate. The Council will be consulting upon its revised draft Air Quality Strategy later in 2007.</p>
	<p>KA10. would encourage the Council to show how it is taking account of the Mayor's latest Climate Change strategy in the LIP and would welcome annual transparency and local accountability.</p>	<p>The Council has signed the Nottingham Declaration on climate change and has an Environment Strategy which includes measures to reduce CO₂. The Council is confident that the measures and initiatives proposed in its LIP will together have a net positive impact on CO₂ emissions. The Council will be consulting upon its revised draft Air Quality Strategy later in 2007.</p>
	<p>KA11. would welcome any measures to mitigate the noise nuisance and vibration caused by the London Underground in the Knightsbridge area.</p>	<p>Add 'The Council will continue to work with London Underground Limited to address any such concerns brought to its attention.' to paragraph 5.1.8.</p>

	KA12. would welcome measures to tackle the problem of cyclists ignoring red lights or cycling on the pavement, whilst encouraging cycling generally.	Noted. The Council's approach is stated in response to Proposal 4J.Pr8 in paragraph 5.8.8.
	KA13. would encourage the Council to use actively the powers it has to improve quality of life for those who live in, work in or visit the area e.g. by requiring (and seeking greater powers to require) drivers of stationary vehicles to switch off "idling engines". Would like to see more ambitious and interventionist action to address congestion and air quality problems.	The Council already makes use of its powers particularly in response to specific complaints which should be addressed to the Council's Streetline service on 020 7361 3001 or at streetline@rbkc.gov.uk. With respect to the Council's action to address congestion and air quality issues it will be consulting upon its revised draft Air Quality Strategy later in 2007 and the will welcome specific suggestions.
	KA14. would encourage the Council to consider (with Westminster City Council) measures to avoid the need for, or preponderance of, u-turns in Exhibition Road.	Noted - passed to the Exhibition Road Project Team for consideration.
	KA15. SEA: congratulate the Council for considering air quality and climatic factors together in the environmental report.	Noted
	KA16. SEA: would like quantification on the impact the LIP is expected to have on air quality related to a timescale for compliance with EU legal limits.	It is very difficult to quantify the impact of proposals and initiatives contained within the LIP on air quality. However, some initial work is being carried out on the assessing the potential air quality impacts of car clubs and school travel planning. The Council will take all reasonable steps to improve air quality in the borough, even going beyond EU legal limits if possible.

	KA17. SEA: would like to see performance indicators that are "output" and not "input" driven.	Noted, Chapter 9 deals with the targets set out in TfL LIP Guidance. The Council will incorporate its air quality performance indicators into its LIP Annual Progress Reports as appropriate. With respect to the types of PIs used, the Council will be consulting upon its revised draft Air Quality Strategy later in 2007.
	KA18. general consultation-related comment: would like to see a link on the Council homepage to a webpage updated daily with a list of all its current consultations (excluding planning applications) such as the Draft LIP with a list of deadlines. It would help too to have at least two months to comment on a (once) complete set of important consultation documents.	Noted and passed to the Council's Consultation and Research Manager for consideration.
	KA19. note also the emailed letter entitled "Achieving urgently World Health Organisation recommended standards of air quality throughout London".	Noted.
Kensington and Chelsea Environment Round Table	ERT1. confirm support for much of the LIP, particularly its aim to encourage modal shift.	Noted
	ERT2. paragraph 5.1.1: modal shift can be encouraged through planning policies by ensuring important facilities are easily accessible in local centres.	Noted and covered in general in paragraph 5.1.3.

	ERT3. welcome the streetscape improvements, however the proximity of too many motor vehicles is a deterrent for pedestrians and cyclists. Would like to see more in the LIP to address issues of noisy, badly driven and speeding vehicles as outlined below.	Noted
	ERT4. paragraph 5.1.7: support for national initiatives to amend driving patterns to reduce emissions.	Noted
	ERT5. chapter 6 (esp. paragraph 6.5.50): additional 20mph schemes.	Noted. The Council has experimented with a 20 mph scheme in Russell Road and will consider others as appropriate and subject to justification on proven road safety grounds.
	ERT6. paragraph 6.5.46: deploying flashing "Slow Down/Speed Limit" signs.	The Council is considering the use of such signs where appropriate as already referenced in paragraph 6.5.48 (now 6.5.49).
	ERT7. Para 6.5.46 and following: more extensive use of speed limit enforcement, using both permanent cameras and spot checks.	All concerns regarding speeding are investigated but there is generally insufficient justification for such measures. Further details are already included in paragraphs 6.5.49-50.
	ERT8. paragraphs 5.7.2 and 5.8.8: stronger enforcement of the ban on cycling on pavements.	Noted - considerable enforcement by the police and PCSOs already takes place commensurate with their other duties and priorities.

	ERT9. paragraph 5.5.24: quiet asphalt to be more widely used - not as seems to be envisaged in the LIP limited to principal roads.	<p>The more widespread use of quieter asphalt is not always appropriate. It is more costly and more difficult to apply than conventional surfacing and can have a limited effect on less heavily trafficked roads. However, its use is not strictly limited to principal roads and it is used on other roads where appropriate, such as on Queensgate and there are plans to lay it on Oakley Street.</p> <p>Add in the third paragraph of 5.1.8 '.....and its use is considered where appropriate on other major traffic routes across the borough.' Leave 5.5.24 as is.</p>
	ERT10. paragraphs 5.5.11 and 5.5.17: flexibility in planning and works programme to identify and respond to opportunities for schemes to take advantage of changing traffic flows and demands, arising from this year's extension of the Congestion Charge Zone.	Noted and already acknowledged particularly in 5.7.5 and Table 5.3.
	ERT11. paragraph 5.1.8: would welcome action being taken to press the case of noisy and poorly driven buses with London Transport and TfL.	Noted. The Council is acutely aware of these issues and continues to press TfL to take action.
	ERT12. paragraph 5.1.7: would urge the Council to make representations to TfL for total replacement of black cab taxis.	See response to comment ERT5 on the SEA Environmental Report above.

	ERT13. paragraph 11.2.4: concerned that there are significant vacancies in the staffing of the transport teams.	Noted. There is a recognised shortage of transport professionals in London. However, the Partnership Agreement with Project Centre Limited allows the Council to react to any severe staffing problems that may arise more quickly and effectively than most other boroughs as referenced in 11.2.3.
	ERT14. paragraph 5.1.7: to increase the monitoring of air quality, e.g. by increased local monitoring and modelling, particularly in heavily trafficked shopping streets; encouraging and participating in a standardised monitoring system with other boroughs and the Mayor.	Noted and referred to the Council's Environmental Quality Unit. The Council will be consulting upon its revised draft Air Quality Strategy later in 2007.
Portobello Antiques Dealers' Association	PADA 1. nothing to add - the statements are wide enough to allow the Council to carry out everything that we consider important.	Noted
The London Borough of Hammersmith and Fulham	LBHF1. The London Borough of Hammersmith and Fulham generally support the contents and approach of the draft, which is highly compatible with our own LIP. We would expect to be consulted on the details of individual schemes which affect our borough when they come to be implemented.	Noted
	LBHF2. Para 5.3.5, p47. It would be helpful in Kensington and Chelsea could state its explicit support for the proposed new West London Line stations at Imperial Wharf and Shepherds Bush.	The Council's support for these proposed stations is already stated in 5.15.1.

	LBHF3. Form F1/RBKC/CT/1, p372. It would be useful if mention could be made of the possibility of extending the Community Car Project, and/or other similar community transport schemes, across the congestion charge and borough boundary into Hammersmith & Fulham.	The Community Car Project is run by Westway Community Transport (WCT). The Council would be happy to put Hammersmith and Fulham officers in touch with WCT to discuss such a move and assist in any way it can.
Michael Bach	MB1. Para 2.1.5. Where is it set out what level of public transport accessibility that the Council would like to see? How does the Council propose to raise public transport accessibility levels (PTALs) in Plan 2.3? Add another paragraph.	This part of the LIP is for background rather than Council policy on Public Transport Accessibility Levels which is referenced in 5.1.3. The Council has not set a specific level for public transport accessibility but uses PTALs to assist in identifying the gaps. It proposes to raise levels by continuing to lobby TfL and other appropriate organisations to improve public transport services where gaps have been identified eg Bus routes 316 and 228 and new stations on the West London Line at Shepherd's Bush and Imperial Wharf and potentially, in the North Pole area.
	MB2. Plan 2.3 The PTAL Map needs a complete overhaul.	The PTALs map is updated regularly to take account of changes as and when they occur.

	<p>MB3. Para 5.1.3 This should relate to focusing travel-generating uses in locations well-served by public transport, including offices and shops, as specified in PPG13: Transport and PPS6: Planning for Town Centres. The Response needs to be more specific about limiting major office developments to areas of highest public transport accessibility, such as within 400m of certain named underground stations. A separate paragraph is needed about avoiding new retail development outside existing principal and local shopping centres – related to the size of proposal.</p>	<p>Noted but considered sufficient for the needs of the LIP. Detail to be addressed in the developing LDF which will be in general conformity with the London Plan.</p>
	<p>MB4. Para 5.1.5 This should mention the proposed new station at Shepherd’s Bush. Proposals for London Underground platform access improvements should be named, such as Ladbroke Grove.</p>	<p>Amend paragraph 5.1.5 to include a reference to the proposed new station at Shepherd’s Bush. The LIP covers the action that boroughs plan to take to implement the MTS rather than the specific infrastructure plans of LUL.</p>
	<p>MB5. Para 5.1.6 Will a Local Mobility Forum cover all users or only those with mobility problems? If the latter, there will be a need to extend the coverage and open the membership of the Public Transport and Road Safety Advisory Group and/or create a Transport Forum.</p>	<p>The membership and terms of reference of a local Mobility Forum are currently under consideration. However, it is intended that the Forum will be for representatives of those with extra mobility needs. The Council currently sees no evidence of the need for a Transport forum as it already has good dialogue with local residents via groups such as the Environment Round Table with operators through the Public Transport and Road Safety Forum and through ongoing correspondence.</p>

	<p>MB6. Para 5.3.1 West London Line/Orbirail: This needs to be more specific about the quality/frequency of services proposed and the date (2012) by which these should be achieved. What does “the programme will be published in 2002” mean?</p>	<p>The Council already states its support for proposals to improve frequencies along the West London Line, however, the final decision on detail lies with TfL and Network Rail. The Council also supports working towards an orbital rail service through the northern and southern extensions of the East London Line.</p>
	<p>MB7. Para 5.4.6 All bus bays need reviewing as a result of all buses now loading from the front rather than the back – bus stops are at the “wrong” end of stop/bus shelter.</p>	<p>The general lay out of each bus stop will be included in the bus stop accessibility review programme.</p>
	<p>MB8. Para 5.5.2 Balancing the use of street space: This should be more visionary, as in the new “Manual for Streets”, for the creation of more shared surfaces both in residential areas, local shopping centres and less busy commercial areas (eg a number of local shopping centres Kensington Park Road north of Elgin Road or Bute Street).</p>	<p>The Council welcomes the DfT’s recent publication and will consider carefully its contents and the approach it promotes.</p>
	<p>MB9. Para 5.5.8 Streets for People: Likewise, this needs to be more ambitious and reach local areas.</p>	<p>Noted. These schemes are all high value, major schemes and Sloane Square and Exhibition Road are being developed first in recognition of the fact that they both feature in the Mayor of London's '100 Open Spaces Initiative'.</p>
	<p>MB10. Para 5.5.9 Streetscape Improvements: Welcome the proposal to extend the programme to local shopping centres. A combination of the Retail Conservation Commission’s work and such projects as the Gloucester Road North Local Shopping Centre local ward initiative should provide an early set of projects.</p>	<p>Noted.</p>

	A new initiative should be proposed to get rid of Red Route signage which reminds people what a double line means. Need to press Department for Transport for permission to remove them	Noted. Already covered in 5.5.13.
	MB11. Para 5.5.10 The material on Congestion Charging needs to be brought up to date – views held two years ago may need to be toned down or put in the past tense.	Noted - the relevant sections will be amended accordingly, however, the Council's position on congestion charging remains the same.
	MB12. Para 5.5.17 Parallel Initiatives: This needs to be given greater prominence and needs fuller explanation and better cross referencing to Appendix II.	Noted - 5.5.17 amended accordingly.
	MB13. Para 5.7.1 Programme for 2006/2007 in Proposal 4I.Pr8 (Tables 5.4 and 5.5) need to cover 2007/2008.	Noted – Tables 5.4 and 5.5 updated.
	MB14. Para 5.7.3 Street washing initiative needs to be extended to Kensington High Street and any other areas where restaurants and pubs cause staining of the footway. Conditions of licenses for both premises and for tables and chairs on the footway should include conditions for keeping the footways clean.	Premises and tables and chairs license conditions do indeed take cleanliness in to account. 5.7.3 amended accordingly.
	MB15. Para 5.7.5. Welcome proposal for more pedestrian phases.	Noted

	MB16. Para 5.8.7 Need for more targeted provision of cycle parking, not just reactive. Need more proactive approach to identifying destinations where more provision is needed.	Already covered in paragraph 5.8.2 - Table 5.6 and F1/RBKC/CS/2
	MB17. Para 5.9.2 Welcome the Borough taking an active approach to more appropriate size of delivery lorries through Freight Quality Partnership.	Noted.

Table 10.2: TfL Comments on issues that TfL state boroughs “must” address for Mayor of London approval and the Council’s responses

MTS Reference and summary of issue	Response
<p>National Rail - 4E.Pr13: The Final LIP must include a programme (in a Form 1) to accompany the borough's statement of willingness to work with partners to improve accessibility to Olympia.</p>	<p>The Council has not identified any proposals of its own to improve access from Russell Road. 5.3.5 amended to read ‘The Council will support any proposals that Hammersmith and Fulham may have to improve access to Olympia Station in line with its streetscape policy.’ This removes the need for a Form 1.</p> <p>‘The Council supports Hammersmith and Fulham’s proposals to improve access to West Brompton station through the North Orbital Rail Partnership (NORP) of which the Royal Borough is also a member.’ Also added in 5.3.5.</p>
<p>Buses - 4F.Pr2: The Final LIP would be enhanced by the inclusion of further detail of the bus LPSA with the DfT.</p>	<p>A summary of the LPSA is already given in the response to Proposal 4F.Pr7 in 5.4.4. No change proposed.</p>
<p>Buses - 4F.Pr3: Further detail is required as to why the borough feels there is little opportunity for bus garage facilities as well as a commitment that opportunities will be investigated should they arise in the future.</p>	<p>‘The Royal Borough is the second smallest of the London boroughs and is very densely populated. Eighty per cent of the borough is classed as conservation area with no obvious large vacant development sites. Whilst there are therefore no obvious sites for new bus garage facilities at present, the Council will keep them under review and respond to any proposals put forward by TfL.’ Added in 5.4.2.</p>

Buses - 4F.Pr6: The borough considers that there is limited scope for specific roadspace allocation for buses. However, there are some sites where there is scope, and the borough must commit to investigating these. A specific cross-reference to the Parallel Initiative programme must be made in the text in response to this proposal.

'The Council will consider any bus lane proposals that TfL Buses identify on borough roads taking into account their proven effectiveness and impact on other road users and the streetscape.' and

'In line with The Council's inclusive approach to scheme development its work on Parallel Initiatives will take full account of the needs of bus passengers and consider any opportunities for bus priority. The programmed work to improve bus stop accessibility, building on recent LPSA work, will also have benefits for bus reliability.' Added in 5.4.3.

Buses - 4F.Pr7: The Final LIP would benefit from a commitment to share the results of its monitoring of Marquis data related to its bus LPSA with the TfL Traffic Enforcement Partnerships team.

'As part of the LPSA, TfL were responsible for collecting the Marquis data, and the DfT were responsible for analysing it and summarising the results. The Council would be happy to share DfT results with TfL when the DfT provide them.' Added in 5.4.4

Buses - 4F.Pr7: TfL does not consider that the borough needs to wait for the results of a full bus stop audit. Inclusion of the following wording would be sufficient to satisfy this proposal:

5.4.4 amended to read 'The Council recognises that bus stop clearways represent an essential element of bus stop accessibility. There are currently 227 bus stops on borough roads, 110 of which already have clearway markings. Appropriate clearway markings will be installed in the remaining bus stops in 2007/08.'

'Kensington & Chelsea recognises that bus stop clearways represent an essential element of bus stop accessibility, and is committed to introducing these'.

Buses - 4F.Pr8: The borough considers that there is limited scope for specific roadspace allocation for buses. However, while TfL agrees that there may be limited scope for further specific bus priority measures within the borough there are some sites where there is scope and which TfL would like the borough to commit to investigating.

Covered in response to comments on 4F.Pr6 above.

In addition, The 'Parallel Initiatives' is a reasonable approach but it should be specifically referenced in response to 4F.Pr6.

Covered in response to comments on 4F.Pr6 above.

The inclusion of a note that the 3G bus route 345 in the borough is one that it has agreed with TfL to take forward would also be welcomed.

'Having provided TfL Buses with its initial comments in September 2006 the Council looks forward to continue working with TfL on the development of the 345 bus route under the 3G initiative.' Added in 5.4.5.

Buses - 4F.Pr11: While the programme provided (F1/RBCK/BSA/1) does meet the wording of the proposal, the borough should carefully consider whether such an unambitious programme will impair the delivery of its targets.

Noted. However, this work does take time as the Council looks at the whole picture around bus stops and is best carried out by Council staff experienced in streetscape and other local policies rather than consultants. The aim is to focus on the bus stops with the biggest problems and the highest number of people. We will be consulting our mobility forum about how to prioritise taking things forward. One constraint is the time it takes for TfL to move bus shelters. As many bus stops in the borough were designed with Route Masters in mind, the shelters are often located in the wrong place which has a big influence on accessibility. We will consult our Mobility Forum on our approach to prioritising bus stops for action. No change proposed.

'including its Mobility Forum' added in 5.4.6.

Buses - 4F.Pr21: The borough must include a commitment to produce a strategy and programme for the implementation of Coach parking in cooperation with TfL.

'The Council acknowledges the benefits of coaches as well as the problems they bring and that need to be managed.' and 'The Council makes full use of its existing UDP policies, listed below, to ensure that coach servicing and parking needs are properly addressed in planning applications.' and 'The Council will work with TfL at a strategic level to consider issues raised by coach operators and other parties regarding coach parking and servicing.' Added in 5.4.7.

Enforcement - 4G.Pr4: No commitment is included in the LIP for bringing bus lane signage up to the standard required by the DfT.

Road Safety - 4G.Pr7: The LIP contains the latest version of Kensington and Chelsea’s Road Safety Plan and forms an integral part of the document. However, the borough must adopt a more pro-active approach to implementing agreed local safety schemes. Based on the borough’s approved programme for the 2006/07 local safety and 20 mph zone schemes progress has been slower than expected. The Consultation Draft LIP does identify future strategies to address these issues including improving how the borough develops its priorities in order to achieve the casualty reduction targets, which is welcomed.

The Consultation Draft LIP identifies pedestrian casualties by ethnicity but there is no information explaining what road safety problems are faced by these groups and no specific targets are set. The LIP must include information on the issues faced by these groups and identify why no targets are set.

Road Safety - 4G.Pr7: The borough must state in its Road Safety Plan that the plan will be reviewed annually.

5.5.5 states ‘All signing associated with bus lanes in the borough has been brought up to DfT standards.’ No change proposed.

The Council has found it difficult in recent years to identify local safety schemes with a 100% first year rate of return. Now that TfL has clarified that only a “good” first year rate of return is required, it should be easier to identify appropriate potential schemes. However, the Council’s approach to all traffic schemes is to look at all issues for all road users in an area, in line with the parallel initiatives approach now adopted and promoted by TfL, rather than simply focus on a single issue. This means that although the design, consultation and implementation process is inevitably slower, in the long run a better quality scheme is achieved. No change proposed.

Unfortunately the ethnic groupings used by the police when collecting casualty data does not map onto the ethnicity data collated from the census returns and it is therefore impossible to identify if a specific ethnic group is disproportionately represented in the casualty figures. Also as shown in figure 6.16 other than white European the next largest group is ‘Unknown Ethnicity’ which means that the data is missing for a large proportion of the casualties. The Council therefore does not feel that targeting interventions at, or setting casualty reduction targets for specific ethnic groups would be appropriate. However, the Council is aware that there is a problem with the number of casualties from the more deprived areas of the borough, where many members of the BME communities live and the Council will ensure that these areas are a priority for road safety education interventions. In addition, as stated in section 6.5, data analysis will be undertaken and will include details of ethnicity. No change proposed.

6.1.3 amended to read ‘The plan will be reviewed annually and circulated.....’

Road Safety - 4G.Pr9: further details are required as how the review around all primary and secondary schools already carried out.

New paragraph 6.5.14 added to read 'As part of its annual casualty monitoring the Council looks at the locations around schools. In the last review there had been no child casualties in any road user group outside a school. Schools are also encouraged to consider road safety issues as part of the process of developing their school travel plans and to date no school has requested a 20 mph zone. The Council will continue to undertake the annual casualty review.'

Streets for People - 4G.Pr10: A cross-reference to Form RBKC/SfP/4 must be made within the text response to this proposal.

Cross reference to Form F1/RBKC/SfP/4 added.

Form F1/RBKC/SfP/4 appears to be printed twice (on pages 291 292 293 and 294), and Delivery Form F1/RBKC/SfP/5 appears to be missing

Ensure correct Form 1s are included in draft final LIP.

Parking - 4G.Pr15: A commitment is required to consider the needs of disabled motorists and the servicing and delivery needs of businesses together with details as to how this is achieved is required.

Parking and Enforcement Plan - Disabled Parking – New opening paragraph (now 7.4.16) added to read ‘The Royal Borough consults with representatives from disability groups on all traffic, transport and parking issues. There is a special long term relationship with Action Disability Kensington and Chelsea (ADKC) an organisation run and controlled by disabled people to promote and enhance the quality of life of people with physical and/or sensory impairments who live or work in Kensington and Chelsea. In addition, a soon to be established local Mobility Forum will discuss the needs of people with mobility issues including disabled persons, the blind and partially sighted and older members of the community to ensure their voices are heard and opinions taken into account with all new traffic, transport and parking schemes and policy changes.’

7.4.16 (now 7.4.17) amended to read ‘Due to the severe pressure on parking space in London, the three central London boroughs (Royal Borough of Kensington and Chelsea, City of London and City of Westminster) and part of the London Borough of Camden were exempted from the legislation when the scheme was introduced in 1971 and do not participate in the national Blue Badge scheme. This means that the on-street parking concessions available under the national Blue (formerly Orange) Badge scheme for disabled people do not apply in the Royal Borough. However, the authorities concerned operate their own discretionary parking schemes for disabled people who live or work in their area and offer restricted concessions for non-resident Blue Badge holders.’

Provision for Businesses – ‘However, the Council is mindful of the economic viability of the Royal Borough and insists that the needs and concerns of local businesses are taken into account when forming policies or changing parking arrangements. All public consultations include local business and their views are reported separately to Councillors.’ Added to 7.4.29 (now 7.4.30).

253 ~~Freight and Servicing – beginning of 7.4.63 (now 7.4.64) amended to~~
read ‘The Council is keen to address the delivery and servicing requirements of local businesses and tries to’

Parking - 4G.Po6: The Final LIP could be enhanced by the inclusion a statement of its intention to adopt maximum parking standards in line with Annex 4 of the London Plan.

'The Council's planning policies are already based on the use of maximum parking standards that are in line with those in the London Plan.' Added to 7.4.70 (now 7.4.71) and 5.5.14.

Parking - 4G.Pr16: The actual amount of disabled spaces must be included in the off-street parking list in Appendix B of the Parking and Enforcement Plan.

Numbers of disabled spaces added in Table 7.5.

Bicycling - 4J.Pr1: Further information is required in the Final LIP to satisfy this proposal,

LCAP 4.1: Further details in relation to opening up access to parks and other green spaces must be included.

'The Royal Borough is the second smallest London borough and is not responsible for managing several of the major open spaces in the borough. The majority of the Thames Path through the borough is on the TLRN and Kensington Gardens and Brompton cemetery are managed by Royal Parks. Holland Park already has a bicycle path through it that the Council maintains. The Council will continue to support the proposed improvements for bicyclists and pedestrians along the Grand Union Canal. In partnership with British Waterways, neighbouring boroughs and SWELTRAC it will continue to seek funding for this project for instance from the 'Cycling on Greenways' initiative.' Added in Table 5.6.

LCAP 4.3. Transport for freight and people; reference must be made to Pedit cabs and cycle couriers.

'The Council responded to the consultation on legislation for licensing pedit cabs and will consider any applications received. The Council's bicycle training programme and business travel planning initiatives will be used to promote the use of bicycle couriers across the borough.' Added in Table 5.6.

LCAP 5.4. A programme for flagship events (e.g. bike week) must be provided.

'Special bicycle training and 'Dr. Bike' bicycle maintenance sessions will be considered for 'Bike Week'.' Added in Table 5.6.

LCAP 9.2. Town centre local area schemes and major developments; Cycling must be expanded in these schemes to consider wider issues not just cycle parking.

The Council's inclusive approach to the design of all schemes is already referenced in Table 5.6.

'Examples regarding bicyclists include the identification and provision of additional lane width on Kensington High Street and the support of both the local branch of the London Cycling Campaign and the Cyclist's Touring Club for the Council's proposals for Sloane Square.' Added in Table 5.6.

LCAP 9.4. The borough has a good policy and approach but the cycle parking standards must be appended / included in the Final LIP.

'The Council's bicycle parking standards are given in Table 7.6 in Appendix C of its Parking and Enforcement Plan.' Added in Table 5.6.

LCAP 9.5. Reference / commitment is required for 20mph zones

'There is currently no justification for the introduction of any 20 mph zones in the borough. However, The Council experimented with the introduction of a 20 mph speed limit in Russell Road. The results were inconclusive but the Council will consider their use in other sites where justified on road safety grounds.' Added in Table 5.6.

LCAP 9.6. Cycle promotion within other schemes. The commitment to cycle parking is noted but cycling must be expanded in schemes to consider wider cycle issues and not just cycle parking

Covered in the response to LCAP 9.2 above.

Bicycling - 4J.Pr5: Form 1 RBKC/PI/1 supports the concept of Parallel Initiatives, but PI individual scheme forms do not follow this overarching aim to incorporate cycling. This commitment must be reflected on the Form 1.

The Final LIP must also detail the effect of motorcycles and HGVs using bus lanes and loading restrictions have on cyclists to satisfy this issue.

Bicycling - 4J.Pr6: Cycle audit details must be provided.

Bicycling - 4J.Pr7: LCAP 2.4. Green surfacing is not a mandatory requirement of ASLs for TfL funding. A review of Advanced Stop Lines at signalised junctions would be welcomed.

LCAP 3.5. Please reference home cycle parking (particularly in council owned housing association properties).

Form F1/RBKC/PI/C amended to include a reference to incorporating bicycling.

'The Council has no current plans to allow motorcycles or HGVs to use any bus lanes on borough roads. The needs of all road users, including bicyclists are considered when reviewing waiting or loading restrictions.' Added to 5.8.5.

'...making use of national and other relevant cycle auditing standards and guidance such as the IHT/DETR Guidelines for Cycle Audit and Cycle Review.' Added to 5.8.6.

Noted. 'The Council will incorporate a review of facilities for bicyclists at signalised junctions into the review of pedestrian facilities at such junctions referred to in 5.7.5 in line with its streetscape principles.' Added in 5.8.7.

'The Council encourages the provision of off-street cycle parking in residential developments through its planning policies. Assistance with cycle parking was offered to the major Council owned housing estates a few years ago but the response was poor. The Council would be happy to try this again subject to funding being available.' Added in 5.8.7.

Bikes for Business; Please recognise TfL's 'Take a Stand' initiative led by the Travel Demand Management Unit.

'The Council will continue to support TfL's 'Take a Stand' scheme through its business travel planning initiatives. This scheme provides employers with up to 40 free Sheffield cycle stands. The aim is to encourage local businesses to provide cycle parking on their premises for their employees to help promote cycling and increase cycle security. So far two local businesses have received stands.' Added in 5.8.7.

Accessible Transport - 40.Pr9: The borough must include a commitment to ensure a member of the local mobility forum attends the London-wide forum, or vice versa

There is as yet no London-wide Mobility Forum. 5.13.8 amended to read 'The mobility forum will consider how best to contribute to any London-wide forum once such a forum is established. In the meantime, the forum will look to its members, especially those from TfL, for examples of good practice from across London.'

Table 10.3: TfL Comments on issues that TfL state boroughs are “encouraged” to address for Mayor of London approval and the Council’s responses

MTS Reference and Issue	Response
<p>Planning Policy - 3.Po5: The LIP should include, ideally under the borough policy statement section, evidence that its planning policies will be in line with the London Plan.</p>	<p>‘The Council’s local planning policies are, and any plans to amend them will be, in general conformity with the London Plan.’ Added to the end of 3.3.2.</p>
<p>The inclusion of the following wording would satisfy this issue:</p>	
<p>‘Kensington and Chelsea’s local planning policy is consistent with the London Plan. Any plans to amend planning policy will be made in line with the London Plan’</p>	
<p>Cultural Life - 3.Po6: A commitment that the borough undertakes appropriate traffic management plans and traffic orders in the management of Notting Hill Carnival and the Chelsea Flower Show would be beneficial and should be included.</p>	<p>‘The Council has a designated Carnival Officer who co-ordinates the required traffic management and parking restrictions and suspensions with the Police, the City of Westminster and other stakeholders. The Council then makes an annual Traffic Order which covers road closures in certain roads and prohibits parking on single yellow lines in others. The Chelsea Flower Show operates on a much smaller scale and limited traffic management measures and parking suspensions are introduced to assist the additional traffic flow, including buses.’ Added to 5.1.2.</p>

Public Transport and Freight Interchanges - 3.Po8: The borough must substantiate the claim that there are no remaining sites in the borough suitable for further public transport and freight distribution centres and interchanges, by making reference to a specific study or report, such as TfL's Rail Freight Terminal Study. Rail freight sites are covered satisfactorily, but the availability of sites for public transport and interchanges is not covered and is required.

Furthermore, the borough should make a commitment to keep the availability of sites under review, and to take advantage of any sites should they arise in the future.

If the claim cannot be substantiated, then the Final LIP should put forward a proposal (on a Form 1) to examine the availability of suitable sites.

Health - 3.Pr7: Although the LIP identifies the borough's support for the aims of the London Health Commission the borough is not currently involved with it but views the borough's ongoing work with the local Health Authority as being in line with the Commission's London-wide strategy. The Final LIP would benefit from identifying specific transport related activities and how they interact with the Commission.

'The Royal Borough will benefit from two major new public transport interchanges at Shepherd's Bush and Imperial Wharf stations on the West London Line (WLL). Where major development proposals have been submitted, such as at Ladbroke Green, the Council has been keen to ensure the provision of good quality interchange and bus stand facilities.' Added to paragraph 5.1.4.

Final paragraph of 5.1.4 amended to read 'Whilst there are no obvious sites for new public transport / freight interchange or bus garage facilities at present, the Council will keep them under review and respond to any proposals put forward by TfL.'

'While the Council is not currently directly involved with the Commission, ' deleted from 5.1.11 and 'The Council is willing to consider future initiatives promoted by organisations such as the Commission that further improve public health.' added.

Enforcement - 4G.Pr2: The borough should state whether it contributes towards the Enforcement Task Force and to improving data sharing protocols to satisfy this issue.

Including the following wording would satisfy this issue:

'Kensington and Chelsea will consider working with the ETF on various initiatives being progressed, for example, on the Persistent Evaders database managed by the ALG TEC'.

'TfL chairs the Enforcement Task Force (ETF), which is made up of the key enforcement agencies in London, including TfL, London Councils and the Metropolitan Police. The ETF works to ensure that enforcement organisations work together to tackle the wide range of traffic enforcement issues that each organisation faces. The Council will consider working with the ETF on various initiatives including the Persistent Evaders database managed by London Councils Transport and Environment Committee.' Added to 5.5.3 and 7.6.5 (now 7.6.7).

Enforcement - 4G.Pr3: The borough should include the reasons as to why it cannot undertake the powers given in the London Local Authorities and Transport for London Act 2003 and state why it does not undertake the camera enforcement of traffic regulations in the Parking and Enforcement Plan.

New paragraph 7.6.8 added in the Parking and Enforcement Plan (PEP) - 'The London Local Authorities and Transport for London Act 2003 enabled boroughs to take on powers to enforce further non-endorsable traffic offences such as bus lane, yellow box junction marking and other moving traffic offences. The Royal Borough is the second smallest of the London boroughs. Such moving traffic offences do not currently cause major problems and local traffic policing is generally very good. Furthermore, there are currently relatively few measures or sites in the borough that would benefit from increased enforcement, either by Council employed attendants or by cameras. Kensington and Chelsea will continue to follow the results of such action by other boroughs across London with interest. However, the Council currently sees little justification to take up these powers itself.'

With respect to the camera enforcement of both moving and parking offences 'The Council does not currently use roadside cameras to enforce parking or moving traffic offences. The Council has its own streetscape guidelines and is concerned about the impact of such cameras on the streetscape as well as that of the enforcement cameras recently erected across the borough by TfL associated with the extension of congestion charging. The Council continues to be interested in the results and impact of camera enforcement elsewhere in London but cannot currently justify the introduction of roadside camera enforcement on borough roads.' added in new paragraph 7.6.9 in the PEP.

Freight - 4K.Pr2: Freight Contacts - Kensington and Chelsea is encouraged to provide the name, phone number and email address of the following areas to satisfy this issue,

General Freight Issues, Planning & Development (e.g. safeguarded rail depots),

Waste Transport, Fleet Vehicles and Environmental Health:

International - 4L.Po6: The Final LIP would benefit from clarification as to whether the borough is a member of an Airport Transport Forum or not.

Taxis, Private Hire and Community Transport - 4N.Pr1: The Final LIP would benefit from clarification as to whether lighting cctv and/or marshals have been/will be considered for any of the borough's 37 taxi ranks. What does the borough's Community Safety Team do in conjunction with the police to promote the safe use of public transport as is stated on page 90?

It is noted that safety concerns are constantly monitored and therefore programmes change. However, there appears to be little commitment to ensuring taxi ranks are safe and secure particularly for vulnerable groups at night.

5.9.2 amended to include details of appropriate positions and contact details.

'The Council is not currently a member of an Airport Transport Forum. However ...' added to 5.10.1.

'Public safety at taxi ranks has not been identified locally as a problem by either the police or the Community Safety Team. However, the Council would be happy to work with the Public Carriage Office to consider the potential for any initiatives such as marshalling or increased CCTV surveillance should the need arise. The movement towards white lighting across the borough as outlined in 5.14.4 should also help, particularly as the changeover programme is prioritised towards areas with higher general crime rates.' Added to 5.12.2.

Accessible Transport - 4O.Po1: It would be beneficial if the Final LIP identified whether the borough's Streetscape Design guidance employs any standards such as those described in the DfT's Inclusive Mobility document.

Including the following wording and reference to the DfT's Inclusive Mobility standards would satisfy this issue:

'To make the transport system in Kensington and Chelsea more accessible, the borough makes use of, or will make use of current national standards and advice, such as DfT's Inclusive Mobility standards, accessed via the following link' – http://www.dft.gov.uk/stellent/groups/dft_mobility/documents/page/dft_mobility_503282-01.hcsp#P26_471"

Integration - 4P.Po2: Kensington and Chelsea's overall approach to this proposal is positive. However, apart from the Interchange Plan no reference is made to TfL's Interchange Best Practice Guide or other good practice accessibility Guidelines. Therefore to satisfy this issue Kensington and Chelsea should include the following wording:

'Kensington and Chelsea is committed to working with TfL to improve interchanges, supports TfL's interchange plans and is also committed to following (e.g. Inclusive Mobility SRA Code - Train Services for Disabled Passengers BS*£) etc) accessibility guidelines'.

'To make the transport system across the borough more accessible, the Council makes use of, or will make use of current national standards and advice, such as DfT's Inclusive Mobility standards in conjunction with its own streetscape policies.' Added to 5.13.1.

'The Council is committed to working with TfL to improve interchanges, broadly supports TfL's interchange plans and makes use of mobility standards and accessibility guidelines including TfL's Interchange Best Practice Guide. This involves working to make the areas surrounding stations that are public highways accessible, well maintained, secure and well lit, subject to the Council's planning and streetscape policies.' Added to 5.14.1.

Table 10.4:. Other TfL Comments

Area / Comment	Response
Targets and Performance Indicators –	
Further minor details required on six targets.	9.2.1, 9.2.3, 9.2.4, 9.2.5, 9.2.7 and 9.4.6 and Tables 9.1, 9.2, 9.3, 9.5, 9.13 and 9.21 in Chapter Nine amended as appropriate.
Strategic Environmental Assessment –	
Include reference to Open Spaces, list international and European objectives, acknowledge Scoping Report in the Environmental Report, provide more detail on alternative plans and programmes considered, include more detail on the assessment of significant effects and provide some more information on potential indicators and targets.	Addendum added to Environmental Report to take on board these points where appropriate.
Equality and Inclusion -	
Include results of consultation with key equality target groups.	New paragraph 4.2.4 added and 4.2.6, 4.2.8, 4.2.10 to 4.2.15 amended.
Road Safety Plan -	
The Royal Borough's CDLIP meets the requirements of LIP Guidance and is in line with the MTS.	Noted. 6.4.13 and 6.5.14 added and 6.4.12 and 6.5.8 amended to add value.
Parking and Enforcement Plan -	

If the borough is unable to provide information it must state what its approach is, e.g. to undertaking / not undertaking camera enforcement, and provide a fully reasoned justification.

New paragraph 7.6.7 added to PEP.

If no camera enforcement locations are present in the borough then this must be stated.

New paragraph 7.6.7 added to PEP.

The on-street parking tariff needs including.

Added in Plan 7.2.

Bicycling

Reference should be made to the Mayor of London's target of a 200 per cent increase in cycling in London by 2020 and at least an 80 per cent increase by 2010.

Added in 5.8.

Walking

The Royal Borough's CDLIP meets the MTS requirements for Walking. However, the walking elements of the Final LIP could be enhanced through the provision of further detail regarding the borough's own walking targets and any local walking plan.

The Council does not currently have its own specific walking targets or a local walking plan. However, these will be considered when the Council next reviews its own local transport policies and plans.

Directorate of Traffic Management

The Final LIP would be enhanced by dedicated paragraphs on the Network Management Directorate (NMD) and the Traffic Management Act including acknowledgement of London Works as a cross border tool and the need to ensure expeditious movement of traffic within the LCN+ section.

Appropriate paragraphs added in 5.5.22.

School Travel Plan Strategy -

Provide more minor details information in some areas to support the STPS.

The School Travel Plan Strategy has been comprehensively reviewed to address these detailed comments.

Funding and Core Capacity –

Completed finance summary table needs to be included in draft final LIP

Funding – New paragraph 12.4.2 added, 12.2.2.amended and Table 12.2 amended.

Further information required on any further current Public Service Agreements or Local Area Agreements.

Core Capacity – New paragraphs 11.1.3, 11.1.4, 11.2.9 and 11.6.5 added and 11.2.8 and 11.9.2 amended.

More minor details required in some areas

Further details incorporated as appropriate.

Finance Forms 1 and 2

Several detailed comments

Revised to take on board comments where appropriate.

11. Core Capacity

11.1 Introduction

- 11.1.1 In 2001, the Audit Commission carried out a Comprehensive Performance Review of Traffic Management, Transportation and Road Safety services in the Royal Borough and assessed the Council as providing a good two-star service with excellent prospects for improvement. In 2003, it reviewed Highways and Construction Services and assessed the Council as providing an excellent three-star service that has promising prospects for improvement.
- 11.1.2 The Council achieved "Excellent" status in the Audit Commission's Comprehensive Performance Assessment in 2002, 2003, 2004 and 2005, with the Council being assessed as four star and "strongly improving" in the 2005 assessment. The performance rating for the environment core service area increased from two in 2004 to three in 2005.
- 11.1.3 The Council has no current Local Public Service Agreements (LPSA) in place. The Council has recently come to the end of a LPSA with the DfT regarding bus reliability times and the level of the financial reward is still under discussion. No funding assumptions relating to the LPSA have been included in this chapter.
- 11.1.4 The Council, in conjunction with the Kensington and Chelsea Partnership (KCP) has a Local Area Agreement (LAA) in place which runs from April 2006 to March 2009. The LAA includes as a mandatory outcome the progress made towards the school travel plan target. In addition, as local improvement outcomes/stretch targets the LAA includes the improvement of social housing in the more deprived wards in the north of the borough and improved street cleansing in the same wards. Also included is a target to improve food and nutrition in schools with the aim of encouraging more schools to take part in the Healthy Schools Programme which in turn has the development of a school travel plan as a requirement. Although some aspects of the LAA are linked to a performance reward grant, no financial assumptions relating to the LAA have been included.

11.2 Organisation and People

- 11.2.1 The Council recently appointed a new Director of Transportation and Highways in a unique arrangement with the London Borough of Hammersmith and Fulham, whereby the post holder is employed by both councils dividing his time equally between the two. It is intended that this arrangement will improve the existing links between the two councils and provide opportunities for improving procurement and service delivery.
- 11.2.2 The Directorate of Transportation and Highways forms part of the Transport, Environment and Leisure Services Business Group. The business group was formed in 2005 following a Council-wide restructuring. The Directorate consists of three services: Traffic and Transportation Policy, Highways and Construction and Parking Operations.
- 11.2.3 The Council has pioneered an award winning innovative approach to partnership working with our consultants Project Centre Ltd with seven permanent imbedded consultants working alongside Council staff in Traffic and Transport Policy and two in Highways and Construction, with additional resources being made available when required.

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- 11.2.4 Traffic and Transportation Policy is the strategic development arm of the Directorate and is responsible for traffic, transportation and parking policy; road safety engineering, road safety education, school and workplace travel planning, traffic management and environmental projects. There are 35 staff in the service (excluded the Director) including 11 (31 per cent) consultants/agency staff (including Project Centre staff). The service is currently carrying a vacancy rate of 11 per cent excluding those in-house posts that are being covered by temporary staff. A review of the structure within the service will be completed during 2007 to establish if any changes are required to improve the service.
- 11.2.5 Implementation of schemes developed by the Traffic and Transportation Policy Service is the responsibility of Highways and Construction which also manages the improvement, maintenance and repair of the Royal Borough's roads and bridges, including Albert Bridge and Chelsea Bridge over the River Thames. Its Highways Network Manager is responsible for ensuring that the Council carries out its responsibilities under the Traffic Management Act 2004. There are 34 staff in the service, including two embedded consultants from Project Centre Ltd. The service is currently carrying a vacancy rate of 15 per cent.
- 11.2.6 Parking Operations covers all aspects of the Council's parking management and enforcement responsibilities, including the procurement and management of its parking enforcement contractor. There are 125 permanent posts in the service plus five temporary posts. The service is currently carrying a vacancy rate of seven percent. There are no consultants employed in the Parking Operations office. However the on-street enforcement is contracted out.
- 11.2.7 Organisational charts for the three Services are attached in Appendix A.
- 11.2.8 The Council has a depot in Pembroke Road which provides the office accommodation for the Council's Highways Service, the Tennant Management Organisation and Sita, the Council's waste management contractor. The depot also contains a liquid petroleum gas pump and a facility for washing refuse vehicles.
- 11.2.9 The Council has a second depot in Lots Road which is used by the Council's Term contractors and which is also used for storage of reclaimed and new highway construction materials, such as reclaimed granite setts for use in conservation areas.

11.3 Management Systems - Software

- 11.3.1 The Council uses a variety of software to assist in service delivery. These are detailed below.
- Microsoft Word
 - Microsoft Excel
 - Microsoft Office
 - Microsoft PowerPoint
 - Microsoft Project
 - Microsoft Access
 - Microsoft Publisher
 - Microsoft Customer Relationship Management (Correspondence recording and management)
 - ArcMap with ArcView (GIS system)
 - GGP (GIS system (currently being phased out))
 - AutoCAD
 - SignPlot

- Auto Track
- Snap (Consultation analysis)
- LAAU Accstats
- ITrace (Travel plan monitoring)
- TfL Portal
- TfL Extranet

11.4 Plans and Policies

- 11.4.1 The Council has a large number of published plans and policies and others that are currently in development that cover issues included in the LIP and the most relevant are listed below.

Interim Local Implementation Plan (ILIP) – 2002

Local Implementation Plan Reporting and Funding 2007/2008 to 2009/2010 - July 2006

Environment Strategy 2006 – 2011 (August 2006)
(www.rbkc.gov.uk/EnvironmentalServices/OurPolicyStatement/env_strategy2006_2011.asp)

Municipal Waste Management Strategy and Action Plan 2004- 2009 (July 2004)
(www.rbkc.gov.uk/EnvironmentalServices/RubbishRecyclingLitter/strategyactionplan0409.asp)

Local Biodiversity Action Plan 2004- 2006 (October 2004)

Interim Local Implementation Plan (July 2001)
(www.rbkc.gov.uk/EnvironmentalServices/ecology/biodiversity0406.asp)

Unitary Development Plan (UDP) (May 2002) - to be superseded by the Local Development Framework currently being developed.
(www.rbkc.gov.uk/Planning/UnitaryDevelopmentPlan/default.asp)

Air Quality Action Plan (AQAP, September 2003)
(www.rbkc.gov.uk/EnvironmentalServices/AirQuality/default.asp) Currently under review - publication expected mid 2007.

Corporate Procurement Strategy (December 2005)
(www.rbkc.gov.uk/Businesszone/procurement/procurement_strategy.pdf)

Community Strategy 2005 – 2015 (November 2005)
(<http://www.rbkc.gov.uk/KCPCCommunityStrategy/general/default.asp>)

Community Safety Strategy 2005 - 2008 (May 2005)
(www.rbkc.gov.uk/YourCouncil/CommunitySafety/communitysafetystrategy20052008.pdf) - annual reports produced by Community Safety Team

Contaminated Land Remediation Strategy (November 2004)
(www.rbkc.gov.uk/EnvironmentalServices/AirQuality/f_remediation_strategy.pdf)

Contaminated Land Inspection Strategy (June 2002)
(www.rbkc.gov.uk/EnvironmentalServices/AirQuality/f_cont_land_inspect_strat0206.pdf)

Royal Borough Review of Noise and Nuisance Service Improvement Plan (June 2006)
(www.rbkc.gov.uk/howwepperform/bestvalue/bv0506_noise_nuisance_fr.pdf)

Tree Strategy (May 2005)
(www.rbkc.gov.uk/Planning/general/tree_strategy_default.asp)

Parks Strategy 2006 – 2015 (January 2006)

Directorate of Environmental Health Enforcement Policy (May 2002)
(www.rbkc.gov.uk/EnvironmentalServices/general/enforcementpolicy02.pdf)

Fleet Fuel Choice Policy

Transport, Environment and Leisure Services - Service Delivery Plan 2006/2007
www.rbkc/envserv/txtlstvw.aspx?LstID=f44393ea-24a8-4ef7-858a-73bf7e347069

Highways Asset Management Plan - currently being developed

Royal Borough Review Parking - Service Improvement Plan

Royal Borough Review Highways and Construction - Service Improvement Plan

Royal Borough Review Waste Management - Service Improvement Plan

Royal Borough Review Culture, Sport, Learning and Leisure - Service Improvement Plan

Communications Strategy 2004/2005 - 2007/2008

11.5 Decision Making Process/Stakeholder Involvement

- 11.5.1 The Council has a Cabinet System of government. The relevant Cabinet Members are the Cabinet Member for Planning Policy, Housing Policy and Transportation and the Cabinet Member for Regeneration, Environmental Management and Leisure.
- 11.5.2 Other Cabinet Members whose portfolios also include aspects of the issues included in the LIP are the Cabinet Members for Education and Libraries, Housing Services, Adult Social Care, Public Health and Environmental Health, Community Safety and Family and Children's Services. In addition to the Cabinet Members there is a Lead Member for Road Safety and Public Transport.
- 11.5.3 Decisions are primarily made by the relevant Cabinet Member through the Key Decision process although some matters may require approval by the full Cabinet or by the full Council. The Council also has Overview and Scrutiny Committees with the Public Realm Overview and Scrutiny Committee dealing with the majority of the issues contained within this LIP.

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- 11.5.4 Planning decisions are either delegated to officers for smaller schemes or are made by the Planning Committee if the development is larger or two or more objections are received.
- 11.5.5 An independent review in 2003 found many examples of high quality consultation, and our response to the review recommendations has seen standards rise even higher. Consultation is underpinned by a Statement of Principles and Guidelines for Consulting the Public, which reflects best practice standards. The guidelines are promoted by the five-strong corporate Consultation Team and by lead staff in each of the Business Groups. The Council is innovating in order to improve still further. Examples include the 80-strong panel of mystery shoppers (used instead of commissioning one-off mystery shopping exercises), the excellent work to reach the Advanced Level of the Hear by Right standard, (now being extended to younger children), use of peer interviewers for consultations on play and Council Tax, and the qualitative consultation exercises carried out for the *Community Strategy* (which included video and photo projects and drawing exercises).
- 11.5.6 The KCP was set up in 2002 to bring together local public organisations such as the Council, the police and Primary Care Trust, to work alongside the voluntary sector, business and community groups. It aims to join-up services within the borough, plan locally for the long-term, and improve quality of life in the borough, especially in more deprived neighbourhoods. In November 2005 the KCP published their second Community Strategy entitled *The Future Of Our Community 2005-2015: The Second Community Strategy for the Royal Borough of Kensington and Chelsea*. The strategy seeks to describe what the borough is like to live in, to reflect peoples' views on the things that need to change and improve and address these through a series of goals, aims and objectives. The Strategy is organised around eight themes that are listed below which deal with many different aspects of life in the Royal Borough.
- environment and transport
 - culture, arts and Leisure
 - safer communities
 - health and social care
 - homes and housing
 - community, equalities and inclusivity
 - learning
 - work and business
- 11.5.7 The Council communicates and shares the results of its consultation. A specially designed vital messages database is available on-line to partners and the public and records all consultation activity from the planning stage through to our response to the results and attendant outcomes. We also produce twice-yearly vital messages reports to Management Board and Cabinet. Feedback is a standard component of our consultation (e.g. within our residents' newspaper The Royal Borough and through regular reports to our Resident Review Panel). Another example is the feedback given to the KCP on how its views influenced the Council's Environment Strategy.
- 11.5.8 In an area such as Kensington and Chelsea it would be easy to allow the confident and articulate to be heard above other parts of the community. The Council consciously strives to avoid this. The make-up of the 1,291 strong
-

Residents' Panel is constantly monitored, and we act when necessary to make its membership more representative of the borough (e.g. through special recruitment drives to increase the proportion of Black and Minority Ethnic members). Focus groups targeted at people under-represented on the Panel (such as young people) are used on exercises such as the annual Council Tax consultation. Membership of the borough's Community Relations Advisory Group has recently been expanded to include more members of BME and faith groups. Our extensive efforts on Hear by Right help us to tap into the views of young people. Consultation on the Community Strategy sought to reach some of the hardest groups to engage, such as sex workers, travellers and small retailers.

- 11.5.9 The Council backs these efforts with money. A £300,000 annual Responding to Residents budget has paid for two extra Consultation Team staff, consultation on the *Community Strategy* and the Council's Here to Help customer care programme, setting up the Resident Reviewers Panel, two innovative Council Tax consultations and the introduction of annual opinion surveys on the quality of council services. Council resources are also used to support partners, with £310,000 made available to the KCP to fund new community engagement initiatives. Part of the Council's £75,000 grant allowed Action Disability Kensington and Chelsea to employ a consultation worker to strengthen consultation with disabled residents. The Metropolitan Police and the Primary Care Trust (PCT) have used the Residents' Panel, and the Resident Reviewers will soon take part in their first mystery shop of a partner's services (police station reception points).
- 11.5.10 We also have extensive arrangements to obtain the views of our partners. There are very close formal and informal relationships with key public sector partners and strong representation from all sectors on the KCP, as well as other partnerships. Voluntary sector views are obtained through quarterly meetings with the sector, the annual borough/voluntary organisations meeting and by attendance at Voluntary Organisation Forum meetings.
- 11.5.11 In June 2005 the Council was subject to a corporate peer review involving the Improvement and Development Agency and representatives from other local authorities. The peer reviewers concluded that "the Council understands the interests and needs of the borough" and that "Council projects and services are shaped by extensive community consultation, with the authority making significant efforts to engage with a wide range of residents including hard to reach groups". The Council wants to continue to strengthen user involvement and efforts to engage with minority communities will continue through the Kensington and Chelsea Local Area Agreement (LAA).

11.6 Data Collection and Sets

- 11.6.1 The Council has a Residents' Panel that is surveyed four times a year, membership of which changes every three years. The Council also has a mystery shopper service which assesses the quality of the services offered to the public.
- 11.6.2 Data from the 2001 census are available when required.
- 11.6.3 Traffic counts - annually and in response to specific requests.
- 11.6.4 Highways condition surveys including lighting.

11.6.5 Data from LATS 2001 and LTDS are uses when required.

11.7 Quality Management and Quality Assurance

11.7.1 Whilst the Department of Transportation and Highways has not gone down the route of ISO accreditation, quality management is considered to be a very important part of its service delivery. Quality management objectives form part of the core of the Council's Best Value Initiatives and Service Improvement Plans. The Traffic and Transportation Policy Service set up a Quality Forum of staff in 2003, following a Best Value Review, to support and enhance service delivery aims. The Forum, which meets regularly, assists in evaluating the effectiveness of services and examining potential quality improvements. It has been a very successful and effective mechanism for staff to share good practice and facilitate joint working.

11.7.2 The sharing of a Director between the Royal Borough and the London Borough of Hammersmith and Fulham will enable best practice to be shared between the two councils.

11.8 Corporate Performance Assessment (CPA), Corporate Assessment (CA), Joint Area Review (JAR) and Investors in People (IIP)

11.8.1 The Council has consistently achieved "excellent" status in the CPA Assessment with level three in transport in 2005. The Council was reassessed in October 2006 and the results are pending.

11.8.2 The Council's second CA was completed in October 2006 and as with the first inspection in 2002, the Royal Borough achieved grade four, the highest grade possible. The final inspection report comments that the Council is performing strongly with many areas of work outstanding.

11.8.3 At the same time as the CA inspection the Council had its first JAR of Childrens' Services. The Council achieved an overall rating of "outstanding", the top rating for this inspection.

11.8.4 The whole Council achieved Investors in People accreditation in December 2004.

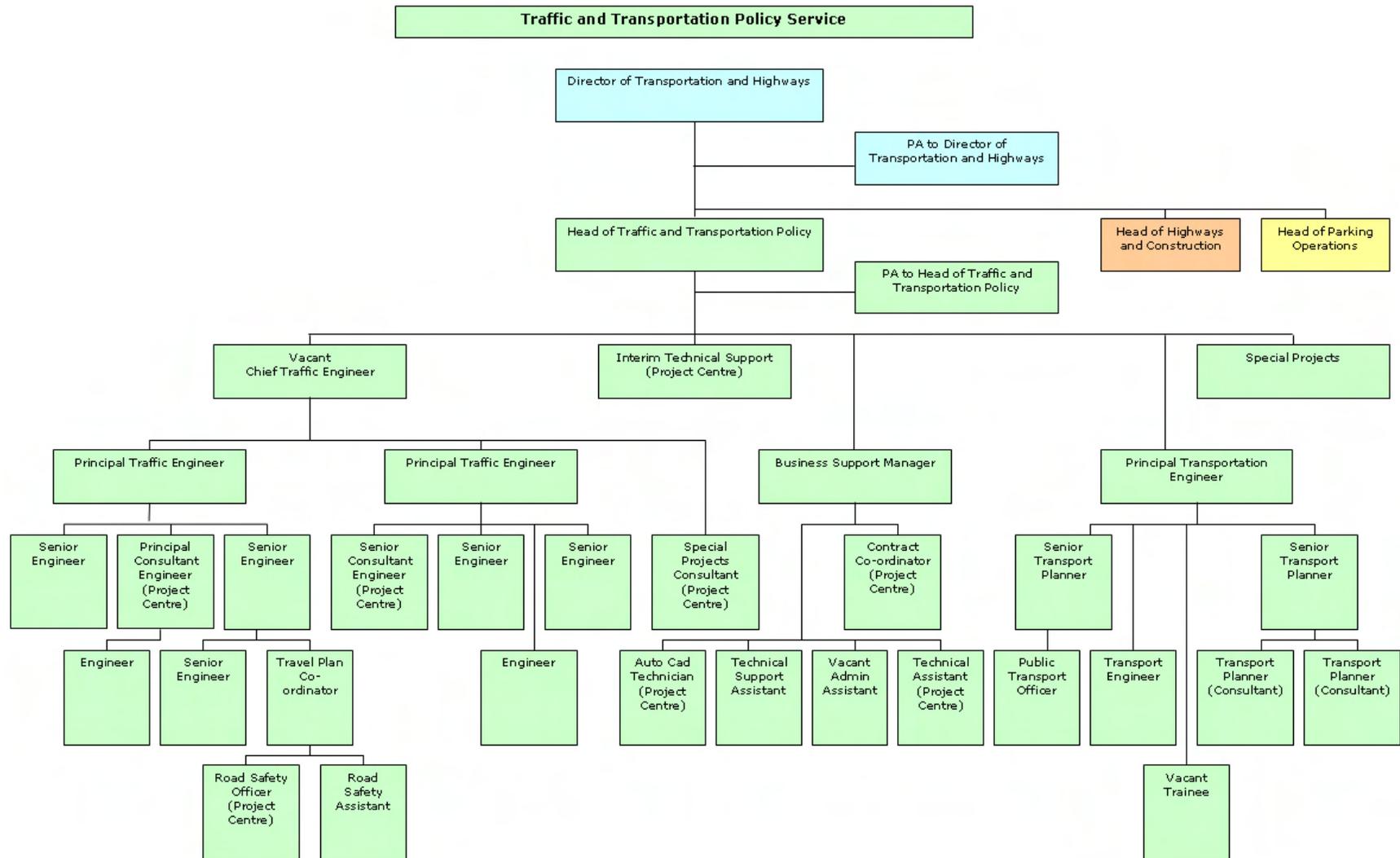
11.9 Non-financial Risks

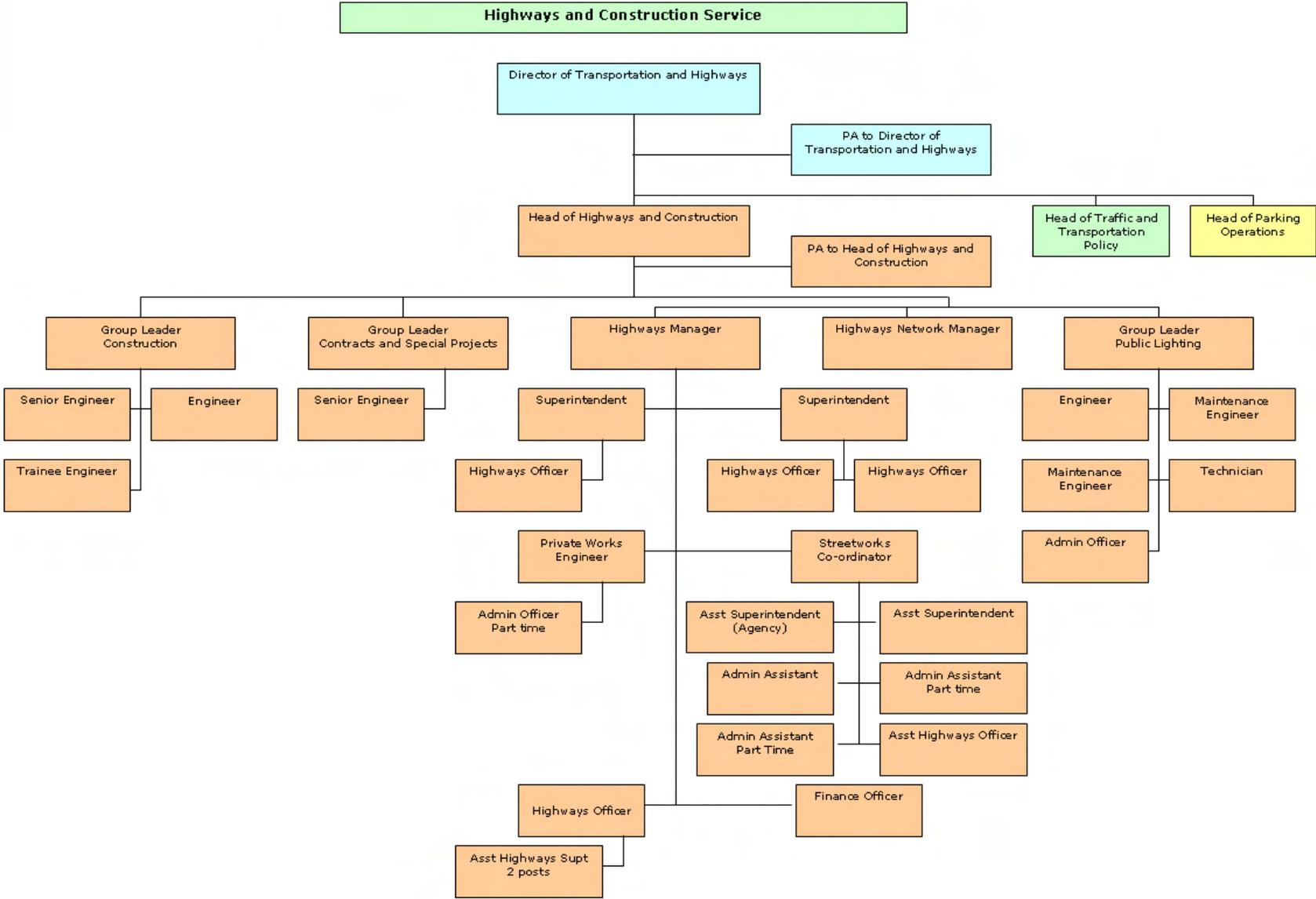
11.9.1 The Council routinely assesses risk in all its service areas and programmes and the LIP objectives and service delivery are monitored closely.

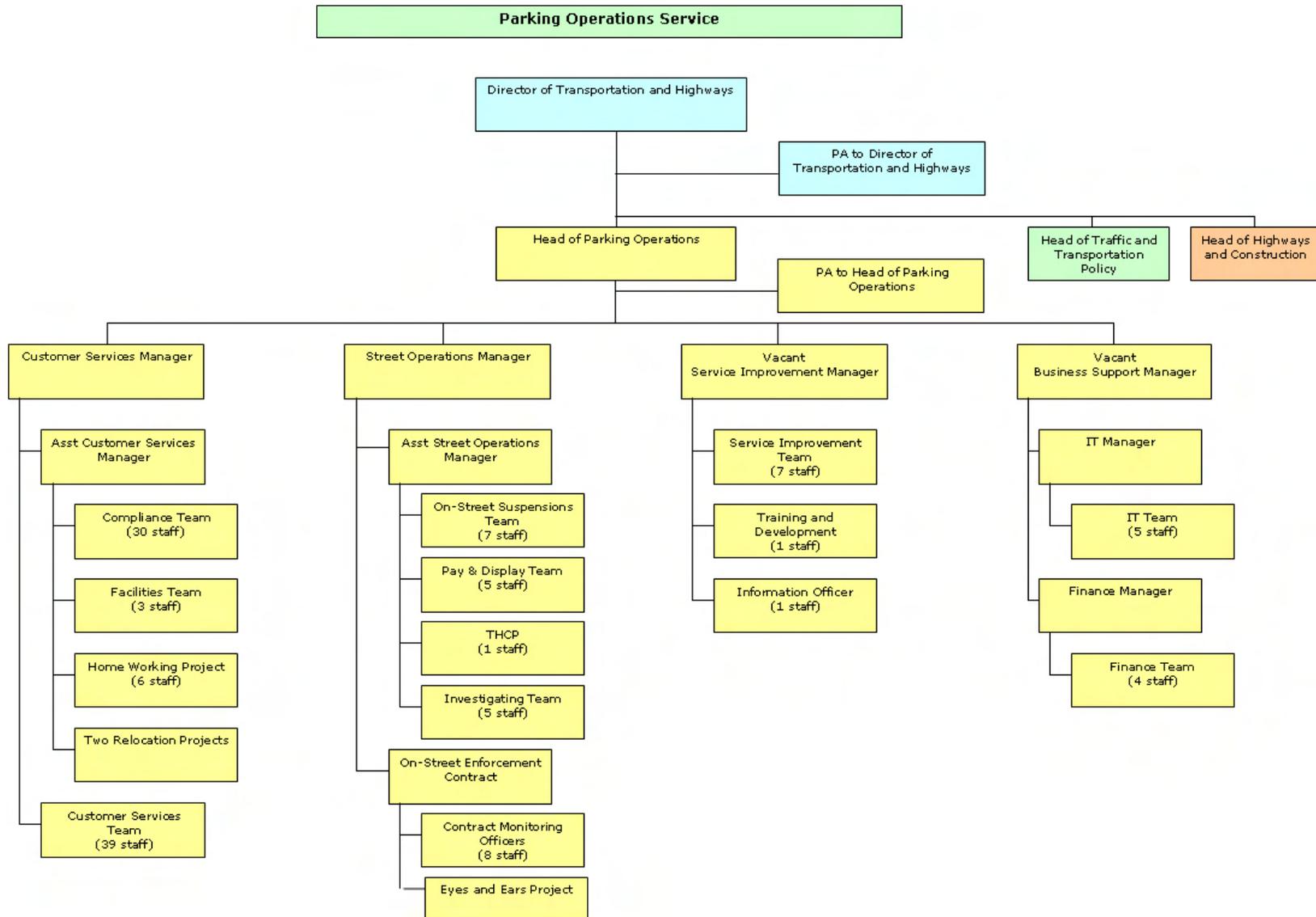
11.9.2 Risks for each project area are addressed in the LIP proposal forms. There are likely to be few non-financial risks in terms of core capacity as any capacity problems can be dealt with given sufficient resources. However, the ongoing nationwide shortage of engineering and other technical and specialised staff has inevitably had an impact on the Council's objectives and service delivery. The Council's partnership contract with Project Centre Ltd has provided an in-house seconded team, which has helped considerably in providing key support. The Council has also looked to agencies and other consultants, where necessary, to ensure that staff resources are maintained at a level to ensure that service delivery objectives can be met as effectively as possible. The Council is committed to training and retaining staff. No non-financial risks are dependent on BSP/LIP funding.

- 11.9.3 The Council has a varied and extensive ongoing programme of corporate staff training linked to staff personal development plans. It has also secured funding from TfL for a wide variety of training courses, which have proved very successful and well received by staff.

Appendix A - Organisational Charts







12. Funding Implications

12.1 Overview

12.1.1 The Council has four main sources of funding for transport projects. These are:

- the Council's own funding, a combination of council tax, parking revenues and revenue support grants and reserves
- TfL via the BSP (now LIP funding)
- TfL via other sources
- grant assistance from Government, lottery and partnership contributions

12.1.2 It has been assumed throughout the LIP that the level of funding available for London as a whole will be as indicated in TfL's business plan 2005/2006 - 2009/2010 (five year investment programme), shown in Table 12.1. It has also been assumed that the share allocated to the Royal Borough will be roughly pro-rata and comparable with or higher than existing levels of funding.

12.1.3 It has also been assumed that other sources of funding will remain at broadly similar levels as at present.

	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010
Capital	102	107	101	101	98	99
Revenue	45	48	49	50	52	53
Total	147	155	150	151	150	152

12.2 Funding Risks

12.2.1 The main funding risks are that one or more of the funding sources are significantly less or greater than anticipated.

12.2.2 If funding is significantly less than forecast the Council would reassess the situation for each programme area and in areas which it considered to be high priority, such as those supporting statutory targets, would consider reallocating other resources to these areas. Programmes which are not considered by the Council to be a high priority would be scaled down or postponed until sufficient resources become available. Each case would be considered on its merits at the time. The highest funding risk is that from developer funding and this is dependent on issues outside the Council's control. These include the availability of sites for development in an area that is already the most densely populated in England and Wales, the willingness of developers to contribute towards transport schemes and the developments actually being built.

12.2.3 There is also a risk associated with parking income both from parking permits, pay and display and fixed penalty notices, particularly with the extension of the congestion charging. It is possible that parking income, from legal and both illegal acts, could be significantly reduced as the number of visitors driving into the Royal Borough will be lower. This could have a severe negative effect on the Council being able to fund high quality streetscape design, materials used, minor and flagship traffic management schemes or the Freedom Pass.

12.2.4 If funding in any funding stream increases significantly the Council does not consider this to be a problem providing that sufficient notice of the increase is

given and that the implementation of projects could be contained within the current available resources. Increased funding would result in the programme being delivered more quickly.

- 12.2.5 The Council would like to embark on major flagship projects but these cannot be funded by the Council alone and are dependent on large complicated packages being put in place with relevant bodies and partners.
- 12.2.6 It may be necessary to acquire additional staff or consultant resources. However, it is recognised that there are shortages of suitably qualified staff.

12.3 Funding Gap

- 12.3.1 It is not anticipated that a funding gap will occur as the Council has based the works detailed in the proposal forms in Appendix II on the assessment of the predicted available funds. Table 12.2 below provides an assessment of the funds that are predicted to available within the timescale of this LIP.
- 12.3.2 Completion of the work programme is dependent on resources being available. The Council has also included schemes that the Council wishes to pursue if additional resources become available. These aspirations would be implemented in future years beyond the timescale of this LIP unless additional funding becomes available in which case some aspirational schemes will be brought forward into the LIP period. Any such changes will be notified in the annual monitoring report.

12.4 Funding 2010/2011

- 12.4.1 The Council recognises that beyond 2008/2009 uncertainties become greater. A review of the MTS is likely to be completed and there may be changes in political control at national, London and borough levels. As it is not possible to predict such changes it has been assumed that the general policy direction will remain broadly the same as at present and that programmes and funding continue along similar lines.

Table 12.2: Summary of LIP proposal funding (£thousands)

	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2009/ 2010
Council funds	29,560	31,717	32,727	43,240	37,563
Section 106	-	-	200	-	-
TfL	1,385	824	2,586	9,045	16,360
Govt Grant	-	-	-	2,900	-
Lottery	25	23	-	-	-
Other Contributions	204	118	96	1,795	-
Total Sources	31,174	32,682	35,609	56,980	53,923

- 12.4.2 TfL funding in 2008/2009 includes £3,060K for schemes that have already started, including Exhibition Road and South Kensington plus a further £1,500K for Notting Hill Gate, a town centre scheme that received funding in 2005/2006. The TfL funding figure for 2009/2010 includes £6,000K for the major repairs to Albert Bridge plus £5,400K for the ongoing schemes and Notting Hill Gate.

Table 12.3: Funding summary by scheme (£ thousands)

Scheme	FI ref	RBKC Funds					TfL funds					Other funding				
		2005/6	2006/7	2007/8	2008/9	2009/10	2005/6	2006/7	2007/8	2008/9	2009/10	2005/6	2006/7	2007/8	2008/9	2009/10
Principal Road maintenance	RO1	4551	1172	1207	1243	1200	117	114	100	440	490	0	0	0	0	0
Bus stop accessibility	BSA1	0	0	0	0	0	8	0	25	25	25	0	0	0	0	0
Bus priority	BP1	0	0	0	0	0	39	33	0	15	15	0	0	0	0	0
Ladbroke Grove PI	PI1	0	0	0	0	0	0	0	0	500	750	0	0	0	0	0
Fulham Road	PI2	0	0	0	0	0	0	0	0	40	20	0	0	0	0	0
Pedestrian facilities TLRN	PI3	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
Kings Road	PI4	0	0	158	598	0	0	0	0	100	100	0	0	0	0	0
Holland Park Avenue	PI5	0	0	60	100	0	0	0	0	60	0	0	0	0	0	0
Kensington Park Road	PI6	0	0	0	0	0	0	0	0	0	150	0	0	0	0	0
Pembridge Road	PI7	0	0	100	0	0	0	0	0	100	0	0	0	0	0	0
Albert Bridge repainting	BR1	0	0	0	20	0	0	0	10	0	0	0	0	0	0	0
Albert Bridge major repairs	BR2	12	0	0	25	0	70	0	200	50	6000	0	0	0	0	0
Albert Bridge interim measures	BR3	0	0	0	0	0	0	144	132	0	0	0	0	0	0	0
Stanley bridge	BR4	3	10	35	0	0	0	0	0	100	0	0	0	48	0	0
TfL LSS	LSS1	0	0	0	0	0	377	14	425	225	280	0	0	0	0	0
Golborne Road	ZO1	1	0	0	700	899	100	9	100	700	700	0	0	0	0	0
Road Safety ETP TfL funded	ETP1	12	12	12	12	12	5	0	22	83	83	0	0	0	0	0
Notting Hill Gate	TC1	0	0	500	2500	2100	72	0	0	1500	2200	0	0	0	0	0
Streetscape improvements TfL bid	TC2	0	0	0	0	0	0	0	0	250	750	0	0	0	0	0
Sloane Sq	SFP1	204	250	350	1705	585	200	0	500	860	0	0	0	0	0	0
Exhibition Road	SFP2	424	252	100	900	2500	200	168	300	1000	1000	166	23	0	4300	0
South Ken	SFP3	0	0	0	0	1000	0	36	0	500	1500	0	0	0	0	0

Table 12.3: Funding summary by scheme (£ thousands)

Scheme	FI ref	RBKC Funds					TfL funds					Other funding				
		2005/6	2006/7	2007/8	2008/9	2009/10	2005/6	2006/7	2007/8	2008/9	2009/10	2005/6	2006/7	2007/8	2008/9	2009/10
SfP dev and monitoring	SFP4	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0
Westbourne Park	SA1	0	0	0	0	0	0	20	0	235	80	0	0	0	365	0
Ladbroke Grove Station access	SA2	0	0	0	0	0	0	55	315	0	0	0	35	0	0	0
Hans Crescent	SA3	0	50	50	150	0	0	0	0	200	200	0	0	200	0	0
Latimer Road	SA4	0	0	0	0	0	0	0	0	120	120	0	0	0	0	0
North Pole	SA5	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0
Walking improved crossings	W1	0	0	0	0	0	0	0	20	150	150	0	0	0	0	0
Harrington Road	W2	0	0	0	0	0	0	0	0	0	120	0	0	0	0	0
Cleaning etc	W3	0	0	0	0	0	0	0	0	105	175	0	0	0	0	0
White City	W4	0	0	0	0	0	0	0	0	65	45	0	0	0	0	0
Lighting	W5	495	537	536	540	0	0	0	0	213	213	0	0	0	0	0
Westway	W6	0	0	0	0	0	0	50	0	75	400	0	0	0	0	0
LCN+	LCN1	0	0	0	0	0	6	5	147	138	113	0	0	0	0	0
Grand Union Canal	CS1	0	0	0	0	0	70	0	0	107	107	0	0	0	0	0
Cycling non LCN+	CS2	0	0	0	0	0	21	20	55	95	95	0	0	25	25	0
Review of Waiting and Loading	FS1	0	0	0	0	0	0	0	0	40	40	0	0	0	0	0
Regeneration (Westway Travellers)	RP1	0	0	0	30	0	0	0	0	100	0	0	0	0	0	0
Environment noise mapping etc	ENV1	0	0	50	0	0	0	0	40	149	109	0	0	0	0	0
M/C parking	PC1	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
Review of visitor parking	PC2	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0
Local area accessibility	AS1	0	57	0	0	0	0	50	100	285	150	0	0	0	0	0
School Travel Plans	STP1	0	0	0	0	0	89	63	65	100	100	18	18	18	0	0

Scheme	FI ref	RBKC Funds					TfL funds					Other funding				
		2005/6	2006/7	2007/8	2008/9	2009/10	2005/6	2006/7	2007/8	2008/9	2009/10	2005/6	2006/7	2007/8	2008/9	2009/10
Workplace travel plans	WTP 1	0	0	0	0	0	0	5	10	30	35	0	0	0	0	0
Travel Awareness	TA1	0	0	0	0	0	11	21	20	20	25	0	0	0	0	0
Community Car project	CT1	0	77	79	80	0	0	0	0	0	0	0	0	0	0	0
Group Transport	CT2	0	118	120	123	0	0	0	0	0	0	0	0	0	0	0
Staff Travel Plan	MISC 1	1228	1450	1650	1860	1950	0	17	0	0	0	0	0	0	0	0
Maintenance	MISC 2	332	4347	5007	5538	6000	0	0	0	0	0	0	0	0	0	0
Traffic management	MISC 3	949	1222	698	900	400	0	0	0	0	0	0	0	0	0	0
Streetscene	MISC 4	2895	2700	2842	6700	1000	0	0	0	0	0	0	0	0	0	0
RBKC funded ETP	MISC 5	24	25	27	28	29	0	0	0	0	0	5	5	5	5	0
World's End	MISC 6	128	972	418	0	0	0	0	0	0	0	0	0	0	0	0
Bridges	MISC 7	1135	202	140	142	0	0	0	0	0	0	40	0	0	0	0
Off street car parks	MISC 8	1289	1471	1205	1243	1200	0	0	0	0	0	0	0	0	0	0
Street lighting	MISC 9	1312	1621	1671	1738	1788	0	0	0	0	0	0	0	0	0	0
Street cleansing	MISC 10	7459	7600	7724	7925	8000	0	0	0	0	0	0	0	0	0	0
Community transport	MISC 11	7107	7572	7988	8440	8900	0	0	0	0	0	0	0	0	0	0
TOTALS		29560	31717	32727	43240	37563	1385	824	2586	9045	16360	229	141	296	4695	0

Appendix I - Common Statements

London Bus Priority Network – Led by Bromley

Introduction

The London Bus Priority Network (LBPN) was originally an 865km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. To aid boroughs with funding and to assist buses off the original Network from 2003, the LBPN covers all borough roads that carry buses.

The LBPN partnership is well established and recognised by TfL and boroughs alike. The LBPN is now in its eleventh year and has been preparing a consistently accepted annual bid on behalf of boroughs for bus priority.

Project Development

The cost for the implementation of bus priority schemes on the London Bus Priority Network should continue to be financed at no cost to the local authorities. Over the eleven years the project has been allocated a total of £146.65 million and the recent announcement of a further £19 million for expenditure in 2005/2006 is testimony to the success of the LBPN as a partnership delivering effective bus priority schemes across the capital. Up to the end of March 2004 the LBPN as a project has resulted in the boroughs implementing over 3,500 bus priority schemes.

Continuing support for the LBPN partnership

The Royal Borough of Kensington and Chelsea is committed to the continued support for the LBPN as a partnership that will:

- Allow a co-ordinated approach to bus priority and provide a London-wide
- Strategy that all boroughs could follow.
- Ensure that the management structure remains in place to allow the boroughs to retain their independence but at the same time provide a co-ordinated approach and effective working on the project.
- Co-ordinate future year's package bids for funding through the appropriate bidding processes

London Cycle Network (LCN+)

Policy Context

The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.

The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. The LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels. The LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.

Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

This authority is committed to the implementation of LCN+ network links numbered 119, 116, 117, 120, 118 on land under its control (as shown on the Plan 2.6). We confirm that any proposed measures on these routes will not have a negative impact on cyclists.

Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, (LBC)), TfL and other stakeholders to achieve this.

The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.

In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

Programme

LCN+ is programmed to be substantially completed by 2009/10. Details of the Council's programme can be found in Chapter Five.

Process

The LCN+ programme for the Royal Borough of Kensington and Chelsea will be developed with our officers and the LCN+ team at LBC. In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

Additionally, this borough is committed to ensuring that any resulting schemes are designed in accordance with its streetscape guidance and the TfL's London Cycling Design Standards (LCDS).

In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the LCN+ Design Check Procedure.

The Council intends to complete all CRISP assessments by 2009/2010.

This borough agrees to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.

This borough commits to using the appropriate road safety audit procedures on cycling schemes.

Monitoring and Performance

Delivery of LCN+ by 2009/2010 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.

Progress on the LCN+ programme will be measured by:

- The number of CRISP assessments completed
- Schemes designed and ready for implementation
- Additional route length delivered

A method for measuring additional route length (based on measures of level of service) is being developed by TfL.

The Council undertakes annual traffic count surveys on the LCN+ network to monitor the level of cycling.

The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.

Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long term commitment of TfL. A pilot asset management initiative was undertaken in 2004/2005 and this will be reviewed and developed further in 2005/2006.

Central London Partnership

Background

CLP acts as a facilitator and co-ordinator, bringing partners together to achieve change to improve central London as a place to live, work, invest and visit. CLP's intends to progress strategic schemes that are sub-regional in nature, have potential to deliver benefits across a wider area of central London or make a best value use of resource through a consistent cross-boundary approach.

Objectives

The focus is on an interlinked series of interventions that are designed to contribute to:

- An increase in the number of people walking, cycling and using other
- Sustainable forms of transport in central London and to address, wherever possible, the deterrents to use these
- A reduction in dependency on the car, with associated benefits for air quality and safety on the streets
- Addressing problems of social inclusion by tackling some of the transport related causes and meeting the needs of some of the less visible sectors of society
- Bringing about better conditions for walking in central London by
- contributing to an improved physical environment and public realm, which in turn helps to create both more, and also more equitable economic opportunities
- An increase in the number of employees cycling, and an associated improvement in their business's cycling infrastructure.

Commitment to the CLP project

CLP schemes engender a consistent approach to problem resolution and contribute to ameliorating both the existing problems and the impact of London's proposed growth. The schemes address walking, cycling, car share and car club initiatives, with particular reference to joint working with business where appropriate. The projects are cross-borough strategic in order to develop a consistent approach to scheme identification, development and implementation and to champion emerging best practice.

Co-ordination with other authorities

Further partners, including the Royal Parks, The Crown Estate and English Heritage, on the walking projects and London Cycle Campaign, Sustrans and business representatives of the cycling projects, have also been invited to participate in the development and implementation of ideas to promote and assist transport initiatives in central London. TfL is also included in several steering groups, for instance, for walking to ensure co-ordination is achieved and overlaps avoided and the TLRN is considered as an integral part of the network.

The groups formed for each form of transport have adopted formal management structures and developed detailed scheme selection procedures. The procedures will help identify those proposals that are likely to help achieve the objectives, and priority actions, set out in the Mayor's Transport Strategy.

The London Lorry Control Scheme

Summary

The London Lorry Control Scheme (LLCS) is an environmental measure that restricts the movement of heavy goods vehicles during the night-time and at weekends. The LLCS was established through the Greater London (Restriction of Goods Vehicles) Traffic Order 1985, an environmental control measure to stop unnecessary lorry movements disturbing the peace of Londoners at night and weekends. It is enforced by the ALG on behalf of 32 London boroughs. The control applies to vehicles over 18 tonnes in weight. Any vehicles in that category must make the fullest use of a prescribed set of roads when travelling in London at the times the traffic order is in force.

How the scheme operates

The ALG maintains the scheme, issuing permits to those lorry operators with essential business in London (around 56,000 permits per year) and provides assistance to lorry operators with information on routing. Operators are allowed to use a specific route network and this is publicised by the ALG in the form of the exempt route network. The permit system requires operators to register and confirm that they understand the requirements the scheme imposes on them if they want to make journeys at times when the control is enforced. For their part the operators have indicated a preference that the implementation of the rules is standard across the capital. It is this consistency that allows it to be effective as well as the fact that the operators do not need to liaise with a multitude of authorities. A team of enforcement officers operate through the ALG to ensure compliance and currently prosecutes about 2,000 offences under the ban each year.

There is also a complaints hotline which any member of the public can ring to report any night time and weekend lorry disturbance.

The London Lorry Control Scheme was decriminalised under the provisions of the London Local Authorities and Transport for London Act 2003. Individual boroughs attempting to provide this service would have to issue their own permits or not enforce. Part of the process would require the enforcing authority to offer route guidance and establish a protocol with other boroughs to ensure fairness in dealing with drivers who could receive multiple PCNs making one London journey. Therefore, boroughs are able to benefit from one co-ordinated approach through the ALG. Penalty charges are set at £500 for operators and £100 for drivers with a 50% discount for payment within 14 days.

South and West London Transport Conference (SWELTRAC) – Led by Richmond

Background

SWELTRAC is a well-established sub-regional partnership comprising all the key organisations and transport operators who are engaged in transportation across the South and West London area. The partnership includes ten London Boroughs, Surrey County Council, Spelthorne Borough Council, TfL, the Strategic Rail Authority and Network Rail, along with others involved in the planning or provision of transport within the sub-region.

Objectives

The SWELTRAC goals and objectives are:

- To reduce car dependency and the need to travel by providing attractive sustainable alternative modes of transport and implementing traffic restraint measures
- To provide for safe and efficient movement of people and goods
- To improve the local environment and quality of life for all
- To improve public transport accessibility by enhancing integration through better interchange and increase public transport availability
- To promote economic regeneration and social inclusion by improving sustainable accessibility for all travellers to town centres, business parks, places of education and tourist attractions

The partnership's vision for a sustainable south London is underpinned by three interrelated areas for action:

- Town centres and employment corridors
- Transport
- Quality of life (liveability)

Commitment to the SWELTRAC project

Schemes underway in 2004 include bus route improvements, accessibility improvements, the continuation of the Mitcham Urban Village project and the development of a Freight Transport Association. The SWELTRAC Travel Plan Co-ordinator has been actively engaged in developing and promoting a car sharing website – www.SharetheCar.org which forms part of the London Liftshare network. The Co-ordinator has also been working with local businesses to assist them in producing Workplace Travel Plans, as well as promoting awareness of a wide choice of travel options.

The top strategic transport priorities include:

- Extension to Tramlink
- East London Line extension
- The 'on' rail network

The Partnership also endorses proposals for Airtrack, Crossrail 1 and 2 and improved integration of transport modes. Improvements in transport is seen as critical in supporting development at town and district centres and improvements in accessibility is seen as critical to maintaining the vitality and competitiveness of our employment estates.

The North Orbital Rail Partnership (NORP)

Purpose and Membership

NORP consists of a partnership of all 18 Boroughs served by the existing Silverlink Metro franchise and will liaise with TfL to obtain the best results from investment to ensure improvement to the train services and stations. The current membership list is:

- Hertfordshire County Council
- London Borough of Barking and Dagenham
- London Borough of Brent
- London Borough of Camden
- London Borough of Ealing
- London Borough of Hackney
- London Borough of Hammersmith and Fulham
- London Borough of Haringey
- London Borough of Harrow
- London Borough of Havering
- London Borough of Hounslow
- London Borough of Islington
- London Borough of Newham
- London Borough of Richmond-Upon-Thames
- London Borough of Tower Hamlets
- London Borough of Waltham Forest
- London Borough of Wandsworth
- **Royal Borough of Kensington and Chelsea**

These local authorities form the NORP Steering Group which will meet at least twice a year, although currently it is around four times a year.

NORP has a Lead Borough (currently the London Borough of Brent) and an Executive Group which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, and Waltham Forest and the SWELTRAC Partnership. The Executive Group will meet approximately every three months, although currently it is around six times a year.

Aim

NORP's aim is to influence the outcome of three main strands of work affecting North London Railway services to be undertaken by TfL over the next few years which are:

- Safety, CCTV, lighting, information and related enhancements on Silverlink Metro trains and within stations.
- Route Corridor Plans—providing the optimum mix of frequency, capacity and route network.
- The refranchising of the Contract currently held by Silverlink Metro.

Activities

NORP encourages more use of an enhanced group of train services on the Watford DC, West London and Gospel Oak—Barking lines, i.e. the North London Railway. This is designed to reduce car dependency, improve the urban environment, stimulate regeneration, sustain town centres and reduce social exclusion; the Partnership will

develop proposals for improving accessibility, safety, security and other improvements on the approaches to stations, in conjunction with TfL London Rail and other organisations as appropriate.

NORP also lobbies Network Rail, TfL London Rail and DfT to ensure that sufficient line capacity is provided for North London Railway trains so that TfL London Rail and the NORP Partnership can achieve their objectives.

On behalf of all the London Boroughs that are members of NORP, NORP will submit Funding Bids as part of its own Local Implementation Plan to TfL Borough Partnerships for off-station and other schemes that are complementary to TfL London Rail's current on-train and on-station investment programmes.

The aim of the Funding Bids will be to secure projects in the areas surrounding and on the approach to stations served by TfL London Rail–North London Railway stations. NORP will particularly encourage Funding Bids for projects that have match-funding from non-TfL sources. These sources will include Section 106 grants from developers of redevelopments close by, or associated with, stations on the North London Railway. The projects will need to be complementary to the enhancements that TfL London Rail will be achieving for the stations on the North London Railway. The projects will also be complimentary to other enhancements that the relevant London borough(s) will themselves be co-ordinating in the area of, and on the approach to, the stations. These could include schemes such as:

- Town Centre regeneration schemes.
- Area based schemes.
- Fulfilment of London Opportunity Areas, as defined in the London Plan.
- Traffic Calming schemes that encourage the increased use of non-private transport and especially rail.
- Major and minor developments that are either in the area of the station or will affect the usage of the station

NORP intend to ensure that as TfL London Rail-led enhancements to stations and services on the North London Railway are achieved that the areas outside of, and on the approach to those stations will be enhanced at the same time. The object of co-ordinating these enhancements (i.e. both inside and outside the stations) would be to:

- Further increase the use of railway services.
- Achieve better integration between different rail services and between rail and all non-private modes of transport in London, mainly including buses, taxis, cycling and walking.
- Increase the level (and perception) of safety whilst using public transport.
- Reduce some of the increasing passenger demands on LUL services by encouraging people to use services to North London Railway stations instead of the Underground.

A Cross London Partnership for Strategic Walking Routes in London

The Royal Borough of Kensington and Chelsea is a partner in the Cross London Partnership for Strategic Walking Routes in London which is being managed by the Corporation of London as lead Borough.

This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk.

In doing so it will:

- Make a significant contribution to making London one of the most walk friendly cities in the world.
- Promote walking in London and encourage more people to walk
- Improve conditions for pedestrians along the 500km of route in the GLA area, bringing the six routes up to a standard where they are Connected, Conspicuous, Comfortable, Convenient and Convivial.
- Provide high quality walking experiences making London a more attractive place to live, work or visit.
- Increase the amount of walking generally but specifically the number of walk journeys made on the six strategic routes. This would have consequent benefits for individual physical and mental health and the local economy. Where these replace journeys otherwise made by vehicles there will also be indirect benefits including less traffic congestion, better air quality, lower noise pollution and a stronger sense of community.
- Offer attractive, cheap and reliable ways of seeing London, taking pressure off congested public transport in central London.
- Provide a strategic framework for the development of more local networks of walking improvement schemes, set exemplar standards for the design, management and promotion of quality walking environments and link the different authorities across the capital providing opportunities for people to walk north, south, east and west.

The Royal Borough is committed to completing and promoting the six strategic walks and where the borough has responsibility for maintaining these routes it will continue its maintenance duties following the completion of any works.

Appendix II – Proposal Forms
Appendix II: Proposal Forms

Form Number	Programme	Proposal
F1/RBKC/RO/1	Principal Road Renewal	
F1/RBKC/BSA/1	Bus Stop Accessibility	
F1/RBKC/BP/1	Bus Priority	
F1/RBKC/PI/1	Parallel Initiative	Ladbroke Grove
F1/RBKC/PI/2	Parallel Initiatives	Fulham Rd Earl's Court One-way System
F1/RBKC/PI/3	Parallel Initiative	Improved Pedestrian Facilities along the TLRN
F1/RBKC/PI/4	Parallel Initiative	King's Road
F1/RBKC/PI/5	Parallel Initiative	Holland Park Avenue
F1/RBKC/PI/6	Parallel Initiative	Kensington Park Road
F1/RBKC/PI/7	Parallel Initiative	Pembridge Rd/Pembridge Villas
F1/RBKC/BR/1	Bridge Strengthening and Assessment	Albert Bridge (Painting)
F1/RBKC/BR/2	Bridge Strengthening and Assessment	Albert Bridge (Strengthening)
F1/RBKC/BR/3	Bridge Strengthening and Assessment	Albert Bridge (Interim measures)
F1/RBKC/BR/4	Bridge Strengthening and Assessment	Stanley Bridge (Painting)
F1/RBKC/LSS/1	Local Safety Scheme	Proposal Development and Implementation
F1/RBKC/ZO/1	20mph Zone	Golborne Road
F1/RBKC/ETP/1	Education, Training and Publicity	Theatre in Education Practical Pedestrian Skills Training Powered Two-wheeler Casualty Reduction
F1/RBKC/TC/1	Town Centres	Notting Hill Gate
F1/RBKC/TC/2	Town Centres	Streetscape Improvements on Principal and Local Shopping Streets
F1/RBKC/SfP/1	Streets for People	Sloane Square
F1/RBKC/SfP/2	Streets for People	Exhibition Road
F1/RBKC/SfP/3	Streets for People	South Kensington Traffic Management Proposal
F1/RBKC/SfP/4	Streets for People	Proposal Development and Monitoring
F1/RBKC/SA/1	Station Access	Westbourne Park Station
F1/RBKC/SA/2	Station Access	Ladbroke Grove Station
F1/RBKC/SA/3	Station Access	Knightsbridge Station – Hans Crescent
F1/RBKC/SA/4	Station Access	Latimer Road
F1/RBKC/SA/5	Station Access	North Pole Station
F1/RBKC/W/1	Walking	Improved Pedestrian Facilities
F1/RBKC/W/2	Walking	Harrington Road
F1/RBKC/W/3	Walking	Improved Street Cleaning Street Clutter Removal Wayfinding Thames Path Pedestrian Monitoring
F1/RBKC/W/4	Walking	White City Bridge
F1/RBKC/W/5	Walking	Improved Street Lighting
F1/RBKC/W/6	Walking	Westway (West)
F1/RBKC/LCN/1	London Cycle Network	LCN+
F1/RBKC/CS/1	Bicycling	Grand Union Canal Towpath
F1/RBKC/CS/2	Bicycling	Bicycle Parking Bicyclists Training Bikes for Business
F1/RBKC/FS/1	Freight	Review of "On-street" Waiting and Loading
F1/RBKC/RP/1	Regeneration	Westway Travellers' Site
F1/RBKC/ENV/1	Environment	Electric Charging Points

Appendix II – Proposal Forms

Form Number	Programme	Proposal
		Graduated Permits Air Quality Monitoring Noise Mapping Bio Diesel Production Green Driving Guide and Green Fleet Toolkit
F1/RBKC/PC/1	CPZ	Motorcycle Parking
F1/RBKC/PC/2	CPZ	CCS Review of Visitor Parking
F1/RBKC/AS/1	Accessible Transport	Scooter Loan Project Travel Assistance Training Dropped Kerb Programme Chelsea and Westminster Hospital West Brompton Underground Station
F1/RBKC/STP/1	School Travel Plans	Award Ceremony Implementing School Travel Plans Assistance with Developing School Travel Plans Promoting School Travel Plans School Travel Plan Coordinator
F1/RBKC/WTP/1	Workplace Travel Plans	Promotion of Workplace Travel Plans Developing Work Travel Plans Walk to Work Week
F1/RBKC/TA/1	Travel Awareness	Walk to School Weeks Walk Once a Week
F1/RBKC/CT/1	Community Transport	Community Car Project
F1/RBKC/CT/2	Community Transport	Group Transport and Driver Training
F1/RBKC/MISC/1	Council Funded	Staff Travel Plan
F1/RBKC/MISC/2	Council Funded	Highways Maintenance
F1/RBKC/MISC/3	Council Funded	Traffic Management Schemes
F1/RBKC/MISC/4	Council Funded	Streetscape
F1/RBKC/MISC/5	Council Funded	Road safety education, training and publicity, school and workplace travel planning
F1/RBKC/MISC/6	Council Funded	World's End Place
F1/RBKC/MISC/7	Council Funded	Bridge maintenance
F1/RBKC/MISC/8	Council Funded	Off-street car parks
F1/RBKC/MISC/9	Council Funded	Street lighting maintenance
F1/RBKC/MISC/10	Council Funded	Street Cleansing
F1/RBKC/MISC/11	Council Funded	Community transport

Form Number:
F1/RBKC/RO/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Principal Road Renewal
Location:	Principal roads in the Royal Borough
Dates:	2007-2011

Description of Main Elements:

TfL annual funding to renewing principal road carriageways with a UKPMS condition indicator of 70 and over; and some 50-70. Conditions are based on an annual Road 2000 DVI survey. Data is also collected on the condition of footways. Footway works are considered if the footway is in a high footfall area (Prestige Walking Zone) and in poorest condition (20+). The London Borough of Hammersmith and Fulham is the lead authority for data collection about the condition of principal road carriageway and footways across London.

The visual inspection result, previously used for the BVPI and still carried out as a comparator, shows only 4.5 per cent of roads within the 70 and over condition indicator; that is RBKC is in the best quartile for London. The mechanised Scanner method now adopted shows this figure as 20 per cent, putting RBKC in the worst London boroughs. Work is still ongoing to rationalise results across all London boroughs to be more meaningful. This creates problems when setting targets for future years as parameters may still change.

The Royal Borough has a comprehensive road and footway maintenance programme. TfL funding represents a small contribution to the total spend on principal road maintenance in the Royal Borough.

The main components are carriageway resurfacing, antiskid treatment and footway maintenance in line with Hammersmith and Fulham's condition survey.

The benefits include:

- clear the backlog of roads in condition index of 70 and over by April 2011 and prevent 50-70 condition roads from entering the 70+ condition.
- reduced road noise: the Council's policy is to use quiet asphalt on all principal roads and main traffic routes.
- improved conditions for bicyclists and motorcyclists: the Council spending on carriageway maintenance on principal road is one of the main ways it improves conditions for bicyclists (particularly those using the LCN+ network) and motorcyclists.
- high quality footway maintenance helps to encourage walking and reduces accidents from falls.
- reduced loss of control accidents by improved skid resistance.
- improved streetscene.

Risks:

The Council will notify TfL Network Assurance Team (NAT) about its principal road main renewal programme.

Future funding:

The Council expects funding levels to remain relatively stable until at least 2010/2011.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total (£k)
Funding required from BSP/LIP R and F	117	114	100	440	490	1,261
Funding from other sources (Details provided below)	4,551	1,172	1,207	1,243	1,200	9,373
Total funding required	4,668	1,286	1,307	1,683	1,690	10,634
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£9,373	2007/2008 Approved				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL (NAT) ▪ Dependencies: Availability of TfL funding, LBHF ▪ Risks: Non-continuation of Roads 2000 programme, inconsistent survey results. 						

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Improving the efficiency, effectiveness and reliability of London's transport system.</p> <p>Improving journey time reliability for car users, whilst reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives, including better maintenance of roads.</p> <p>Improving the safety of users of the transport system</p> <p>Contributing to improvements in noise.</p> <p>Promoting the health of Londoners, by encouraging walking and bicycling.</p>	<p>I: Improving road safety</p> <p>II: Relieving traffic congestion</p> <p>VI: Encouraging Walking</p> <p>VII: Encouraging bicycling</p> <p>VIII: Bringing transport infrastructure to a state of good repair.</p>	<p>1. RS</p> <p>6. GTJT</p> <p>7. MS</p> <p>12. W</p> <p>13. C</p> <p>14. R</p>	<p>3.Pr4</p> <p>4G.Pr25</p> <p>4G.Pr26</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4J.Po1</p> <p>4J.Pr4</p> <p>4K.Pr4</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p>			<p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/BSA/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bus Stop Accessibility.
Location:	Borough-wide
Dates:	2007 to 2011 – ongoing activities

Description of Main Elements:

The Council will continue to work with TfL to improve the accessibility of bus stops in the Royal Borough.

The Council has a database of all the bus stops in the Royal Borough, which contains information about the layout of each stop. The data can be shown on a computer map. The Council will work with TfL and operators to identify which of these stops present the greatest problems to disabled people, older people, people with prams and so on. The Council will prioritise stops on roads with high bus flows, and stops close to hospitals or health centres.

Proposals may include reviewing or making changes to:

- The location of the stop.
- The waiting and loading arrangements at the entry and exit of the bus stop so that buses can pull into the kerb.
- Cage lengths.
- Clearway markings.
- The position of bus stop shelters and flags.
- Kerb heights.
- The need for physical measure to improve bus stop accessibility, such as the removal of bus bays.

The Council will seek to improve 6-8 bus stops a year at various locations in the Royal Borough between 2007 and 2011.

Benefits:

Fully accessible bus stops, which will compliment London buses' fleet of fully accessible buses.

Risks:

Measures will be designed, as far as possible, within TfL's Accessible Bus Stop Design Standards. However, measures will need to support the Council's Streetscape guidelines. Bus stops being looked at under Parallel Initiatives are not included in this bid. Cabinet Member approval is needed. Residents or businesses may need to be consulted.

Future funding:

The Council expects funding levels to remain relatively stable until 2010/2011

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total (£k)
Funding required from BSP/LIP R and F	8	0	25	25	25	83
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	8	0	25	25	25	83
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL London Buses and bus operators. Dependencies: TfL moving shelters and flags. Risks: Changes to streetscape or waiting and loading may need Cabinet Member approval. Residents may need to be consulted. TfL London Buses will need to support proposed improvements. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
<p>Reducing traffic congestion, by encouraging use of public transport.</p> <p>Making improvements to bus services to improve reliability.</p> <p>Reducing car dependency, by increasing travel choice.</p> <p>Making the distribution of goods and services more reliable.</p> <p>Improving accessibility of London's transport system.</p> <p>Bringing forward new integration initiatives to enhancing safety and security across all means of travel, improve interchange, and provide better information and waiting environments.</p> <p>Improving access to public transport making it easier for people to access their workplaces.</p> <p>Improving travel choice and quality.</p> <p>Providing transport links to jobs, facilities and services that meet the particular needs of people with mobility problems, women, older people, young people, and children.</p>	<p>I: Improving road safety</p> <p>II: Improving Bus Journey times and reliability</p> <p>III: Relieving traffic congestion</p> <p>IV: Improving the working of parking and loading</p> <p>V: Improving accessibility</p>	<p>1.RS</p> <p>4.BBT</p> <p>6.GTJT</p> <p>7.MS</p> <p>9.C</p> <p>10:A</p>	<p>4F.Pr2</p> <p>4F.Pr6</p> <p>4F.Pr7</p> <p>4F.Pr11</p> <p>4G.Pr12</p> <p>4G.Pr15</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Pr5</p>			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport Freight	Neutral Neutral Neutral Positive Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people, Children and Young People, Older People.	Positive

Form Number:
F1/RBKC/BP/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bus Priority.
Location:	Borough-wide
Dates:	2007 to 2011 – ongoing activities

Description of Main Elements:

The Council, in compliance with its Network Management Duties, has adopted a holistic, integrated (cross mode) approach to that seeks to balance the competing demands for road space on Busy Bus routes. The Council, therefore, includes local bus priority in other bidding areas such as Parallel Initiatives or Area Based Schemes. The Council will continue to work with the northwest sector London Bus Priority Network partnership. The London Borough of Barnet is the lead borough for the northwest sector.

This funding will cover administrative costs incurred by Boroughs when implementing bus priority proposals in the Borough between 2007 and 2011.

Benefits:

Co-ordination of bus priority measures in London. Dissemination of best practice through bus priority meetings.

Future funding:

The Council expects funding levels to remain relatively stable until 2010/2011

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total (£k)
Funding required from BSP/LIPR and F	39	33	0	15	15	102
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	39	33	0	15	15	102
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> ▪ Partners: TfL, London Buses and London Borough of Barnet ▪ Dependencies: ▪ Risks: 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging the use of public transport.</p> <p>Making improvements to bus services across London.</p> <p>Reducing car dependency, by increasing travel choice.</p> <p>Improving access to public transport making it easier for people to access their workplaces.</p> <p>Improving the efficiency, effectiveness and reliability of London's Transport System.</p> <p>Improving travel choice and quality.</p>	<p>II: Improving Bus Journey times and reliability</p> <p>III: Relieving traffic congestion</p> <p>IV: Improving the working of parking and loading</p>	<p>4.BBT</p> <p>6.GTJT</p> <p>7.MS</p> <p>9.C</p>	<p>4F.Pr2</p> <p>4F.Pr6</p> <p>4F.Pr7</p> <p>4F.Pr8</p> <p>4G.Pr12</p> <p>4G.Pr15</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p> <p>Freight</p>			<p>Neutral</p> <p>Neutral</p> <p>Neutral</p> <p>Positive</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Neutral
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/PI/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Parallel Initiative - Ladbroke Grove
Location:	Entire length of Ladbroke Grove - Holland Park Avenue to Harrow Road
Dates:	From 2007 to 2010: One-off activity

Description of Main Elements:

Ladbroke Grove is a busy bus route linking Holland Park Avenue to Harrow Road. Harrow Road and Holland Park Avenue/Notting Hill Gate are Strategic Roads.

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy bus route corridor.

In 2005/2006, the Council studied Ladbroke Grove for road safety and bus priority improvements (including traffic signals improvements between Elgin Crescent to Harrow Road).

The proposal has the following components:

- Road Safety - accident remedial measures such as new zebra crossings
- Local Bus Priority Measures such as new signals at Cambridge Gardens and improved signalled timings along the whole of Ladbroke Grove to reduce bus journey times.
- Bus Stop Accessibility – improving bus stops identified by operators where buses have problems pulling close to the kerb.
- Walking - improving the walking environment such as improved streetscape (public realm) and street lighting.
- Cycling – improved bicycle parking facilities.
- Cycling (LCN+) – improved cycle direction signing and review of cycling facilities.
- Freight – Reviewing waiting and loading.

Implementation will start in 2008/2008. The proposal will be completed in 2010/2011 with an estimated funding requirement of £700K in the final year.

Benefits include: Reduced bus journey times and improved reliability. More accessible bus stops. A reduction in road traffic casualties. Reduction in crime and the fear of crime. Improved delivery facilities for local businesses.

Risks:

The Council will work with TfL and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London. Measures need to support the Council's Streetscape guidelines. Cabinet Member approval is needed. The Council will consult with local residents and businesses.

Relevant Material: A related Station Access proposal is being made for Ladbroke Grove to improve lighting and painting the Westway from Ladbroke Grove to Portobello Market via Thorpe Close (and including the railway bridge at Ladbroke Grove station). Ladbroke Grove is part of TfL's borough bus target network (LBI Route 52).

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	Total (£k)	
Funding required from BSP/LIP Rand F	0	0	0	500	750	1250
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	500	750	1250
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL - TTS (Traffic Technology Services) and London Buses. ▪ Dependencies: Co-operation with TfL ▪ Risks: Inclusion in TfL's Signal Work Programme. Consultation with local residents and businesses 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ policy number (Appendix C)
<p>Reducing traffic congestion, by improving conditions for pedestrians. Improving bus reliability. Improving journey time reliability for car users. Supporting local transport initiatives such as road safety improvements. Improving the distribution of goods and services. Improving accessibility. Bringing forward new integration initiatives to enhance safety and security across all means of travel. Making existing neighbourhoods safe and attractive. Benefiting London’s urban fabric, visual amenity and environment particularly in town centres. Improving travel choice and quality. Improving the safety and personal security of users of the transport system. Promoting the health of Londoners, by encouraging walking and cycling.</p>	<p>I: Improving road safety II: Improving bus journey times III: Relieving traffic congestion IV: Improving the working of parking and loading arrangements V: Improving accessibility VI: Encouraging walking VII: Encouraging bicycling</p>	<p>1: RS 4: BBT 6: GTJT 7: MS 9: C 12: W 13: C</p>	<p>4F.Pr2 4F.Pr8 4F.Pr11 4G.Pr15 4G.Pr18 4G.Pr20 4I.Pr2 4I.Pr7 4I.Pr8 4J.Po1 4J.Pr5 4J.Pr6 4J.Pr7</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking Cycling Car Buses Freight</p>			<p>Positive Positive Positive Positive Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number:
F1/RBKC/PI/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Parallel Initiatives: Fulham Road, and Earl's Court One-Way System
Location:	Fulham Road, and Earl's Court One-Way System
Dates:	From 2008 to 2010. One off Activities

Description of Main Elements:

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy bus route corridor.

Fulham Road

The Fulham Road is a Principal "A Class" Road (A308), a Strategic Road and busy bus route. To the south of the Fulham Road is the King's Road (A3217); to the north is Old Brompton Road (A3218). The Earl's Court One-way System (A3220) crosses Fulham Road at its western end. Cromwell Road/Brompton Road (A4) crosses Fulham Road at its eastern end.

This proposal has the following components:

- Bus stop accessibility – improving bus stops identified by operators where buses have problems pulling close to the kerb.
- Freight – Review waiting and loading

The review will start in 2008/2009. The proposal will be implemented in 2009/2010.

Benefits include:

Bus stops that are more accessible. Buses pulling into the kerb will help to reduce traffic congestion and improve bus journey times and reliability. Improved delivery facilities for local business that will also help reduce traffic congestion.

Risks:

The Council will work with TfL Network Assurance Team (NAT) and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London. Cabinet Member approval is needed. The Council will consult with local residents and businesses.

Relevant Material: Fulham Road is part of TfL's Borough Bus Target Network (LBI Route 14).

Earl's Court One-way System (ECOWS)

Funding to review the working of the ECOWS to see if the system can revert to two-way working following the introduction of the proposed extension of the Central London Congestion Charging Scheme.

The review will take place in 2008/2009.

Benefits:

Reducing traffic congestion, improved road safety, improved bus journey time, improving the working of parking and loading arrangements.

Risks:

This funding proposal was requested as part of the complementary measures for the western extension of the Central London Congestion Charging Scheme. The Council will consult with TfL's Network Assurance Team (NAT) and Traffic Technology Services (TTS) about the review.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total (£k)
Funding required from BSP/LIP Rand F	0	0	0	40	20	60
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	40	20	60
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT and TTS). Dependencies: Co-operation with TfL. Risks: Network Assurance. Consultation with local residents and businesses. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
Reducing traffic congestion Improving bus reliability Improving journey time reliability for car users Improving accessibility Bringing forward new integration initiatives to enhance safety and security across all means of travel. Making existing neighbourhoods safe and attractive. Improving travel choice and quality.	I: Improving road safety II: Improving bus journey times III: Relieving traffic congestion V: Improving accessibility	1: RS 6: GTJT 7: MS 9: C 10: A	4F.Pr2 4F.Pr8 4F.Pr11 4G.Pr14 4G.Pr15 4G.Pr18 4G.Pr20			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Neutral Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/PI/3

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Parallel Initiatives: Improved Pedestrian Facilities along the TLRN
Location:	TLRN
Dates:	From 2008 to 2011. One off Activity

Description of Main Elements:

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy bus route corridor.

Funding to develop proposals to improve pedestrian facilities at almost 60 traffic signal junctions/pedestrian crossings along the TLRN following the introduction of the proposed extension of the Central London Congestion Charging Scheme.

The review will take place in 2008/2009. Funding for future years will be determined after the development stage.

Benefits:

Proposal will be developed to improve pedestrian crossing facilities along the TLRN in the Royal Borough. Where implemented, there will be reduction in pedestrian casualties.

Risks:

This funding proposal was requested as part of the complementary measures for the western extension of the Central London Congestion Charging Scheme. The Council will consult with TfL's Network Assurance Team (NAT) and Traffic Technology Services (TTS) about any proposals.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	100	0	100
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	0	0	100
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> Partners: TfL (NAT and TTS). Dependencies: Co-operation with TfL. Risks: Network Assurance. Consultation with local residents and businesses 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Improving accessibility</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>4G.Pr14</p> <p>4G.Pr18</p> <p>4I.Pr2</p> <p>4I.Pr7</p> <p>4I.Pr8</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number:
F1/RBKC/PI/4

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Parallel Initiative - King's Road

Location: Entire length of King's Road.

Dates: From 2008 to 2010. One off Activity

Description of Main Elements:

King's Road is a busy bus route, a major shopping destination, and a Principal "A Class" Road (A3217). To the north of King's Road is the Fulham Road, which is a Strategic Road. The Earl's Court One-Way System (A3220) (part of the TLRN) crosses the King's Road at its western end. The Chelsea Embankment (A3212) (also part of the TLRN) runs parallel to (and south of) the King's Road.

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy bus route corridor.

In 2000, the Council completed an extensive pedestrian and environmental improvement scheme along the King's Road. The scheme included measures to improve conditions for pedestrians such as wider footways, streetscape enhancements and measures to help disabled people.

This proposal seeks to build on the success of this corridor approach. It has the following components:

- Bus Stop Accessibility – Improving bus stops identified by operators where buses have problems pulling close to the kerb.
- Road Safety - Review safety of side entry treatments and new street lighting.
- Walking: Side road entry treatment – Repair, improve or remove side entry treatments (where appropriate) to enhance the walking environment and streetscape.
- Walking - Improving street lighting.
- Freight – Reviewing waiting and loading.
- Removing clutter - Rationalising existing street furniture, such as combining traffic signals with lamp columns.
- Improving signalled pedestrian crossings.

Implementation will start in 2008/2009. The proposal will be completed in 2010/2011 with estimated funding of £100 being required in the final year

Benefits include:

Bus stops that are more accessible. A reduction in road traffic casualties. Reduction in crime and the fear of crime. Improved delivery facilities for local businesses. Improved streetscape. Improved pedestrian crossings.

Risks:

The Council will work with TfL Network Assurance Team (NAT), Traffic Technology Services (TTS) and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London. Measures need to support the Council's Streetscape guidelines. Cabinet Member approval is needed. The Council will consult with local residents and businesses.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	100	100	200
Funding from other sources (Details provided below)	0	0	158	598	0	756
Total funding required	0	0	158	698	100	956
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources	£1,249	Approved	Proposal approved in principle			
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT and TTS, London Buses). Dependencies: Co-operation with TfL. Risks: Network Assurance. Consultation with local residents and businesses. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
<p>Reducing traffic congestion, by improving walking conditions.</p> <p>Improving bus reliability.</p> <p>Improving journey time reliability for car users</p> <p>Supporting local transport initiatives such as road safety improvements and co-ordination of streetworks.</p> <p>Improving the distribution of goods and services</p> <p>Improving accessibility</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London's urban fabric, visual amenity and environment particularly in town centres</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>II: Improving bus journey times</p> <p>III: Relieving traffic congestion</p> <p>IV: Improving the working of parking and loading arrangements</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>6: GTJT</p> <p>7: MS</p> <p>9: C</p> <p>10: A</p> <p>12: W</p>	<p>3.Po9</p> <p>4F.Pr2</p> <p>4F.Pr8</p> <p>4F.Pr11</p> <p>4G.Pr11</p> <p>4G.Pr15</p> <p>4G.Pr18</p> <p>4I.Pr2</p> <p>4I.Pr7</p> <p>4I.Pr8</p> <p>4O.Pr1</p> <p>4P.Po2</p>			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Neutral Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/PI/5

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Parallel Initiative - Holland Park Avenue
Location:	Holland Park Avenue (Holland Park Roundabout to Ladbrooke Terrace)
Dates:	From 2008 to 2009. One off Activity

Description of Main Elements:

Holland Park Avenue is a Principal "A Class" Road (A402), and a Strategic Road. It has two bus routes (94 and 148). TfL has proposed to extend route 31 along Holland Park Avenue. The Earl's Court One-Way System (A3220) (part of the TLRN) crosses the Holland Park Avenue at its western end.

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy corridor.

This proposal has the following components:

- Bus Stop Accessibility – Improving bus stops identified by operators where buses have problems pulling close to the kerb.
- Walking – Minor modifications to pelican crossings, and streetscape improvements (public realm).
- Traffic signal improvements.
- Freight – Reviewing waiting and loading

Implementation will start in 2008/2009. The proposal will be completed in 2008/2009.

Benefits include:

Bus stops that are more accessible. A reduction in road traffic casualties. New or improved pedestrian crossing facilities/traffic signals. Improved delivery facilities for local businesses. Improved streetscape.

Risks:

The Council will work with TfL Network Assurance Team (NAT), Traffic Technology Services (TTS) and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London. Measures need to support the Council's Streetscape guidelines. Cabinet Member approval is needed. The Council will consult with local residents and businesses.

Relevant Material: This proposal will complement a £5.1m Town Centre Area Based Scheme for Notting Hill Gate.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	60	0	60
Funding from other sources (Details provided below)	0	0	60	100	0	160
Total funding required	0	0	60	160	0	220
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources	£60	Approved	Proposal dependent upon LIP funding			
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL (NAT, TTS, London Buses) ▪ Dependencies: Co-operation with TfL. Risks: Consultation with local residents and businesses						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
Reducing traffic congestion, by improving walking conditions. Improving bus reliability Improving journey time reliability for car users Supporting local transport initiatives such as road safety improvements. Improving the distribution of goods and services. Improving accessibility. Bringing forward new integration initiatives to enhance safety and security across all means of travel. Making existing neighbourhoods safe and attractive. Benefiting London's urban fabric, visual amenity and environment. Improving travel choice and quality. Promoting the health of Londoners, by encouraging walking.	I: Improving road safety II: Improving bus journey times III: Relieving traffic congestions IV: Improving the working of parking and loading arrangements V: Improving accessibility VI: Encouraging walking	1: RS 6: GTJT 7: MS 9: C 10: A 12: W	3.Po9 4F.Pr8 4F.Pr11 4G.Pr11 4G.Pr15 4G.Pr18 4I.Pr2 4I.Pr7 4I.Pr8 4O.Po1 4P.Po2			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Neutral Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/PI/6

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Parallel Initiative - Kensington Park Road
Location:	Kensington Park Road – Pembridge Road to Elgin Crescent.
Dates:	From 2009 to 2011. One off Activity

Description of Main Elements:

Kensington Park Road a busy bus route. To the south is Notting Hill Gate (A402) - a Strategic Road - and Pembridge Road/Villas (A4206).

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy bus route corridor.

This proposal has the following components:

- Bus Stop Accessibility – improving bus stops identified by operators where buses have problems pulling close to the kerb.
- Road Safety - Review safety of kerb build-outs and pedestrian islands.
- Walking: Kerb build-out and island treatment – Repair, improve or remove these (where appropriate) to enhance the walking environment, and streetscape (public realm).
- Walking – Improve footway paving.

Implementation will start in 2009/2010. The proposal will be completed in 2010/11 with an estimated £75K required in the final year.

Benefits include: Bus stops that are more accessible. Improved streetscape.

Risks:

The Council will work with TfL Network Assurance Team (NAT) and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London. Measures need to support the Council's streetscape guidelines. Cabinet Member approval is needed. The Council will consult with local residents and businesses.

Relevant Material: Kensington Park Road is part of TfL's Borough Bus Target Network (LBI Route 52).

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total (£k)
Funding required from BSP/LIP R and F	0	0	0	0	150	150
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	0	150	150
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT) London Buses. Dependencies: Co-operation with TfL. Risks: Consultation with local residents and businesses 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
<p>Reducing traffic congestion, by improving walking and public transport.</p> <p>Improving bus reliability</p> <p>Improving journey time reliability for car users.</p> <p>Improving accessibility.</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London's urban fabric, visual amenity and environment.</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>II: Improving bus journey times</p> <p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>6: GTJT</p> <p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>3.Po9</p> <p>4F.Pr2</p> <p>4F.Pr8</p> <p>4G.Pr18</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Po2</p>			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Neutral Neutral Positive Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/PI/7

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Parallel Initiative - Pembridge Road/Pembridge Villas
Location:	Pembridge Road/Pembridge Villas – Kensington Park Rd to Westbourne Grove.
Dates:	From 2007 to 2009. One off Activity

Description of Main Elements:

Pembridge Road is a Principal "A Class" Road (A4206) and a busy bus route. To the south is Notting Hill Gate (A402) - a Strategic Road.

The Council, in compliance with its Network Management Duty (NMD), has adopted a holistic, integrated (cross-mode) approach that seeks to balance the competing demands for road space along this busy bus route corridor.

This proposal has the following components:

- Bus Stop Accessibility – Improving bus stops identified by operators where buses have problems pulling close to the kerb.
- Walking – Improve lighting. Improve zebra crossings. Improve footway paving at the Westbourne Grove end.
- Freight – Reviewing waiting and loading.

Implementation will start in 2007/2008 and be complete 2008/2009.

Benefits include:

Bus stops that are more accessible. Buses pulling into the kerb will help reduce traffic congestion and improve bus journey times and reliability. Improved crossings and streetscape. Reduced crime and fear of crime.

Risks:

The Council will work with TfL Network Assurance Team (NAT) and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London. Measures need to support the Council's streetscape guidelines. Cabinet Member approval is needed. The Council will consult with local residents and businesses.

Relevant Material: Pembridge Road is part of LBI Route 31.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	100	0	100
Funding from other sources (Details provided below)	0	0	100	0	0	100
Total funding required	0	0	100	100	0	200
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£100	Requested		Proposal dependent upon LIP funding		
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT, London Buses). Dependencies: Co-operation with TfL. Risks: Network Assurance. Consultation with local residents and businesses 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
Reducing traffic congestion, by improving walking and public transport. Improving bus reliability. Improving journey time reliability for car users. Improving accessibility. Bringing forward new integration initiatives to enhance safety and security across all means of travel. Making existing neighbourhoods safe and attractive. Benefiting London's urban fabric, visual amenity and environment. Improving travel choice and quality. Improving the safety and personal security of users of the transport system. Promoting the health of Londoners, by encouraging walking.	II: Improving bus journey times III: Relieving traffic congestion V: Improving accessibility VI: Encouraging walking	6: GTJT 7: MS 10: A 12: W	3.Po9 4F.Pr2 4F.Pr8 4F.Pr11 4G.Pr18 4I.Pr2 4I.Pr8 4O.Po1 4P.Po2			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Neutral Positive Positive Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/BR/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bridge Strengthening and Assessment: Albert Bridge - (Painting)
Location:	Albert Bridge
Dates:	2007-2009: Recurring activity.

Description of Main Elements:

Albert Bridge crosses the Thames at the junction of Chelsea Embankment with Oakley Street. The Royal Borough of Kensington and Chelsea is the authority with responsibility for maintaining the bridge. Albert Bridge is a Grade II listed structure with a unique bridge supporting system. It is, therefore, important that the bridge is maintained to a very high standard.

An eight-yearly scheduled repaint of the bridge is programmed to start in 2008. The proposal involves the repainting exposed steel work surfaces of the bridge, undertaking essential maintenance works and (where necessary) improving the lighting.

Funding in 2007/2008 is for preparing tender documents and the tendering process. The implementation starts 2008/2009.

The benefits include keeping London's road network fully operational.

Risk:

The Council will notify TfL Network Assurance Team (NAT) of works affecting the TLRN. Repainting carried out during or after strengthening works are completed (if funding is available for strengthening works).

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	10	0	0	10
Funding from other sources (Details provided below)	0	0	0	20	0	20
Total funding required	0	0	10	20	0	30

OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments
TfL outside BSP			
Borough Resources	20	Requested	
Partners (please specify)			
Other (please specify)			

Key Delivery Partners, Dependencies and Risks:

- Partners: TfL (NAT), LBW.
- Dependencies: Availability of TfL funding
- Risks: TfL funding not being allocated.

Delivery the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
Bridge Strengthening and Assessment at Albert Bridge will assist in delivering the Mayor's Transport Strategy by: <ul style="list-style-type: none"> ▪ Supporting local transport initiatives, including better maintenance of bridges and improved co-ordination of streetworks. ▪ Improving the safety of users of the transport system. ▪ Ensuring that London's road network remains fully operational. 	VIII: Bringing transport infrastructure to a state of good repair.	14. R	4G.Pr25
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport			Positive Positive Positive Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Neutral
Encouraging sustainable means of travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/BR/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bridge Strengthening and Assessment: Albert Bridge (Strengthening)
Location:	Albert Bridge
Dates:	2007-2010 – One off activity.

Description of Main Elements:

Albert Bridge crosses the Thames at the junction of Chelsea Embankment with Oakley Street. The Royal Borough of Kensington and Chelsea is the lead authority with responsibility for maintaining the bridge. Albert Bridge is a Grade II listed structure with a unique bridge supporting system. It is therefore important that the bridge is maintained to a very high standard.

TfL funding for bridge assessment is ring-fenced and is allocated (when needed) throughout the year. LoTAG/LoBEG (in partnership with and funded by TfL) carry out surveys of the condition of structures carrying principal roads. LoBEG prioritises bridge-strengthening proposals for both borough structures and Network Rail structures carrying highways.

The steel girders of Albert Bridge are suffering from corrosion. At present there is a 2 tonne weight restriction and 7ft width restriction on the bridge. The 2 tonne weight restriction is below the lowest legal level of 3 tonne. This proposal will strengthen the bridge to the minimum 3 tonne weight limit.

Works will include repairing the steel girders and strengthening the bridge to take three tonne vehicles.

The benefits include keeping London's road network fully operational.

Risks:

If TfL do not fund this works, the Council will need to identify other sources of funding the cost of repairs or closing Albert Bridge to vehicular traffic. The Council may need to install interim measures to protect the bridge before repairs/strengthening are made. The bridge will need to be closed for eighteen months during repair work in 2007/2009.

The council will notify TfL Network Assurance Team (NAT) of works affecting the TLRN.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	70	0	200	50	6,000	6,320
Funding from other sources (Details provided below)	12	0	0	25	0	37
Total funding required	82	0	200	75	6,000	6,357
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	25	Requested				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT), London Borough of Wandsworth, English Heritage, Port of London Authority. Dependencies: Availability of TfL funding, English Heritage and PLA. Risks: TfL funding not being allocated and English Heritage not approving the design. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area		Target Number	MTS Proposal/ Policy number (Appendix C)		
Supporting local transport initiatives, including better maintenance of Bridges and improved co-ordination of streetworks. Improving the safety of users of the transport system. Ensuring that London's road network remains fully operational.	VIII: Bringing transport infrastructure to a state of good repair.		14. R	4G.Pr25		

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport	Positive Positive Positive Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Neutral
Balanced road space allocation:	Neutral
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify)	Neutral

Form Number:
F1/RBKC/BR/3

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bridge Strengthening and Assessment - Albert Bridge (Interim measures)
Location:	Albert Bridge
Dates:	2007-2008

Description of Main Elements:

Albert Bridge crosses the Thames at the junction of Chelsea Embankment with Oakley Street. The Royal Borough of Kensington and Chelsea is the authority with responsibility for maintaining the bridge. Albert Bridge is a Grade II listed structure with a unique bridge supporting system. It is, therefore, important that the bridge is maintained to a very high standard. The benefits include keeping London's road network remains fully operational. Risk: The Council will notify TfL Network Assurance Team (NAT) of works affecting the TLRN.

TfL funding for bridge assessment is ring-fenced and is allocated (when needed) throughout the year. LoTAG/LoBEG (in partnership with and funded by TfL) carry out surveys of the condition of structures carrying principal roads. LoBEG prioritises bridge-strengthening proposals for both Borough structures and Network Rail structures carrying highways.

The steel girders of Albert Bridge are suffering from corrosion. A recent load assessment on the bridge revealed that the bridge is not capable of carrying the intended traffic load. At present there is a 2 tonne weight restriction and 7ft width restriction on the bridge. The 2 tonne weight restriction is below the lowest legal level of 3 tonne. Therefore, it is intended to strengthen the bridge to the minimum 3 tonne weight limit. A separate proposal for funding for this works has been submitted to TfL.

The council, however, needs to install appropriate interim measures to reduce the traffic load on the bridge, before repairs/strengthening are made.

The benefits include keeping London's road network fully operational.

Risks:

If TfL do not fund this works, the Council will need to identify other sources of funding the full cost of repairs or closing Albert Bridge to vehicular traffic. The Council will notify TfL Network Assurance Team (NAT) of works affecting the TLRN.

This will be funded through LoBEG for 2006/2007.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	144	132	0	0	276
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	144	132	0	0	276
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT), London Borough of Wandsworth. LoBEG Dependencies: Availability of TfL funding through LoBEG Risks: TfL funding not being allocated through LoBEG 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
Supporting local transport initiatives, including better maintenance of Bridges and improved co-ordination of streetworks. Improving the safety of users of the transport system. Ensuring that London's road network remains fully operational.	VIII: Bringing transport infrastructure to a state of good repair.	14. R	4G.Pr25			
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)			
Walking Cycling Car Public Transport			Positive Positive Positive Neutral			
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)			
Promoting safety and perception of safety for all travel modes:			Positive			
Encouraging sustainable means of travel:			Neutral			
Balanced road space allocation:			Neutral			
Requirements for sustainable developments:			Neutral			
Equality and Inclusion Target Group (please specify)			Neutral			

Form Number:
F1/RBKC/BR/4

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bridge Strengthening and Assessment - Stanley Bridge (Repainting)
Location:	Stanley Bridge - King's Road
Dates:	2007-2008 – one off activity

Description of Main Elements:

Stanley Bridge is located on the King's Road, where it crosses the West London Line. The Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham jointly own the bridge. The Royal Borough is the lead authority with responsibility for maintaining the bridge.

The proposal seeks to prevent the bridge corroding thus preserving the strength and integrity of the bridge. The exposed steel surface of the whole bridge will be repainted. If defects in the bridge (over or adjacent to the rail tracks) are detected during repainting they will be repaired. Works will be implemented in 2007/2009.

The benefits include keeping London's road network fully operational.

Risk:

The Council will notify TfL Network Assurance Team (NAT) of works on this part of the King's Road – which is a Strategic Road. The scheme hinges on Network Rail (NR) agreeing appropriate track possessions.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	100	0	100
Funding from other sources (Details provided below)	3	10	83	0	0	96
Total funding required	3	10	83	100	0	196
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£13	Approved				
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> Partners: TfL (NAT - to be notified that works are to be carried out), NR, LBHF. Dependencies: Co-operation of Network Rail, TfL funding. Risks: Depends on Network Rail (NR) agreeing appropriate track possessions, TfL funding. 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
Supporting local transport initiatives, including better maintenance of bridges and improved co-ordination of streetworks. Improving the safety of users of the transport system. Ensuring that London's road network remains fully operational.	VIII: Bringing transport infrastructure to a state of good repair.	14. R	4G.Pr25
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport			Positive Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Neutral
Encouraging sustainable means of travel:			Neutral
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/LSS/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Local Safety Scheme – Proposal Development and Implementation
Location:	Borough-wide
Dates:	2007 to 2011 – On going

Description of Main Elements:

Funding to implement Local Safety Schemes that will reduce the number and severity of road traffic casualties, particularly those groups highlighted by National and London targets.

Most casualties in the Royal Borough occur on the Transport for London Road Network (TLRN) or the main east/west and north/south routes. Royal Borough routes are mainly shopping streets that experience competing and often conflicting demands for road space, such as vehicles wishing to wait and load, bus and pedestrian access and through traffic.

Local Safety Schemes will result from the following types of study.

- Route Studies
- Mass Action Plans – such as anti skid treatment
- Cell Studies
- Hot Spots/Cluster Locations
- Junction studies

Detailed proposal will be identified once collision analysis and modelling works are complete.

Benefits – Reduction in the number and severity of casualties to meet Government and TfL targets.

Risks: As with many other local authorities, it is becoming more difficult to identify local safety schemes that result in a first year rate of return (FYRR) of 100 per cent or more, as most of the easy win sites have already been treated. Cabinet Member approval is needed and generally they are subject to consultation. The Council may need to consult with Traffic Technology Services (TTS).

Funding for proposal identification and monitoring in 2007 to 2011.

Benefits – development of schemes to reduce the number and severity of casualties to Government and TfL targets.

Future funding:

The Council expects funding levels to remain relatively stable until 2010/2011 and beyond.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	427	14	425	225	280	1,371
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	427	14	425	225	280	1,371
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL London Road Safety Unit, Traffic Technology Services. Dependencies: Agreement of proposals with local residents and consultation target groups. Risks: Local consultation and Members approval required. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area		Target Number	MTS Proposal/ Policy number (Appendix C)		
Supporting local transport initiatives such as improved road safety. Enhancing safety and security across all means of travel. Making existing neighbourhoods safer. Improving the safety and personal security of users of the transport system.	I: Improving Road Safety. 10: A		1.RS	3.Pr7 4G.Pr7 4I.Pr7 4J.Pr5 4O.Po1		
Modal Impact (please list the modes affected)				Impact (Positive, Negative, Neutral)		
Walking Cycling Car Public Transport Motor Cycles				Positive Positive Positive Positive Positive		

Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Neutral
Balanced road space allocation:	Neutral
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Older People and Disable People	Positive

Form Number:
F1/RBKC/ZO/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	20mph Zone – Golborne Road.
Location:	Borough-wide
Dates:	2007 to 2010 – One off

Description of Main Elements:

Funding to take forward a 20pmh zone in Golborne Road.

Golborne Road is a vibrant and interesting shopping and market street located in the north of the Royal Borough. It is also an important east/west route through the Royal Borough. As such, it needs to remain a two-way road. Emergency and refuse vehicles also need full access.

On market days, stalls are located on the carriageway. They are quite wide and can act as a barrier to safe pedestrian movement. The street becomes very crowded and the distinction between the footway and market spaces becomes blurred. This overcrowding on the pavements means that pedestrians spill onto the carriageway.

In the three years ending 31 December 2005 Golborne Road had eight reported personal injury accidents resulting in eight casualties (one serious and the remainder slight). Of the eight casualties, two were pedestrians (all slight, one child). These casualty numbers reflects the high level of conflict between road users in this busy and confined space.

In 2005/2006 consultants were employed by the Council (using £150k from the Council's own budget) to draw up a 20mph proposal for Golborne Road. In 2006/2007, the Council was allocated £100,000 to further develop the 20mph zone proposal. A key element of this work was to understand pedestrian behaviour over the length of this road so that appropriate crossing facilities can be identified.

The Council is seeking further funding to implement a proposal in 2007 to 2010.

The project seeks to tackle road safety in the area. Components of the scheme may include:

- The introduction of a 20mph speed limit to reflect existing average daytime speeds.
- Physical measures to reinforce the 20mph limit to encourage motorists to drive with caution.
- New compact, easy to store market stalls.
- Physical measures to tackle barriers to walking, such as new or improved pedestrian crossings and wider footways.
- Improved accessibility for disabled people.
- Improved street lighting.
- Improved pedestrian wayfinding.
- Revised waiting and loading arrangements.
- Changes to traffic signal and timings.

The benefits include a reduction in road traffic casualties, a reduction in inappropriate speeds, improved streetscape, promoting walking, improved pedestrian environment, less crowded footways, improved balance between pedestrians and traffic. Reducing crime and the fear of crime. The central part of Golborne Road is located in an area that is in 5 per cent most deprived Super Output Areas (SOA) in England in 2004 (with other part 10-20 per cent). This scheme will help regenerate the area.

Risks:

- Consultation with residents and businesses
- Cabinet Member approval is needed.
- Measures need to support the Council's Streetscape guidelines.
- The proposal was requested as part of the complementary measures for the western extension of the Central London CCS.

It maybe appropriate for this scheme to become a streets for people or parallel initiative scheme.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	100	9	100	700	700	1,609
Funding from other sources (Details provided below)	1	0	0	700	899	1,600
Total funding required	101	9	100	1,400	1,599	3,209
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: Portobello Management Committee ▪ Dependencies: Residents, local retailers and market ▪ Risks: Consultation and member approval 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Supporting local transport initiatives such as improved road safety, walking, access to town centres and regeneration.</p> <p>Improving accessibility</p> <p>Enhancing safety and security across all means of travel.</p> <p>Making existing neighbourhoods more sustainable, safe and attractive.</p> <p>Benefit London’s urban fabric, visual amenity and environment, particularly in town centres.</p> <p>Improving travel choice and quality</p> <p>Improving the safety and personal security of users of the transport system.</p>	<p>I: Improving Road Safety.</p> <p>IV: Improving the working of parking and loading</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking.</p>	<p>1.RS 7.MS 9.C 10.A 12.W</p>	<p>3.Pr7 4G.Pr9 4G.Pr10 4G.Pr11 4G.Pr14 4G.Pr15 4I.Pr2 4I.Pr7 4I.Pr8 4O.Po1 4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled People			Positive

Form Number:
F1/RBKC/ETP/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Education, Training and Publicity - Theatre in Education, Practical Pedestrian Skills Training, Powered Two-wheeler Casualty Reduction, resource packs, Managing Occupational Road Risk, Pre-driver Education.
Location:	Borough wide
Dates:	Recurring Activity

Description of Main Elements:

Education, training and publicity seek to improve awareness about road safety through local initiatives such as theatre in education. The benefits are: increased awareness about road safety and reduced road traffic casualties, particularly for vulnerable road users such as children and young people, and motorcyclists.

Theatre-in-Education

Funding to provide theatre in education – annual theatre performances for secondary school pupils.

Years 8 and 9.

Productions explore road safety issues such as the importance of using seatbelts (called Perfect) or how to behave as passenger (called Drivetime). Other performances address general road safety issues, which seek to increase teenager's awareness of road safety as they become more independent.

Years 10 and over

A pre-driver education programme promoting safe driving. It recognises that young inexperienced drivers have a higher risk of being involved in a road accidents compared with older drivers with more experience. Potential productions include Pills, Thrills and Automobiles, Too much Punch for Judy or The Buzz.

Risks: Participation of secondary schools in the initiatives. The number of performances depends on the availability of the theatre group.

Practical Pedestrian Skills Training

Pedestrian training post to deliver on-going practical pedestrian skills for pupils aged 6 and 7. Will provide instruction and activities on how to cross the road safely. The training programme is called Stepping Out Safely. It combines aspects of Kerbcraft – (DfT) and Let's Decide – Walk Wise (RoSPA), which many schools felt unable to commit to because of time constraints. It consists of six sessions:

- Safe walking on the pavement
- Discovery trail
- Safer versus dangerous crossing places
- Crossing safely at parked cars
- Crossing safely near junctions
- Decision trail

Benefits. Training will increase children's awareness about pedestrian road safety, reduce child pedestrian casualties, and provide life-time skills that reduce casualties when children become adults. The Council will monitor it through casualty statistics and the number of children receiving training. Requests for a practical pedestrian skills scheme have been received by the Council in a number of school travel plans.

Risk: The Royal Borough does not have funds to staff a practical pedestrian skills training programme currently. It is therefore seeking funds from TfL to pay for a part-time term-time pedestrian skills trainer.

Powered Two-wheeler Casualty Reduction

Funding for on-going initiatives seeking to reduce the high number of two-wheeler rider casualties in the Royal Borough – motorcycles account for about a quarter of the total casualties in the Royal Borough.

The Council has two approaches:

Work-based Initiatives

- The Council will work with companies (with premises in the Royal Borough) employing motorcycle couriers. It will seek to improve road safety by, for example, persuading companies to set realistic delivery times.
- The Council will work with other companies to reduce motorcycle casualties as part of workplace travel plans.

Motorcycle riders in the Royal Borough.

- Residents applying for a parking permit - both drivers and riders – are sent leaflets about motorcycling with their permit. The leaflets are free, so there are no costs involved.
- Motorbikes and mopeds parked in the Royal Borough will be leafleted once a month with a safety message (such as advanced training, conspicuity, and motorcycle parking). The Council will employ a distribution company to deliver the leaflets. The initiative links a proposal to provide secure motorcycle parking bays for residents. Residents who pass an advanced riding course will also pay less for a residents' motorcycle parking permit.

Expected benefits: Reduced motorcycle casualties and theft. The Council monitors casualty statistics as well as the number of leaflets distributed, or the number of participating courier companies and work travel plans.

Resource Packs

The development of resource and curriculum guidance packs for use in each Key Stage providing details of links to National Curriculum Attainment Targets, Numeracy and Literacy requirements. This programme aims to provide teaching staff with the framework and guidance necessary to deliver a comprehensive and progressive programme of road safety education fully integrated into the day to day curriculum. Each pack will consist of ideas for lesson plans, details of links to existing resources on the Internet and details of resources that can be borrowed from the Council.

Benefits - Increase in road safety awareness across the full age range of school pupils resulting in a decrease in child casualties.

Risks - Schools not wishing to use the resource.

Managing Occupational Road Risk

The Council wishes to develop a combined approach to workplace travel development and companies addressing work related road safety along similar lines to the approach used in developing school travel plans. The project will aim to work with individual companies and provide them with appropriate resources to enable them to put into place effective plans to manage their occupation road risk. Initial analysis of the casualty data has shown that over half of accidents in

2005 occurred during the working day and it can be assumed that a significant number of these will have involved people travelling while at work.

Benefits - A reduction in the number of casualties.

Risks - Poor take up by local companies.

Pre-Driver Education

The Council recognises that young novice drivers are over represented in the casualty data. This project aims to introduce a pre-driver education course into all secondary schools, both state and independent in the Royal Borough to support and develop the theatre in education proposal detailed above. The Council will be looking to work with partners such as the police, Fire Brigade, Ambulance Service and the Driving Standards Agency and is considering including a presentation such as Safe Drive Stay Alive to be provided annually as part of the programme.

Benefits - Reduction in the number of accidents involving young drivers

Risks - Lack of cooperation from prospective partners, lack of interest from schools

Future funding:

The Council expects its own and TfL funding levels to remain relatively stable until 2010/2011

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	5	0	22	83	83	193
Funding from other sources (Details provided below)	12	12	12	12	12	60
Total funding required	17	12	34	95	95	253
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£12k/pa	Approved		Theatre in Education (Way to Go, Why did the chicken)		
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

- Partners: Schools, theatre companies, courier companies, companies participating in work travel plans
- Dependencies: Co-operation from schools, courier companies and companies participating in work travel plans
- Risks – Schools, courier companies do not co-operate with initiatives.

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
Bringing forward new integration initiatives to 'enhance safety and security across all means of travel...'. Contributing to making existing residential areas safe. Improving the safety of users of the transport system. Promoting the health of Londoners, including encouraging more walking.	I: Improving road safety	1: RS 2: SRS 8: STP	4P.Pr4
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Pedestrians Motor cyclists Car			Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Children and young people			Positive

Form Number:
F1/RBKC/TC/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Town Centres – Notting Hill Gate
Location:	Notting Hill Gate – from Campden Hill Road to Bayswater Road. Pembroke Road (from Notting Hill Gate to Kensington Park Road). Kensington Church Street (from Kensington Mall to Notting Hill Gate).
Dates:	From 2007 to 2011. One-off Activity

Description of Main Elements:

Notting Hill Gate is one of the Royal Borough's Principal Shopping Centres. At its heart are the underground station, and several bus stops located on Notting Hill Gate, Pembroke Road and the Kensington Church Street. In 2004/2005 TfL allocated £60k to the Royal Borough (via the Central London Partnership) to develop a safe routes to Notting Hill Gate station proposal. An additional £80k funding was allocated in 2005/2006 for Stage 2 of the project.

For Stage 2, three options were drawn up.

- Option 1 – looked at minimal changes to the highway layout, but rationalised the street furniture and paving materials.
- Option 2 – looked at highway alignment with more space for pedestrians, with new and improved pedestrian crossings and improve access to the station.
- Option 3 – was a more radical look at the area, how the street was used, and changing the priority from vehicles to pedestrians, particularly at the underground station.

The severity and location of personal injury accidents was investigated, together with collision analysis. Detailed pedestrian movement surveys were conducted, mapped and analysed. This information was used with traffic modelling to investigate which option would work best for Notting Hill.

Through this process, Option 2 was identified as the most workable option and was taken forward for more investigation in 06/07. This will involve consulting residents and business; consulting TfL Traffic Technology Services (TTS) and TfL Network Assurance Team (NAT) - Notting Hill Gate is part of the A Road network (A402) and on TfL's Strategic Route Network. The Council will also look at traffic management arrangements and identify detailed costs to design and construction of the proposal. Origin and Destination surveys are also being undertaken to work out how traffic moves through the area in more detail.

Implementation will start in 2007/2008 and be completed in 2010/11.

Option 2 has the following components:

Road Safety

- A reduction in the number and severity of casualties, especially for pedestrians.

Walking

- Physical measures to tackle barriers to walking, such as improving the location and layout of pedestrian crossings.
- Wider footways.
- Streetscape improvements (public realm) such as improved paving, reduced street clutter, tree planting, and seating.
- Improving street lighting.

Accessibility

- Improved on-street provisions for disabled people, particularly at pedestrian crossings.

Interchange

- Improved interchange between the underground station and bus stops and by foot.

- More accessible bus stops.
- Bus stops relocated to locations that are more suitable.

Cycling

- A central reservation will be provided to allow bicycle parking.

Freight

- Reviewing waiting and loading and enforcement levels.

Traffic

- Traffic signals – The new layout will be controlled by traffic signals incorporating pedestrian crossings.
- Controls on right turning movements at two junctions.
- Network Assurance will need to approve proposals once identified

Benefits include:

- Improved interchange between the underground station, walking and buses.
- Promoting more walking by improving public perception of walking.
- Improved pedestrian environment.
- Improved accessibility for disabled people.
- Less pedestrian severance across Notting Hill Gate.
- A reduction in road traffic casualties.
- Reduction in crime and the fear of crime.
- Improved delivery facilities for local businesses.
- Improved streetscape.
- Option 2 will not affect bus routes or journey times.

Risks:

- The Council will work with TfL Network Assurance Team (NAT) and Traffic Technology Services (TTS).
- Measures need to support the Council's Streetscape guidelines.
- Cabinet Member approval is needed.
- The Council will consult with local residents and businesses.

Further Information

- Notting Hill Gate is on TfL's Borough Bus Target Network (LBI Routes 52 and 31).

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	72	0	0	1,500	2,200	3,772
Funding from other sources (Details provided below)	0	0	500	2,500	2,100	5,100
Total funding required	72	0	500	4,000	4,300	8,872
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

<ul style="list-style-type: none"> Partners: TfL (NAT) (TTS) Dependencies: Co-operation with TfL. Risks: Network Assurance, TTS. Consultation with local residents and businesses 			
Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Supporting local transport initiatives such as improving access to town centres, road safety improvements and walking and cycling.</p> <p>Improving the distribution of goods and services</p> <p>Improving accessibility</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel and providing better waiting environments.</p> <p>Supporting sustainable economic growth by providing improved access by public transport, walking and cycling.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural centre.</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>II: Improving bus journey times and reliability.</p> <p>III: Relieving traffic congestion</p> <p>IV: Improving the working of parking and loading arrangements.</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p> <p>VII: Encouraging cycling</p>	<p>1: RS</p> <p>4: BBT</p> <p>7: MS</p> <p>9: C</p> <p>10: A</p> <p>12: W</p> <p>13: C</p>	<p>3.Po9</p> <p>3.Pr7</p> <p>4E.Pr13</p> <p>4F.Pr3</p> <p>4F.Pr6</p> <p>4F.Pr8</p> <p>4G.Pr10</p> <p>4G.Pr11</p> <p>4G.Pr15</p> <p>4G.Pr18</p> <p>4G.Pr19</p> <p>4I.Pr2</p> <p>4I.Pr7</p> <p>4I.Pr8</p> <p>4J.Pr1</p> <p>4J.Pr7</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number: F1/RBKC/TC/2		Royal Borough of Kensington and Chelsea
LIP PROPOSAL DELIVERY FORM		
Summary of Proposal:	Town Centres – Streetscape Improvements on Principal and Local Shopping Streets.	
Location:	Seventeen Sites throughout the Royal Borough.	
Dates:	From 2007 to 2011. One-off Activity	
Description of Main Elements:		
<p>Funding to make streetscape improvements at seventeen shopping centres (principal or local as identified in the Council's Unitary Development Plan). In total, there are nine principal and 37 local shopping centres and 22 other main roads in the Royal Borough. Of these 68 sites, the Council has excluded streets on the TRLN, streets that have been the subject of recent improvements (such as Kensington High Street), or streets that have been included in other future proposals (such as Sloane Square and Exhibition Road). This process led to a short list of 17 potential locations; identified in Plan 4.</p> <p>Proposals for each location will be developed between 2008/2009 and 2009/2010. Implementation will start in 2009/2010 and be completed in 2010/11. It is anticipated that £750k will be required in 2010/2011.</p> <p>The proposal has the following components:</p> <p>Streetscape improvements such as:</p> <ul style="list-style-type: none"> ▪ Improved paving. ▪ Reduced street clutter, such as combining street lighting with traffic signals or removing unnecessary guard railing. ▪ Tree planting. ▪ Seating and other street furniture. ▪ Improved street lighting. <p>Walking</p> <ul style="list-style-type: none"> ▪ Physical measures to tackle barriers to walking, such as improving the location and layout of pedestrian crossings. <p>Accessibility</p> <ul style="list-style-type: none"> ▪ Improved on-street provisions for disabled people, particularly at pedestrian crossings. <p>Interchange</p> <p>Improved interchange between the underground station and bus stops and by foot.</p> <p>Traffic</p> <ul style="list-style-type: none"> ▪ Improved traffic signals – to incorporate pedestrian crossings. ▪ Review waiting and loading. <p>Benefits include:</p> <ul style="list-style-type: none"> ▪ A reduction in the number and severity of casualties, especially for pedestrians. ▪ Improved interchange between the underground station, walking and buses. ▪ Promoting more walking by improving public perception of walking. ▪ Improved pedestrian environment. ▪ Improved accessibility for disabled people. ▪ Reduction in crime and the fear of crime. ▪ Improved delivery facilities for local businesses. ▪ Improved streetscape. <p>Risks:</p> <ul style="list-style-type: none"> ▪ The Council has consulted residents about this proposal. However, residents and businesses will need further consultation about detailed designs for each location. ▪ The Council will work with TfL Network Assurance Team (NAT) and Traffic Technology Services 		

(TTS).

- Measures need to support the Council's Streetscape guidelines.
- Cabinet Member approval is needed.

This proposal was requested as part of the western extension of the Central London CCS.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	250	750	1,000
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	250	750	1,000
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> • Partners: TfL (NAT) (TTS) • Dependencies: Co-operation with TfL. • Risks: Network Assurance, TTS. Consultation with local residents and businesses 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking.</p> <p>Reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives such as improving access to town centres, road safety improvements and walking and cycling.</p> <p>Improving accessibility</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel and providing better waiting environments.</p> <p>Supporting sustainable economic growth by providing improved access to public transport, walking and cycling.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural centre.</p> <p>Improving travel choice and quality.</p> <p>Providing transport facilities that meet the needs of people with mobility problems.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>III: Relieving traffic congestion</p> <p>IV: Improving the working of parking and loading arrangements.</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>7: MS</p> <p>9: C</p> <p>10: A</p> <p>12: W</p>	<p>3.Po5</p> <p>3.Po7</p> <p>3.Pr2</p> <p>4F.Pr11</p> <p>4G.Pr11</p> <p>4G.Pr12</p> <p>4G.Pr14</p> <p>4G.Pr15</p> <p>4I.Pr2</p> <p>4I.Pr7</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people, Women (particularly at night)			Positive

Form Number:
F1/RBKC/SfP/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Streets for People – Sloane Square

Location: Sloane Square.

Dates: From 2007 to 2009. One-off Activity

Description of Main Elements:

The Mayor of London has identified Sloane Square as an area for improvement and one of the 10 pilot projects in the Mayor of London's 100 Open Spaces initiative and is a World Squares For All project.

In the last few years, the Royal Borough has received TfL funding to develop a staggered crossroads option for Sloane Square, which creates additional and more accessible open space for pedestrians and greatly improves the look of the square. Following the overwhelming support for the option in an extensive public consultation carried out in early 2005, the Council agreed to take the option to the next stage of detailed design. TfL also agreed to fund 50per cent of the cost of the implementing the option.

The detailed design has been developed through an Advisory Group set up by the Council for the purpose. However, the Council received petitions and representations (last year and earlier this year) from Save Sloane Square Action Group, who are opposed to the loss of the gyratory. The Council, therefore, has decided to carry out a further public consultation on the staggered crossroads option and a workable gyratory option to be formulated in liaison with the Save Sloane Square Action Group. This additional work is to be funded separately by the Royal Borough. The consultation is scheduled to take place this autumn. This has delayed the original programme for the project and it is now anticipated that implementation works will start in 2007/2008 and be completed 2008/2009. The Council will keep TfL updated on the funding requirements for the project.

This proposal has the following components:

- Road safety – A reduction in the number and severity of casualties, especially for pedestrians.
- Road safety – Reduction in inappropriate speeds.
- Walking Physical measures to tackle barriers to walking, such as improving the location and layout of pedestrian crossings.
- Walking – Wider footways.
- Walking - Streetscape improvements such as changes in surface arrangements, improved paving, tree planting, water features, and seating.
- Walking - Improving street lighting.
- Accessibility – Improved provision for pedestrians in particular disabled people.
- Bus Stops – Relocation of bus stop. One bus stop will be further away from the station so there is likely to be a small reduction in convenience for passengers interchanging between the underground station and bus. Consultation with TfL will continue to reduce any negative impact on bus standing.
- Freight – Reviewing waiting and loading, including relocating taxi ranks within the Square.
- Traffic - Possible road closure at Holbein Place, and one-way working at Symons Street.
- Traffic signals – The new layout will be controlled by traffic signals incorporating pedestrian crossings.

Benefits include: Promoting more walking. Improved pedestrian environment. Improved public perception of walking. Improved accessibility. Less pedestrian severance. A reduction in road traffic casualties. Reduction in inappropriate speeds. Reduction in crime and the fear of crime. Improved streetscape. Greater use of the square.

Risks:

- The detailed design will need to be developed in close liaison with TfL and the GLA's Architecture and Urbanism Unit.
- TfL and the Council have agreed to share the costs of implementing the proposal equally between them, with any third party funding being used to offset the Council's contribution. TfL has, therefore, allocated £2.26m towards the total estimated cost of £4.52m. Should, the estimated cost of the scheme be reduced, TfL's contribution will, likewise, be reduced.
- Measures need to support the Council's Streetscape guidelines.
- Cabinet Member approval is needed.
- The Council is to consult again with local residents and businesses.
- This funding proposal was requested as part of the complementary measures for the western extension of the Central London CCS.

Further Information:

- Sloane Square is on TfL's Borough Bus Target Network (LBI Route 137)

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	200	0	500	860	0	1,560
Funding from other sources (Details provided below)	204	250	350	1,705	585	3,094
Total funding required	404	100	2,300	1,720	585	4,654
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£3,094	Approved/ Requested				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL, Architecture and Urbanism Unit ▪ Dependencies: Co-operation with TfL. ▪ Risks: Consultation with local residents and businesses and then Council approval required 						

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Sloane Square will assist in delivering the Mayor's Transport Strategy by:</p> <ul style="list-style-type: none"> ▪ Supporting local transport initiatives such as improving access to town centres, road safety improvements and co-ordination of streetworks. ▪ Improving accessibility ▪ Bringing forward new integration initiatives to enhance safety and security across all means of travel and providing better waiting environments. ▪ Supporting sustainable economic growth by providing improved access by walking. ▪ Making existing neighbourhoods safe and attractive. ▪ Benefiting London's urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural centre. ▪ Improving travel choice and quality. ▪ Improving the safety and personal security of users of the transport system. ▪ Promoting the health of Londoners, by encouraging walking. 	<p>I: Improving road safety</p> <p>IV: Improving the working of parking and loading arrangements.</p> <p>V. Improving accessibility.</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>9: C</p> <p>12: W</p>	<p>3.Pr7 4F.Pr11 4GPr10 4G.Pr11 4G.Pr14 4G.Pr15 4I.Pr2 4I.Pr4 4I.Pr7 4I.Pr8 4N.Pr1 4O.Po1 4P.Po2 4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number:
F1/RBKC/SfP/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Streets for People – Exhibition Road Project
Location:	Exhibition Road – Kensington Gore to South Kensington Station
Dates:	From 2007 to 2011. One-off Activity

Description of Main Elements:

The Council, in partnership with the City of Westminster and Transport for London, has been developing and funding a proposal to create an outstanding public space at the heart of one of London's foremost cultural centres.

Design on the proposal started in early 2004, and the public was consulted in the autumn of 2005. Detailed design is now underway.

The Council will consult with TfL on the funding needed to develop the proposal further.

Implementation will start when the Council is notified by the funding organisations on the success of its bids (probably in the Autumn of 2007 – see Risks below). It is difficult to set out a detailed sequence of works, however, the Council will probably start by introducing the traffic management changes needed to the existing one-way system north of the station and by improving paving on sections of footway where there will be no changes to the existing kerb line. Work will also start on diverting utility services away from accesses to the pedestrian tunnel, which runs under Exhibition Road to South Kensington underground station.

Implementation will continue in 2008/2009 and 2009/2010. This will include:

- Enhancing the pedestrian tunnel.
- Streetscape improvements in Exhibition Road.
- Changing the traffic management arrangement in the South Kensington area the north of the underground station and Queen's Gate.
- Related improvements to the surrounding area, including Cromwell Road.

This proposal has the following components:

Road safety

- A reduction in the number and severity of casualties, especially for pedestrians.
- A reduction in inappropriate speeds.

Walking

- Physical measures to tackle barriers to walking, such as new and improved pedestrian crossings.
- Wider footways.
- Streetscape improvements such as changes in surface levels, high quality paving and other street furniture, planting trees, and public art.
- Improved street lighting.
- A reduction in street clutter.
- Improved wayfinding.

Interchange

- Improved interchange between the underground station, buses and walking.
- A restored and improved pedestrian tunnel, to create a step free access to the underground station.
- Increased cycle parking at the station.

Buses

- New and relocated bus stops and improved accessibility to them
- Diverting bus routes to the full length of Exhibition Road
- Maintaining existing bus stands in the area

Accessibility

- Significantly improved on-street accessibility for disabled people, both at street level and in the pedestrian tunnel.

Parking

- Reviewing waiting and loading to relocate parking, without significantly changing the total amount of resident's parking in the area. Disabled parking will be increased.

Traffic

- Improve the balance between pedestrians and traffic by rearranging traffic flows.
- The diverting traffic from Thurloe Street and the southernmost end of Exhibition Road (except for residential and access vehicles).
- Thurloe Place becoming two-way.
- Traffic signals – Simplifying signal layout at the junctions of Exhibition Road with Thurloe Place, Cromwell Road, Prince Consort Road and Kensington Road, incorporating improved pedestrian crossing arrangements.

Network Assurance

- Status: Currently underway.

Benefits include: Promoting more walking. Improved pedestrian environment. Improved public perception of walking. Improved accessibility and access to public buildings. Less pedestrian severance. A reduction in road traffic casualties. Reduction in inappropriate speeds. Reduction in crime and the fear of crime. Improved streetscape.

Risks:

- The Council applied to the Big Lottery Fund for £25m to implement the proposal but was unsuccessful so alternative funding sources need to be identified for this amount. The partners in the proposal (RBKC, Westminster and TfL) needed to match 25per cent of this funding and this funding has been identified. The Council will also apply to the Heritage Lottery Fund for an around £4m contribution towards this match funding – for the pedestrian tunnel. Central Government funding may also be available as part of the preparations for the Olympic Games in 2012.
- The design is being developed in close liaison with TfL and the Mayor's Architecture and Urbanism Unit.
- The Council will work with TfL Network Assurance Team (NAT) and neighbouring boroughs to deliver a joined up and consistent approach to Network Management across London.
- A complementary proposal for South Kensington is the subject of a separate Form 1.
- The proposal has the support of Central Government, the Department of Culture, Media and Sport, The Mayor of London, English Heritage, and the Cultural institutions in Exhibition Road.
- Measures need to support the Council's streetscape guidelines.
- Cabinet Member approval is needed.
- The Council will continue to consult with local residents and businesses.

Further Information

- Exhibition Road is on TfL's LBI Network (Route 14).

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	200	168	300	1,000	1,000	2,668
Funding from other sources (Details provided below)	590	275	100	5,200	2,500	8,665
Total funding required	790	443	400	6,200	3,500	11,333
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP				This is a £43M scheme with funding from a number of sources including lottery, central government, TfL, Westminster City Council and the borough. The figures above are markers to indicate ongoing work. TfL as a member of the partnership is fully engaged in the process of identifying funding.		
Borough Resources	£399	Approved				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL (NAT) (TTS) Architecture and Urbanism Unit, City of Westminster, Cultural Institutions in Exhibition Road, Central Government. ▪ Dependencies: Co-operation with TfL. the Heritage Lottery Fund other funding sources ▪ Risks: Network Assurance. TTS. Consultation with local residents and businesses. Lottery funding is not available. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Supporting local transport initiatives such as improving access to town centres, road safety improvements and co-ordination of streetworks. Improving the distribution of goods and services Improving accessibility. Bringing forward new integration initiatives to enhance safety and security across all means of travel and providing better waiting environments. Supporting sustainable economic growth by providing improved access by public transport, walking and cycling. Making existing neighbourhoods safe and attractive. Benefiting London’s urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural and leisure centre. Improving travel choice and quality. Providing transport links to facilities and services which meet the particular needs of people with mobility problems and children. Improving the safety and personal security of users of the transport system. Promoting walking</p>	<p>I: Improving road safety IV: Improving the working of parking and loading arrangements. V: Improving accessibility VI: Encouraging walking</p>	<p>1: RS 7: MS 9: C 10: A 12: W</p>	<p>3.Po9 3.Pr4 3.Pr7 4F.Pr3 4F.Pr8 4F.Pr11 4G.Pr10 4G.Pr11 4G.Pr15 4I.Pr2 4I.Pr7 4I.Pr8 4N.Pr1 4O.Po1 4P.Po2 4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking Cycling Car Public Transport Freight</p>			<p>Positive Positive Positive Positive Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality and Inclusion Target Group (please specify) Disabled people, Children			Positive

Form Number:
F1/RBKC/SfP/3

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Streets for People – South Kensington Traffic Management Proposal
Location:	South Kensington Station – One way system
Dates:	From 2007 to 2011. One-off Activity

Description of Main Elements:

Options for this proposal were first consulted on in 2000. The project was put on hold as the Exhibition Road proposal (near by) was being progressed. In 2006/2007, TfL allocated £80k for complementary measures to the western extension of the Central London CCS to further develop the options at South Kensington Station.

The Council is investigating simplifying the one-way system in South Kensington. The proposal has the following components.

- Either reducing the number of slip roads or unravelling the one-way system and restoring two-way working.
- Physical measures to tackle barriers to walking, such as new and improved pedestrian crossings.
- Wider footways.
- Streetscape improvements such as high quality paving and other street furniture, planting trees, and public art.
- Improved street lighting.
- Reducing street clutter.
- Improved wayfinding.
- Improved street lighting.
- Improved interchange between the underground station and walking.
- New and relocated bus stops and improved accessibility to them.
- More direct bus routes.
- Improved on-street accessibility for disabled people.
- Reviewing waiting and loading to relocate parking, including taxi bays.
- New and improved cycle parking.
- Traffic signals – New or improved signal layout including pedestrian crossings, or revised signal timing.
- Network Assurance: Status – Not yet submitted.

Implementation will start in 2008/2009 or 2009/2010. The works at South Kensington Station and Exhibition Road will be managed to ensure disruption at is kept a minimum.

Benefits include:

- The road system will operate more efficiently, reducing delays and pollution.
- An improved pedestrian environment will help promote more walking and improve the perception of walking.
- Improved accessibility.
- Pedestrians will experience less severance getting to the station.
- The number and severity of casualties will reduce, especially for pedestrians.
- There will be a reduction in inappropriate traffic speeds.
- Crime and the fear of crime will reduce.
- Improved streetscape.

Risks:

- Cabinet Member approval is needed.
- The Council will consult with local residents and businesses in 2007/2008.
- A complementary proposal for Exhibition Road is the subject of a separate Form 1.

- Measures need to support the Council's Streetscape guidelines.
- This proposal was requested as part of the complementary measures for the western extension of the Central London CCS.

Relevant information – Proposals have to consider future local developments, in particular, proposals for a new station that includes a new ground level ticket hall, with an estimated 50 per cent increase in capacity. LBI route 14 goes through South Kensington.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	36	0	500	1,500	2,036
Funding from other sources (Details provided below)	0	0	0	0	1,000	1,000
Total funding required	0	36	0	500	2,500	3,036
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP	£80	Approved 2006/2007		Complementary measures to the western extension of congestion charging		
Borough Resources		1,000		Requested		
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL (NAT) (TTS). Dependencies: Exhibition Road Project Risks: Network Assurance. TTS. Consultation with local residents and businesses. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Supporting local transport initiatives such as improving access to town centres, road safety improvements and the co-ordination of streetworks.</p> <p>Improving the distribution of goods and services</p> <p>Improving accessibility.</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Supporting sustainable economic growth by providing improved access by public transport, walking and cycling.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural and leisure centre.</p> <p>Improving travel choice and quality.</p> <p>Providing transport links to facilities and services which meet the particular needs of people with mobility problems.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting walking</p>	<p>I: Improving road safety</p> <p>I: Improving bus journey times and reliability</p> <p>IV: Improving the working of parking and loading arrangements.</p> <p>V. Improving accessibility.</p> <p>VI: Encouraging walking.</p> <p>VII: Encouraging cycling</p>	<p>1: RS</p> <p>4: BBT</p> <p>7: MS</p> <p>9: C</p> <p>10: A</p> <p>12: W</p> <p>13: C</p>	<p>3.Po9</p> <p>3.Pr2</p> <p>4F.Pr2</p> <p>4F.Pr3</p> <p>4F.Pr6</p> <p>4F.Pr8</p> <p>4F.Pr11</p> <p>4G.Pr10</p> <p>4G.Pr11</p> <p>4G.Pr14</p> <p>4G.Pr15</p> <p>4I.Pr2</p> <p>4I.Pr7</p> <p>4I.Pr8</p> <p>4J.Po1</p> <p>4J.Pr7</p> <p>4N.Pr1</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive
Equality and Inclusion Target Group (please specify) Disabled people.			Positive

Form Number:
F1/RBKC/SfP/4

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Streets for People – Proposal Development and Monitoring
Location:	Borough wide
Dates:	From 2007 to 2011. On-going Activity

Description of Main Elements:

Funding to develop Streets for People proposals between 2007/2008 and 2010/11.

The proposal has the following components:

- Designing proposals.
- Monitoring proposals.

Benefits include:

- Detailed designs and complete costing of proposals.
- Clear understanding of problems and outcomes.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	20	20	40
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	20	20	40

OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments
TfL outside BSP			
Borough Resources			
Partners (please specify)			
Other (please specify)			

Key Delivery Partners, Dependencies and Risks:

- Partners: Project Centre Limited (PCL)
- Dependencies:
- Risks:

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>These proposals will assist in delivering the Mayor’s Transport Strategy by:</p> <ul style="list-style-type: none"> ▪ Supporting local transport initiatives. ▪ Bringing forward new integration initiatives. 	<p>I: Improving road safety</p> <p>III: Relieving traffic congestion</p> <p>IV: Improving the working of parking and loading arrangements</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p> <p>VII: Encouraging cycling</p>	<p>1: RS</p> <p>7: MS</p> <p>10: A</p> <p>12: W</p> <p>13: C</p>	<p>4G.Pr10</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Positive</p> <p>Neutral</p> <p>Positive</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/SA/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Station Access – Westbourne Park Station (Hammersmith and City Line)
Location:	Westbourne Park Station and routes to the station.
Dates:	From 2007/2008 to 2010/11. One-off activity

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of SWELTRAC (the South and West London Transport Conference), a sub-regional partnership.

This proposal will provide a new and direct access to station platforms from Acklam Road, reduce crime and fear of crime, and enhance conditions for pedestrian walking to the station.

Residents, businesses and visitors in Golborne Ward currently access Westbourne Park Station using a circuitous pedestrian route (see Plan 5). They have concerns over public safety and feel threatened by the environment, especially after dark. The quality of lighting along the existing route is poor, and a bridge cross the railway line feels threatening to them.

Golborne Ward has a diverse range of businesses, charities and community groups, as well as a high level of multiple deprivation.

The proposal has the following components:

Stage 1 – A New Station Access

The new access would link the station to Acklam Road, at the back of Westbourne Studio. In 2006/2007, the Council will produce a detailed report outlining the options for the new access. It will include components of the scheme, a work timetable, design of the access, costings, and a programme of consultation.

The Council has explored four options for the new access.

- Option 1 is an access gate (peak hour only).
- Option 2 is an unstaffed ticket hall.
- Option 3 is a staffed ticket hall.
- Option 4 involves creating a new access from Acklam Road to a footbridge over London Underground tracks, allowing access to the existing ticket hall. This has a high capital cost (£600k), but low maintenance and staff costs. There are two variations of this scheme. A third variation has a footbridge crossing the Great Western Railway track, allowing access to the existing ticket hall via adjacent former British Rail ticket hall.

(TfL - London Underground identified a number of weaknesses with these first three options, namely: security of ticket staff, maintenance, staff costs, and staffing policies.)

The approved design will be implemented in 2007/2008.

Stage 2 – Approaches to the Station.

The Council will work with Architects Feilden Mawson and the Westway Project, and who have experience in streetscape and design.

This proposal will complement the new access by enhancing the townscape of the area immediately south and north of the station entrance. The aim is to reduce crime and the fear of crime. The scheme will make a dramatic difference to access to the station, particularly at night.

Stage 2 will look at:

- Cleaning and painting the underside of the Westway flyover along Acklam Road to Portobello Market.
- Improve lighting.
- Repainting and improved lighting of the bridge over the railway.
- Streetscape improvements to the areas immediately to the north and south of the station.

The proposal for the surrounding area will be developed in 2008/2009 and implemented in 2009/2010 and 2010/11.

Benefits include:

- An affordable additional access to Westbourne Park station from Acklam Road.
- Greater use of Westbourne Park Station.
- Improved access to Portobello Market.
- Improving the physical and living environment by enhanced streetscape.
- Improve personal security and reduced crime and the fear of crime, particularly after dark.
- Promoting more walking by improving public perception of walking.
- Improved accessibility and reduced social exclusion.
- The proposal will improve pedestrian access to Westbourne Park station for residents, businesses and visitors to Golborne Ward.

Risks:

- SWELTRAC will seek funding for this proposal on behalf of the Royal Borough.
- Land ownership - TfL are responsible for Westway flyover (and columns etc). Metronet and TfL are responsible for the station and track. Westbourne Studios own the access land.
- The Council will be seeking private and public sector partners to contribute towards the new access. The estimated cost of the new access is £700k. The Council is seeking £235k contribution from TfL in 2008/2009.
- Tavistock Road (which is currently used to access the station) is in the City of Westminster. Westminster will be consulted and involved in any detailed proposal.
- Measures need to support the Council's streetscape guidelines.
- Consultation with businesses, visitors and residents in 2006/2007.
- Cabinet Member approval is needed.
- TfL London Underground will be consulted about access to the station.

Further Information

- The proposal will build on the success of pilot schemes at Acklam Road. The Westway Project (a community led environmental design and public art charity) managed the pilot projects.
- Business Catchment - Westbourne Studios is a development located on former railway sidings and straddles the high level A40 Westway. It provides space for about 100 offices of various sizes. The development offers café and bar facilities, an art gallery, screening rooms and exhibition area. As a result, it is used beyond the times normally associated with office work. The building was deliberately set back from the railway boundary to safeguard the option of providing direct access to Westbourne Park Station. There are several other businesses in the area, for example the Barley Shotts Business Centre, and Canalot (part of the Kensal Road Employment Zone). There is a local shopping street in Golborne Road, as well as a market. The market at Portobello Road is also close by. Westway Community Transport is located on Acklam Road.
- Cultural Catchment - There are two parks in the area - Emslie Horniman Gardens and Athlone Gardens. There is a skateboarding park under the Westway. The Muslim Cultural Heritage Centre is located on Acklam Road. There are four schools in the area including Kensington and Chelsea College. The pedestrian route along the Grand Union Canal is also close by, as is Meanwhile gardens community Park.
- Residential Catchment - The residential area in Golborne Ward is almost land locked by the railways of LUL and the Great Western mainline and the Westway. The area in the Plan 6 shows a walking distance of 800m, or 400m (about half way) between Ladbrooke Grove or Royal

Oak stations on the Hammersmith and City Line. The area shaded in red, has a population of about 5400 people and includes the famous Trellick Tower.

- The route is located in Golborne Ward, which has a high concentration of reported street crime and 999 calls for disorder.
- Multiple Index of Deprivation 2004 – The new entrance is located is close to Local Super Output Area which in the 5 per cent of most deprived Super Output Areas in England (see Plan 7). The LSOA areas surrounding the Station are all in 5-10 per cent most deprived SOA in England.
- Westbourne Park Station is on of the main stations used during the Notting Hill Carnival.
- The route will make up part of a green corridor that will run through the Royal Borough, following the line of the Westway and Hammersmith and City railway line (see Plan 8).

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	20	0	235	80	335
Funding from other sources (Details provided below)	0	0		365	0	365
Total funding required	0	20	0	600	80	700
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)	£365	Being Sought		Local Businesses		
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL, Westway Project, Architects, City of Westminster, SWELTRAC ▪ Dependencies: Co-operation with TfL. ▪ Risks: Consultation with local residents and businesses. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>These proposals will assist in delivering the Mayor’s Transport Strategy by:</p> <ul style="list-style-type: none"> ▪ Reducing traffic congestion, by encouraging walking and use of public transport. ▪ Reducing car dependency, by increasing travel choice. ▪ Supporting local transport initiatives to improve access to stations and walking schemes. ▪ Improving accessibility ▪ Bringing forward new integration initiatives to improve key interchanges, enhance safety and security across all means of travel. ▪ Supporting sustainable economic growth by tackling congestion by improving access to public transport and walking and making it easier for people to access their workplace and businesses. ▪ Making existing neighbourhoods safe and attractive. ▪ Benefiting London’s urban fabric, visual amenity and environment. ▪ Improving travel choice and quality. ▪ Providing transport links to jobs, facilities and services that meet the needs of women and older people, particularly at night. ▪ Promoting the health of Londoners, by encouraging walking. 	<p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>3.Po7</p> <p>3.Po9</p> <p>3.Pr2</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Women (particularly at night)			Positive

Form Number:
F1/RBKC/SA/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Station Access– Ladbroke Grove (Hammersmith and City Line)
Location:	Ladbroke Grove Station to Portobello Road Market via Thorpe Close.
Dates:	2007/2008. One-off activity

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of SWELTRAC (the South and West London Transport Conference), a sub-regional partnership.

This proposal will enhance walking conditions between Ladbroke Grove underground station and Portobello Market (via Thorpe Close). A distance of about 300m.

Ladbroke Grove Station is the closest underground station to Portobello Market. Thorpe Close is the most convenient route to get to the market. It is also the most direct route to the homes and businesses for people living and working in the area. The quality of lighting along the route is poor. Residents, business and visitors to the area have concerns over public safety, especially after dark. On Thorpe Close there is:

- A diverse range of businesses, charities and community groups.
- High pedestrian flows, particularly on market days.
- High level of deprivation.
- Complex land ownership.

The proposal has the following components:

- Cleaning and painting the underside of the Westway flyover along Thorpe Close, Ladbroke Grove and Portobello Market.
- Improve lighting along Thorpe Close, Ladbroke Grove Station and Portobello Market.
- Repainting of Ladbroke Grove Rail Bridge, anti-pigeon treatment, improvements to lighting, and weather resistant prints mounted to the side elevation of the bridge.

The proposal for Thorpe Close will be developed in 2006/2007 (£20k) and implemented in 2007/2008 (£235k). The railway bridge improvements will be implemented in 2006/2007 and costs £35k.

Benefits include:

- Greater use of Ladbroke Grove station.
- Improved access from the station to Portobello Market.
- Improved streetscape.
- Reduced crime and the fear of crime.
- Promoting more walking by improving public perception of walking.
- Improved pedestrian environment.
- The scheme will make a dramatic difference to the station and the main walkway to Portobello Market, particularly at night.

Risks:

- SWELTRAC will seek funding for this proposal on behalf of the Royal Borough.
- Rail Bridge - Metronet have brought forward their maintenance works for the bridge. The remaining works on the bridge will cost about £70k. The Council has secured Central Government funding of £35k through Neighbourhood Renewal funding. The Council is seeking TfL to match this with £35k.
- Westway Project will lead on this proposal.
- Land ownership - TfL are responsible for Westway flyover. TfL own the footway on Thorpe Close. TfL lease it to the Council, who in turn lease it to Westway Development Trust (WDT). WDT maintain the footway. WDT own all buildings under the flyover. The Council own and

maintain all the lighting. The Council is the Highway Authority for Ladbroke Grove and Portobello Road.

- Measures need to support the Council's Streetscape guidelines.
- Consultation with businesses, visitors and residents in 2006/2007.
- Cabinet Member approval is needed.

Further Information

- The proposal will build on the success of pilot schemes at Acklam Road and Portobello Railway bridge. The Westway Project (a community led environmental design and public art charity) managed the pilot projects.
- Businesses on Thorpe Close include a sports centre, specialist start up shops and units paying low commercial rents. Numerous charities or community groups, many open after dark.
- Thorpe Close is used by market stalls on Fridays and at the weekends.
- Multiple Index of Deprivation 2004 – The area where the scheme is located is ranked in the 14 per cent of most deprived Super Output Areas in England. Thorpe Close provides access to a residential area that is ranked in the top 2 per cent most deprived areas.
- Thorpe Close is located in Golborne Ward, which has a high concentration of reported street crime and 999 calls of disorder.
- The route will make up part of a green corridor that will run through the Royal Borough, following the line of the Westway and Hammersmith and City railway line.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	55	315	0	0	370
Funding from other sources (Details provided below)	0	35	0	0	0	35
Total funding required	0	90	315	0	0	405
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)	£35	Approved		Neighbourhood Renewal Fund		

Key Delivery Partners, Dependencies and Risks:

- Partners: TfL, Westway Project, WDT, SWELTRAC.
- Dependencies: Co-operation with TfL.
- Risks: Consultation with local residents and businesses

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking.</p> <p>Reducing car dependency, by increasing travel choice.</p> <p>Supporting local transport initiatives to improve access to stations and walking schemes.</p> <p>Improving accessibility</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Supporting sustainable economic growth by tackling congestion by improving access to public transport and walking and making it easier for people to access their workplace and businesses.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment.</p> <p>Improving travel choice and quality.</p> <p>Providing transport links to jobs, facilities and services that meet the needs of women and older people, particularly at night.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>3.Po7</p> <p>3.Po9</p> <p>3.Pr2</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Positive</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Women (particularly at night)			Positive

Form Number:
F1/RBKC/SA/3

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Station Access– Knightsbridge Underground Station – Hans Crescent (Piccadilly Line)
Location:	Hans Crescent – Brompton Road to Basil Street.
Dates:	2007/2008 to 2008/2009. One-off Activity

Description of Main Elements:

This proposal will enhance walking conditions to the entrance to Knightsbridge Station at Hans Crescent (between Brompton Road and Basil Street).

The station entrance at Hans Crescent is located on the east side of Harrods. As such, it is positioned at the heart of Knightsbridge, one of London's principal shopping centres. A second station entrance is located close to Sloane Street.

The station is one of the busiest in the Royal Borough, and demand is high throughout the day, reflecting its popularity with shoppers as well as commuters.

Hans Crescent has been temporarily closed to vehicular traffic at Brompton Road for the past five years. This is because London Underground has been refurbishing the station concourse, which is below the road surface. The refurbishing works are now complete.

TfL have now permanently closed Hans Crescent to vehicular traffic at its junction with Brompton Road, which is part of the Transport for London Road Network (TLRN). The closure will benefit pedestrians using the station or crossing Hans Crescent to continue along Brompton Road.

As a result, Hans Crescent has become a cul-de-sac between its junction with Brompton Road and Basil street. The Council is the Highway and Traffic authority for this part of Hans Crescent. The Council, therefore, is developing a proposal to further improve pedestrian access to the station.

The proposal has the following components:

- Replacing the old paving and carriageway with natural stone paving over the full width and length of Hans Crescent (about 80m in length).
- Shared use by service vehicles.

The scheme is estimated to cost £600,000 and will be implemented in 2007/2008 and 2008/2009.

Benefits include:

- A dramatic improvement to the look of the new station entrance and the main routes to Knightsbridge Shopping Centre.
- Greater use of Knightsbridge station.
- Improved access from the station to Brompton Road and Harrods.
- Improved streetscape.
- Promoting more walking by improving public perception of walking.
- Improved pedestrian environment and accessibility.

Funding:

- Harrods have contributed £200k towards the proposal.

Risks

- Measures need to support the Council's Streetscape guidelines.
- Consultation with businesses, visitors and residents in 2006/2007.
- Cabinet Member approval is needed.
- This proposal was requested as part of the western extension to the Central London CCS.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	200	200	400
Funding from other sources (Details provided below)	0	50	250	150	0	450
Total funding required	0	50	250	350	200	850
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)	£200	Approved		Harrods		
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> • Partners: TfL, Harrods. • Dependencies: Co-operation with TfL. • Risks: Consultation with local residents and businesses 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking.</p> <p>Reducing car dependency, by increasing travel choice.</p> <p>Supporting local transport initiatives to improve access to stations and walking schemes.</p> <p>Improving accessibility.</p> <p>Bringing forward new integration initiatives to improve key interchanges and waiting environments.</p> <p>Supporting sustainable economic growth by tackling congestion by improving access to public transport and walking and making it easier for people to access their workplace and businesses.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment.</p> <p>Improving travel choice and quality.</p> <p>Providing transport links to jobs, facilities and services that meet the needs of people with mobility problems.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>3.Po7</p> <p>3.Po9</p> <p>3.Pr2</p> <p>4G.Pr10</p> <p>4G.Pr11</p> <p>4G.Pr12</p> <p>4G.Pr14</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Po2</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Positive</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number:
F1/RBKC/SA/4

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Station Access – Latimer Road (Hammersmith and City Line)
Location:	Latimer Road Station and routes to the station.
Dates:	2007/2008 to 2010/11. One-off Activity

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of SWELTRAC (the South and West London Transport Conference), a sub-regional partnership.

This proposal will improve access to Latimer Road station, reduce crime and fear of crime, and enhance conditions for pedestrian walking to the station. It will complement wider proposals for the area that include improvements to the station entrance, the station concourse and platforms.

Latimer Road underground station is located on Bramley Road. It is the only rail station serving this part of the Royal Borough.

The Bramley Road, Freston Road, and Bard Road area has a scruffy and poorly maintained appearance, which makes for a poor walking environment. This is particularly true on some of the large estates in the area such as Lancaster West (south east of the station) and Frinstead House (west of the station). The pedestrian routes through the estates are used as short cuts, not only by residents but also by people wishing to access other buildings near by.

Residents, businesses and visitors have concerns over public safety and feel threatened by the environment, especially after dark. The quality of lighting along the existing route is poor, and the areas under bridges feel particularly threatening.

Notting Barns and Norland ward have a diverse range of businesses, charities and community groups, high residential estates, as well as a high level of multiple deprivation.

The proposal has the following components:

- Traffic measures to improve safety.
- Improved footways and paving, including within the estates.
- Improve lighting, including within the estates.
- Improved lighting under railway bridges, and cleaning of external brickwork railway bridges.
- Upgrading existing pedestrian crossings.
- Removal of unnecessary street clutter
- Use of trees, plants and street art.
-

The needs of people with disabilities are a particular consideration when providing for pedestrians.

The scheme will make a dramatic difference to access to the station, particularly at night. The proposal for the surrounding area will be developed in 2008/2009 and implemented between 2008/2009 to 2010/11.

Benefits include:

- Greater use of Latimer Road Station.
- Improved access to high residential density developments, sports centres and schools.
- Improving the physical and living environment by enhancing the streetscape.
- Reduced crime and the fear of crime, particularly after dark.
- Promoting more walking by improving public perception of walking.
- Improved accessibility and reduced social exclusion.

Risks:

- SWELTRAC will seek funding for this proposal on behalf of the Royal Borough.
- A number of major developments are proposed for the Freston Road area. Opportunities may arise to create new or improved rights of way or crossings when sites are redeveloped, providing an improved service for pedestrians. The Council will seek S106 contributions towards improvements in the area from developers.
- The Council will work with TfL and Metronet to look at providing an additional or wider entrance to the station, and bringing forward an upgrade of the interior of the station.
- The Council will consult with Tenant Management Organisation about works on housing estates.
- Measures need to support the Council's Streetscape guidelines.
- Consultation with businesses, visitors and residents in 2007/2008.
- Cabinet Member approval is needed.

Further Information

- The proposal will build on the success of pilot schemes at Acklam Road. The Westway Project (a community led environmental design and public art charity) managed the pilot projects.
- Cultural Catchment - There are two sports centres within walking distance – Kensington Sports Centre and the Westway Sports Centre.
- Multiple Index of Deprivation 2004 – The station (and surrounding area) is located in a Local Super Output Area which in the 10-20 per cent of most deprived Super Output Areas in England.
- The route will make up part of a green corridor that will run through the Royal Borough, following the line of the Westway and Hammersmith and City railway line (see Plan 8).

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	120	120	240
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	0	0	240
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)	TBD		Being Sought			Section 106 funding

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> Partners: TfL, Westway Project, Metronet. SWELTRAC Dependencies: Co-operation with TfL. Risks: Consultation with local residents and businesses 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking and use of public transport.</p> <p>Reducing car dependency, by increasing travel choice.</p> <p>Supporting local transport initiatives to improve access to stations and walking schemes.</p> <p>Improving accessibility</p> <p>Bringing forward new integration initiatives to improve key interchanges, enhance safety and security across all means of travel.</p> <p>Supporting sustainable economic growth by tackling congestion by improving access to public transport and walking and making it easier for people to access their workplace and businesses.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London's urban fabric, visual amenity and environment.</p> <p>Improving travel choice and quality.</p> <p>Providing transport links to jobs, facilities and services that meet the needs of women and older people, particularly at night.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>3.Po7</p> <p>3.Po9</p> <p>3.Pr2</p> <p>4G.Pr10</p> <p>4G.Pr11</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Positive</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Women (particularly at night)			Positive

Form Number:
F1/RBKC/SA/5

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Station Access: North Pole Station – Proposal for a new station on the West London Line between Shepherd's Bush and Willsesden Junction.
Location:	North Pole Road
Dates:	2007/2008 to 2008/2009. One-off activity

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of NORP (North Orbital Rail Partnership), a sub-regional partnership.

This proposal is for a study that will look to improve station access to the West London Line by providing a new station near North Pole Road (i.e. between Shepherd's Bush and Willsesden Junction).

The study has the following components:

- Looking at possible locations for a new station.
- Developing the proposal based on this location.
- Investigating the rail capacity issues that adding a new station will have.

The study will cost £50,000 in 2008/2009. Funding requirements between 2008/2009 and 2010/11 will be determined by the study.

Benefits include:

- Bringing access to the rail network to an area of the Royal Borough that has poor public transport provision.
- Ideally, creating an opportunity for interchanging between the West London Line and the Great Western Line

Risks:

- NORP will seek funding for this proposal on behalf of the Royal Borough.
- Consultation with businesses, visitors and residents in 2006/2007.
- Cabinet Member approval is needed.

This proposal was requested as part of the western extension to the Central London CCS.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	50	0	50
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	50	0	50
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL, NORP ▪ Dependencies: Co-operation with TfL. ▪ Risks: Consultation with local residents and businesses. Support/agreement from the London Borough of Hammersmith and Fulham. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area		Target Number	MTS Proposal/ Policy number (Appendix C)		
Reducing traffic congestion, by encouraging walking. Reducing car dependency, by increasing travel choice. Supporting local transport initiatives to improve access to stations. Improving accessibility. Bringing forward new integration initiatives to improve key interchanges. Supporting sustainable economic growth by tackling congestion by improving access to public transport and walking and making it easier for people to access their workplace and businesses. Improving travel choice and quality. Providing transport links to jobs, facilities and services that meet the needs of people with mobility problems.	III: Relieving traffic congestion V: Improving accessibility		7: MS 10: A	3.Po7 3.Po9 3.Pr2 4G.Pr12 4G.Pr14 4I.Pr8 4O.Po1 4P.Po2		

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight Surface Rail	Positive Neutral Positive Neutral Neutral Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/W/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Walking: Improved Pedestrian Facilities

Location: Borough wide (Borough Roads only)

Dates: From 2007 to 2011. On-going

Description of Main Elements:

Funding to develop and implement proposals to improve pedestrian facilities at about 90 traffic signal junctions or pedestrian crossing on Royal Borough Roads, following the introduction of the proposed extension of the Central London Congestion Charging Scheme.

The Council has funded a study of fifteen sites in the Royal Borough. A further 75 sites have been identified for investigation. More work is needed to develop these projects so that they can be implemented.

This work will take place in 2008/2009. Funding for future years are will be determined after the development stage.

Benefits: Proposal will be developed to improve pedestrian crossing facilities throughout the Royal Borough. Where implemented, there will encourage the reduction in pedestrian casualties.

Risks: This funding proposal was requested as part of the complementary measures for the western extension of the Central London Congestion Charging Scheme. The Council will consult with TfL's Network Assurance Team (NAT) and Traffic Technology Services (TTS) about any proposals (where necessary).

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	20	150	150	320
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	20	150	150	320
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> Partners: TfL (NAT and TTS). Dependencies: Co-operation with TfL. Risks: Consultation with local residents and businesses Network Assurance 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking.</p> <p>Improving journey time reliability for car users</p> <p>Improving accessibility for disabled people.</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>III: Relieving traffic congestions</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>6: GTJT</p> <p>7: MS</p> <p>10: A</p> <p>12: W</p>	<p>3.Po9</p> <p>3.Pr7</p> <p>4G.Pr14</p> <p>4I.Pr2</p> <p>4I.Pr7</p> <p>4I.Pr8</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number:
F1/RBKC/W/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Walking – Harrington Road.
Location:	Harrington Road – Queen’s Gate to South Kensington
Dates:	From 2009/2010. One-off Activity

Description of Main Elements:

Funding to make streetscape improvements at Harrington Road, between Queen’s Gate and South Kensington.

The proposal will be developed in 2008/2009 and implemented in 2009/2010 and has the following components:

Streetscape improvements (public realm) such as:

- Improved paving.
- Reduced street clutter, such as removing unnecessary guard railing.

Walking

- Physical measures to tackle barriers to walking, such as improving the location and layout of pedestrian crossings.

Accessibility

- Improved on-street provisions for disabled people, particularly at pedestrian crossings, bus stops etc.

Interchange

- Improved interchange between bus stops and walking.

Benefits include:

- Improved streetscape.
- Improved interchange.
- Promoting more walking by improving public perception of walking.
- Improved pedestrian environment.
- Improved accessibility for disabled people.

Risks:

- Cabinet Member approval is needed.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total (£k)
Funding required from BSP/LIP R and F	0	0	0	0	120	120
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	0	120	120
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: N/A ▪ Dependencies: Co-operation with TfL. ▪ Risks: Consultation with local residents and businesses 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
Reducing traffic congestion, by encouraging walking. Reducing car dependency by increasing travel choice. Supporting local transport initiatives by improving walking. Improving accessibility Making existing neighbourhoods safe and attractive. Benefiting London's urban fabric, visual amenity and environment. Improving travel choice and quality. Providing transport facilities that meet the needs of people with mobility problems. Promoting the health of Londoners, by encouraging walking.	III: Relieving traffic congestion V: Improving accessibility VI: Encouraging walking	7: MS 10: A 12: W	3.Po7 3.Pr2 4F.Pr11 4G.Pr11 4I.Pr2 4I.Pr8 4O.Po1 4P.Po2 4P.Pr5			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Neutral Neutral Positive Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/W/3

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Walking Proposals: Improved Street Cleaning, Street Clutter Removal, Wayfinding, Thames Path and Pedestrian Monitoring.
Location:	Borough-wide – various locations
Dates:	2007 to 2011 – ongoing activities

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of the Central London Partnership (CLP) walking steering group (a sub-regional partnership).

Improved Street Cleaning

Funding to improve the walking environment through better street cleaning, for example, by removing bubble gum from footway paving.

The proposal will cover the capital cost of a street-washing machine and van in 2008/2009 and two new gum-buster machines (plus spares) in 2008/2009.

The machines will be used mostly on footway for which the Council is the highways authority. There will be a focus on high profile locations such as the Royal Borough's main shopping streets (Kensington High Street, King's Road and so on), public spaces such as Sloane Square, and cleaning up after events such as the Notting Hill Carnival. Earl's Court Road, especially the area around the station, will also be targeted. The machines will be available, on request, for improving footways in the Royal Borough that are of strategic importance to the Mayor of London, such as the TLRN.

The benefits include: Encouraging walking. Supporting sustainable economic growth (at shopping streets and cultural centres) by improving the street scene and the walking environment.

Risks: This funding proposal was requested as part of the complementary measures for the western extension of the Central London CCS.

Street Clutter Removal

Funding to improve the walking environment by reducing street clutter. The proposal is to combine traffic signs with traffic signals at various locations in the Royal Borough between 2007 and 2011 with an estimated £30K being required in 2010/2011.

The benefits include improving the walking environment, improved street-scene. Encouraging walking.

Risks: The CLP will seek funding on behalf of the Royal Borough. The funding shown in this Form 1 is for works in RBKC only. Measures will need to support the Council's Streetscape guidelines.

Wayfinding

Funding to implement wayfinding measures in the Royal Borough. In 2005, a Central London signing and wayfinding strategy was developed through the CLP. The strategy identifies a flexible and versatile approach to wayfinding that can be applied to the whole of London. The Strategy proposed a coherent wayfinding system made up of different components such as maps and finger posts. The system recognised that different types of information is needed at different locations, but that consistency in style and place naming is important to legibility. One of the main aims of the study is to minimise the impact of signage on streetscape and reduce street clutter. The Council supports taking this strategy forward in principle.

This proposal will seek implement wayfinding measures in the Royal Borough between 2007 and 2011. It is estimated that £15K will be required in 2010/2011.

The benefits include: helping pedestrians visiting Kensington and Chelsea to find their way around the Royal Borough, and beyond. Promoting and encouraging walking.

Risks: The CLP will seek funding on behalf of the Royal Borough. The funding shown in this Form 1 is for works in RBKC only. Measures will need to support the Council's Streetscape guidelines.

Thames Path

Funding to implement improvements to the Thames Path, part of London's Strategic Walks Network. Much of the Thames Path in the Royal Borough runs along the Chelsea Embankment, which is part of the TLRN. Therefore, this proposal focuses on the Lots Road area. Measures will be implemented in 2009/2010 and 2010/11 and it is estimated that £100K will be required in each year.

The proposal include route finding, improved lighting to help reduce crime and the fear of crime, and physical improvements to tackle barriers to walking and bicycling. Bicycle parking.

Benefits include promoting and encouraging walking and bicycling.

Risks – Possible S106 funding from developers to contribute towards the scheme. Cycling measures will be designed, as far as possible, within London Cycling Design Standards. However, all measures need to support the Council's Streetscape guidelines.

Automatic Pedestrian Monitoring

The Central London partnership in 2005/2006 and 2006/2007 tested the capability of automatic pedestrian tracking systems in London. This funding is to install and maintain permanent automatic pedestrian monitoring systems at strategic locations on the Royal Borough's principal shopping streets (such as Kensington High Street, Knightsbridge and the King's Road). Measures will be implemented between 2007/2008 and 2010/11.

Benefits: A continuous measure the vitality (in terms of footfall) of our Principal Shopping Streets. A measure of the amount of walking in the Royal Borough over time.

Risks: The CLP will seek funding on behalf of the Royal Borough. The funding shown in this Form 1 is for works in RBKC only. Measures will need to support the Council's Streetscape guidelines. Cabinet Member approval needed.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	105	175	280
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	105	175	280
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	-	-				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL Cycling Centre for Excellence, CLP ▪ Dependencies: CLP ▪ Risks: CLP bid fails 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)			
Reducing traffic congestion Reducing car dependency by increasing travel choice. Supporting local transport initiatives, including walking and cycling. Improving accessibility. Enhancing safety and security across all means of travel. Contributing towards making existing neighbourhoods more sustainable and safe. Benefiting London's urban fabric, visual amenity and the development of London as a cultural centre. Improving travel choice and quality. Promoting travel patterns that contribute to improved air quality. Promoting the health of Londoners.	III: Relieving traffic congestion V: Improving Accessibility VI: Encouraging walking VII: Encouraging cycling	5.TV 7.MS 10.A 12.W 13.C	3.Pr2 3.Pr5 4G.Pr11 4G.Pr12 4G.Pr14 4I.Pr2 4I.Pr3 4I.Pr6 4I.Pr8 4J.Po1 4J.Pr7 4O.Po1 4P.Pr5			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport	Positive Positive Neutral Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Neutral
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Disabled people	Positive

Form Number:
F1/RBKC/W/4

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Walking Proposals: White City Pedestrian and Bicycling Bridge (with bus only option).
Location:	Between White City and Latimer Underground stations
Dates:	2007 to 2011 – One off

Description of Main Elements:

This project involves constructing a new bridge between the Royal Borough and the London Borough of Hammersmith and Fulham, across the Central Underground line, the West London Line and (possibly) the elevated section of the Earl's Court One-way System (A3320) (depending on the final location of the proposed bridge).

At White City, the A3320 and A40 Westway are elevated. The railway creates an additional barrier making the area inaccessible to pedestrians and bicyclists. This severance means that pedestrian and bicyclists need to make long detours to cross the West London Rail Line (WLL) - either by going north to North Pole Road or south to Shepherd's Bush Green/Holland Park Roundabout.

A new bridge will provide pedestrians and bicyclists with an invaluable link between the two boroughs. The bridge links areas of major development potential. The bridge will connect the White City underground station (Central Line) to Latimer Road station (Hammersmith and City Line), providing a new and convenient interchange between the two lines.

The bridge will also improve access between two areas with high-residential density, and existing and potential employment opportunities. It also opens up numerous other social and leisure opportunities.

Stage 1 of this work – the feasibility study - was completed in 2002/2003 with TfL funded. Three options were identified.

Stage 2 funding (in 2007/2008 and 2008/2009) will develop these options. The proposal has the following components:

- Establishing a preferred landing site in both boroughs.
- Develop a planning strategy in consultation with the London Borough of Hammersmith and Fulham's Master Plans for White City.
- Undertake further work on potential pedestrian and bicyclist demand.
- Investigate an option looking at the feasibility of including bus access to the bridge.

More detailed design work and consultation will start 2009/2010. Construction will start in 2010/11. The outcome of Stage 2 of this proposal (see above) will determine the funding needed for the later work although at the moment in addition to the indicative sums below £100K will be required in 2010/2011.

Benefits: Increase in walking and bicycling. A new interchange between underground lines. Improved pedestrian and bicyclists access. Improved employment opportunities. Improved links to public transport. A reduction in journeys by private car.

Risks:

- SWELTRAC will seek joint funding for this proposal on behalf of the Royal Borough and Hammersmith and Fulham.
- The Royal Borough will lead the project.
- Construction timetable (possibly in 2010/2011) is subject to Hammersmith and Fulham's

Master Plan for White City.

- Section 106 funding will be collected from local developers.
- Measures need to support the Council's streetscape guidelines.
- Cabinet Member approval will be needed in the Royal Borough.

Further Information: The proposal will make up part of a green corridor that will run through the Royal Borough, following the line of the Westway and Hammersmith and City railway line.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	65	45	110
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	65	45	110
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)			Section 106 funding will be sought for 2009/2010			
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> • Partners: TfL, The London Borough of Hammersmith and Fulham, SWELTRAC. • Dependencies: White City Master Plan • Risks: TfL funding and approval needed. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking and bicycling.</p> <p>Improvements to bus services by increasing the bus system’s capacity.</p> <p>Reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives, including improving walking and bicycling.</p> <p>Improving accessibility of London’s transport services.</p> <p>Bringing forward new integration initiatives to improve key interchanges.</p> <p>Supporting sustainable economic growth by tackling congestion and unreliability, providing improved access by public transport, walking and cycling. Making it easier for people to access their workplaces and for business to provide services.</p> <p>Contributing towards making existing neighbourhoods more sustainable and safe.</p> <p>Encouraging and enabling patterns of land use that support sustainable patterns of travel.</p> <p>Integrating transport, spatial development and economic development policies to ensure sustainable access for people.</p> <p>Improving travel choice and quality.</p> <p>Promoting travel patterns that contribute to improved air quality.</p> <p>Promoting the health of Londoners.</p>	<p>II: Improving bus journey times and reliability.</p> <p>III: Relieving traffic congestion</p> <p>V: Improving Accessibility</p> <p>VI: Encouraging walking</p> <p>VII: Encouraging bicycling</p>	<p>5.TV</p> <p>7.MS</p> <p>12.W</p> <p>13.C</p>	<p>3.Pr2</p> <p>3.Pr5</p> <p>4F.Pr3</p> <p>4G.Pr12</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4J.Po1</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Bicycling</p> <p>Car</p> <p>Public Transport</p>			<p>Positive</p> <p>Positive</p> <p>Neutral</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Positive
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/W/5

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Walking Proposals: Improved Street Lighting
Location:	Borough-wide.
Dates:	2006 to 2010 – Four year programme, one-off.

Description of Main Elements:

Funding to continue the introduction of white light throughout the Royal Borough. A white light source will replace existing lantern heads (which, for example, may be a High Pressure Sodium light source). More light is directed downwards reducing light pollution at night and obtrusive lighting. To pedestrians, white light gives the impression of a bright light source with high definition colour contrast, bringing colours to life even in the dark. The Council will prioritise areas recommended by the police (in partnership with community groups) and at rail stations.

The proposal has been running for the last three years and TfL funding is sort to continue this. Implementation will continue in 2006/2007 and ends in 2010/2011. A further £213k will be sought for 2010/2011.

The benefits include: Reduced crime and the fear of crime. Improved road safety. Less light pollution and obtrusive lighting. Improving the street scene and the walking environment to encourage walking and aid surveillance. Improved accessibility and social inclusion, particularly with regard to safety and security of women and vulnerable users at night. A small energy saving.

Risks: This funding proposal was requested as part of the complementary measures for the western extension of the Central London CCS. The Council is funding the proposal in 2006/2007. The proposal contributes to the delivery of objectives of TfL's Walking Plan.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	213	213	426
Funding from other sources (Details provided below)	495	537	536	540	0	2,108
Total funding required	495	537	536	753	213	2,534
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£2,108	Up to 2007/2008 Approved		2008/2009 and after indicative		
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:				
<ul style="list-style-type: none"> ▪ Partners: The police, Community Safety groups ▪ Dependencies: ▪ Risks: 				
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)	
<p>Reducing car dependency, by increasing travel choice.</p> <p>Supporting local transport initiatives, including improving access to town centres and walking.</p> <p>Enhancing safety and security across all means of travel.</p> <p>Providing better waiting environments.</p> <p>Supporting sustainable economic growth by providing improved access by walking.</p> <p>Contributing towards making existing neighbourhoods more sustainable and safe.</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting travel patterns that contribute to improved air quality.</p> <p>Promoting the health of Londoners by encouraging walking.</p>	I. Improving road safety	1.RS 5.TV 7.MS	3.Po9 3.Pr2 4E.Pr9 4G.Pr11 4G.Pr12 4G.Pr14	
	III: Relieving traffic congestion	10:A 12.W	4I.Pr2 4I.Pr3 4I.Pr8 4O.Po1 4P.Po2 4P.Pr5	
	V: Improving accessibility			
	VI: Encouraging Walking			
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)	
Walking Cycling Car Public Transport			Positive Positive Positive Positive	
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)	
Promoting safety and perception of safety for all travel modes:			Positive	
Encouraging sustainable means of travel:			Positive	
Balanced road space allocation:			Neutral	
Requirements for sustainable developments:			Neutral	
Equality and Inclusion Target Group (please specify) Women, particularly at night			Positive	

Form Number:
F1/RBKC/W/6

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Walking Proposals: Westway (West). Painting the Westway, improved lighting and streetscape improvements, improved pedestrian crossings.
Location:	Underneath the Westway (A40) between Ladbroke Grove and the Westway Roundabout at Freston Road
Dates:	2007 to 2011 – One off

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of SWELTRAC (the South and West London Transport Conference), a sub-regional partnership.

Westway (west)

The Westway is the elevated part of the A40 that crosses the Royal Borough. This proposal is to improve walking conditions, and reduce crime and the fear of crime, along 850m of pedestrian route that runs under or beside the Westway - between Ladbroke Grove and the Westway roundabout at Freston Road/Latimer Road.

The route is accessible only by foot for most of its length. Along the route are numerous businesses and residential buildings, a community centre for older people, a nursery school, a sport centre, gardens, stables, places of worship, a toddler playgroup, social services buildings, a recycling centre, as well as access to and from public transport services such as bus routes, Ladbroke Grove Station and Latimer Road station.

The proposal has two stages.

Stage 1

This is a £25k study in 2008/2009 of the section of Westway between St Mark's Road and the Westway roundabout. Stage 1 will look at the following components:

- Cleaning and painting the underside of the Westway.
- Improving the lighting.
- Improving streetscape – such as paving, and reducing street clutter.
- Introducing new or improved pedestrian crossings.
- Improving accessibility for disabled people.
- Improving existing cycle routes under the Westway roundabout.

More detailed design work and consultation will start 2009/2010. Implementation will start in 2010/2011. The outcome of Stage 1 of this proposal will determine the funding needed for the later work but an initial estimation for 2010/2011 is £250K.

Stage 2

Develop and implement a proposal under the Westway (along Malton Road), between St Marks Road and Ladbroke Grove. The funding requirements for Stage 2 are £50k for development. £200k for implementation in 2009/2010 and £50k in 2010/2009. Stage 2 has the following components:

- A new pavement on the northern side of Malton Road.
- Improved paving on the rest of Malton Road.
- Improved street lighting.
- A review of waiting and loading on Malton Road.
- A new pedestrian crossing at St Mark's Road.
- A new lay-by for the recycling centre at St Mark's Road.
- Measures to reduce street clutter.

Benefits: Increase in walking by improving the public's perception of walking. Improved access to

underground services. Reduced crime and the fear of crime, especially after dark. A reduction in journeys by private car.

Risks:

- SWELTRAC will seek funding for this proposal on behalf of the Royal Borough.
- Measures need to support the Council's streetscape guidelines.
- Cabinet Member approval will be needed in the Royal Borough.

Further Information:

- The proposal will build on the success of a pilot scheme at Acklam Road that involved cleaning, painting and lighting the underside of the Westway Flyover. The pilot improved public safety and brighten up what was a bleak and threatening area for residents, business and visitors. The Westway Project (a community led environmental design and public art charity) managed the pilot scheme, which was funded in 2000 by the Highways Agency and Golborne United SRB.
- The route will make up part of green corridor through the Royal Borough that follows the line of the Westway and Hammersmith and City railway line.
- The route runs though an area ranked as being in the 10-20 per cent most deprived super output areas in England as measure by the Indicator of Multiple Deprivation in 2004.

Funding in 2006/2007 was from the Station Access programme

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	50	0	75	400	525
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	50	0	0	0	525
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL, Westway Project, SWELTRAC. ▪ Dependencies: Co-operation with TfL ▪ Risks: Consultation with local residents and business. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging walking.</p> <p>Reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives, including improving walking.</p> <p>Improving accessibility.</p> <p>Supporting sustainable economic growth by providing improved access by foot. Making it easier for people to access their workplaces and for business to provide services.</p> <p>Contributing towards making existing neighbourhoods more sustainable and safe.</p> <p>Benefiting London’s urban fabric and supporting London as a cultural and leisure centre.</p> <p>Providing transport links to jobs, facilities and services which meet particular needs.</p> <p>Improving travel choice and quality.</p> <p>Promoting travel patterns that contribute to improved air quality.</p> <p>Promoting the health of Londoners.</p>	<p>III: Relieving traffic congestion</p> <p>V: Improving Accessibility</p> <p>VI: Encouraging walking</p>	<p>7.MS</p> <p>10. A</p> <p>12.W</p> <p>13.C</p>	<p>3.Po9</p> <p>3.Pr2</p> <p>3.Pr5</p> <p>4G.Pr12</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4J.Po1</p> <p>4O.Po1</p> <p>4P.Po2</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Bicycling</p> <p>Car</p> <p>Public Transport</p>			<p>Positive</p> <p>Positive</p> <p>Neutral</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Women (particularly at night) Disabled People.			Positive

Form Number:
F1/RBKC/LCN/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	London Cycle Network+ (LCN+)
Location:	Borough wide
Dates:	On-going

Description of Main Elements:

The Council will seek to implement proposals that contribute towards the objectives of TfL's Cycling Action Plan. Proposals may include physical improvements to tackle barriers to bicycling on LCN+ routes; the provision of essential facilities; and route finding. Street audits tools and monitoring will be used to consider the acceptability and success of proposals. The benefits include safer and more convenient bicycling; improved way finding and therefore more bicycling.

Bicycle Route Implementation and Stakeholder Plan (CRISP).

An on-going, systematic review of existing conditions for bicyclists on the LCN+ network in the Royal Borough. CRISP's will confirm route alignment, identify barriers to cycling, recommend ways to tackle them, and estimate implementation cost.

Proposal Design, Consultation and Implementation

Funding to design measures recommended through the CRISP process and to implement them. Measures may include changes to traffic signals or removing barriers to bicycling. Risks: The Council will design measures, as far as possible, within the London Cycling Design Standards. However, measures need to support the Council's Streetscape guidelines.

Usage Survey

Funding to monitor the success of proposals. Traffic surveys are undertaken annually 14 locations on the LCN (see Plan 10).

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	6	5	147	138	113	409
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	6	5	147	138	113	409
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> Partners: LCN+ Management (LB Camden). TfL Cycling Centre for Excellence. Dependencies: Cooperation with LCN+ and TfL Risks: Getting Cabinet Member Approval 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion, by encouraging bicycling.</p> <p>Reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives, including cycling.</p> <p>Enhancing safety and security across all means of travel.</p> <p>Contributing towards making existing neighbourhoods more sustainable and safe.</p> <p>Promoting travel patterns that contribute to improved air quality.</p> <p>Promoting the health of Londoners.</p>	<p>I: Improving road safety</p> <p>III: Relieving traffic congestion</p> <p>VII: Encouraging cycling</p>	<p>1. RS</p> <p>7. MS</p> <p>13. C</p>	<p>3.Pr2</p> <p>4G.Pr12</p> <p>4G.Pr26</p> <p>4J.Po1</p> <p>4J.Pr1</p> <p>4J.Pr3-5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p>			<p>Neutral</p> <p>Positive</p> <p>Neutral</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify)			Neutral

Form Number:
F1/RBKC/CS/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Bicycling Proposal: Grand Union Canal Towpath Bicycle - Walking and Access Improvements.

Location: Grand Union Canal (part of a wider SWELTRAC proposal)

Dates: 2007 to 2011 – One off activity

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is member of SWELTRAC (the South and West London Transport Conference) a sub-regional partnership.

Groundwork is a leading environmental regeneration charity working with local communities.

Sustrans is a leading sustainable transport charity working on projects that encourage people to travel in healthy ways and that benefit the environment.

Grand Union Canal Towpath - Bicycle, Walking and Access Improvement

The Grand Union Canal, which runs through the Royal Borough, is part of a National Bicycle Network as well as part of TfL's Grand Union Canal Walk.

In 2002/2003, TfL funded a study to improve the towpath along the Canal between Little Venice (Delamare Terrace in Westminster) and Scrubs Lane (in Hammersmith and Fulham) by way of the Royal Borough. The estimated cost of the improvements identified by this study was £420k. However, no funding was allocated for the project in 2003/2004 or 2004/2005. In 2005/2006 TfL allocated £75k (through SWELTRAC) to implement bicycle, pedestrian and accessibility works along a short 250m section of the route to the west of Ladbrooke Grove. Once again, no further funding was allocated for 2006/2007.

This proposal will further develop this green corridor by improving the towpath (and access to it) and by tackling barriers to bicycling, walking, and for people with mobility impairment.

The proposal has the following components:

- Careful resurfacing the towpath using sympathetic materials.
- Improved lighting using appropriate lighting columns.
- Improvements to make the towpath more accessible.
- Sensitive route finding.
- Seating.

The proposal aims to create a well-designed and accessible public space, and to reduce crime and the fear of crime. The Council will consider the environmental and ecological habitats along the canal as part of the proposal.

Implementation will continue from 2008/2009 to 2010/2011 with an estimated £107 required for the final year.

The benefits include increase in journeys made on foot or by bicycle, safer and more convenient bicycling, improved wayfinding, increased accessibility along the canal and reduced crime and the fear of crime.

Risks:

- Partners in this project include: the three boroughs, Sustrans, British Waterways, and Groundworks (West London).
- SWELTRAC will seek funding for the Royal Borough and for Hammersmith and Fulham. The funding shown in this Form 1 is for works in RBKC only. The London Borough of Hammersmith and Fulham will submit their own F1.
- The proposal contributes towards the objectives of TfL's Cycling Action Plan and Walking Plan.
- Measures will be designed, as far as possible, within London Cycling Design Standards. However, measures need to support the Council's streetscape guidelines.

Additional Information: This proposal complements a proposal by the City of Westminster at the Half Penny Bridge' located at Harrow Road/Second Avenue/Wedlake Street.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	70	0	0	107	107	284
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	70	0	0	107	107	284
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

- Partners: SWELTRAC Management (LB Richmond). Sustrans, British Waterways, Groundworks. LBHF, CoW. TfL Cycling Centre for Excellence.
- Dependencies: Cooperation with British Waterways.
- Risks: TfL funding is not available.

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Reducing traffic congestion by encouraging walking and cycling.</p> <p>Reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives, including cycling and walking.</p> <p>Improving accessibility.</p> <p>Enhancing safety and security across all means of travel.</p> <p>Contributing towards making existing neighbourhoods more sustainable and safe.</p> <p>Benefiting London's urban fabric, visual amenity and the development of London as a cultural and leisure centre.</p> <p>Improving travel choice and quality.</p> <p>Promoting travel patterns that contribute to improved air quality.</p> <p>Promoting the health of Londoners.</p>	<p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VI: Encouraging Walking</p> <p>VII: Encouraging cycling</p>	<p>5: TV</p> <p>7: MS</p> <p>10: A</p> <p>12: W</p> <p>13: C</p>	<p>3.Pr2</p> <p>3.Pr5</p> <p>4G.Pr12</p> <p>4I.Pr2</p> <p>4I.Pr3</p> <p>4I.Pr8</p> <p>4J.Po1</p> <p>4J.Pr1</p> <p>4O.Pr1</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Public Transport</p>			<p>Positive</p> <p>Positive</p> <p>Neutral</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Disabled people			Positive

Form Number:
F1/RBKC/CS/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Cycling Proposals: Bicycle Parking, Bicyclists Training and Bikes for Business.

Location: Borough-wide

Dates: 2007 to 2011 – ongoing activities

Description of Main Elements:

Bicycle Parking - General

The Council will provide new or improved bicycle parking in the Borough in response to requests from local residents and businesses. It will involve installing small numbers of cycle stands at various locations in the Royal Borough between 2007 and 2011.

Benefits – Reducing crime and the fear of crime. Increase in journeys made by bicycle.

Risks: The proposal contributes to the objectives of TfL's Cycling Action Plan. Measures will be designed, as far as possible, within London Cycling Design Standards. However, measures will need to support the Council's Streetscape guidelines.

Bicycle Parking at Major Visitor Attractions

The Council will extend the provision of bicycle parking at major visitor attractions, outside stations and other transport interchanges and schools. This will involve installing varying numbers of cycle racks at various locations in the Royal Borough between 2007 and 2011.

Benefits – Reducing crime and the fear of crime. Increase in journeys made by bicycle.

Risks: The proposal contributes to the objectives of TfL's Cycling Action Plan. Measures will be designed, as far as possible, within London Cycling Design Standards. However, measures will need to support the Council's Streetscape guidelines.

Bicyclists Training

Funding to provide effective and accessible bicyclist training for children and adults living, working, studying or attending schools in the Royal Borough. The training seeks to improve bicycling skills, road user behaviour and to reduce bicycle casualties in the Royal Borough. The funding will mean the Council can continue to provide courses free of charge between 2007 and 2011.

Courses include 8 1-hour long training courses for school children and 2 1-hour one-to-one training for adults.

Benefits: Reducing the number and severity of road traffic casualties. Increase the proportion of journeys made by bicycle. Increase in the number of children and adults requesting training. The Council will monitor the effectiveness of the training courses by undertaking follow-up surveys.

Risks: The Council has a contract with a bicyclists training company.

Bikes for Business

Funding to provide cycle facilities at existing business premises that are located in the Royal Borough. At new developments, developers will be asked to provide all facilities through Section 106 agreements.

The proposal's main components include providing shower facilities, bicycle parking, storage lockers, and pool bikes at existing businesses.

Benefits include: Increasing the number of journeys to work made by bicycle. Reducing crime and

the fear of crime.

Risks: Match funding will be sought from participating businesses. Businesses will be identified through the Council's Work Travel Plan projects. The Central London Partnership (CLP) will seek funding on behalf of the Royal Borough. The funding in this Form 1 is for Bikes for Business proposals in the Royal Borough only.

Future funding:

The Council expects funding levels to remain relatively stable until at least 2010/2011

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	21	20	55	95	95	286
Funding from other sources (Details provided below)	0	0	25	25	0	50
Total funding required	21	20	80	120	95	336
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)	£25k/pa	To be negotiated		Bikes for Business.		

Key Delivery Partners, Dependencies and Risks:

- Partners: Bicyclist Training Company. TfL Cycling Centre for Excellence, CLP
- Dependencies: Local business Support and Business Travel Plan initiatives
- Risks: TFL funding and match funding from section 106 agreements

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
Reducing traffic congestion by encouraging cycling. Reducing car dependency by increasing travel choice. Supporting local transport initiatives, including cycling. Improving accessibility. Enhancing safety and security across all means of travel. Contributing towards making existing neighbourhoods more sustainable and safe. Improving travel choice and quality. Promoting travel patterns that contribute to improved air quality. <ul style="list-style-type: none"> ▪ Promoting the health of Londoners. 	I. Improving road safety III: Relieving traffic congestion V: Improving accessibility VII: Encouraging cycling	1.RS 2.SRS 5.TV 7.MS 10:A 13.C	3.Pr2 4E.Pr9 4G.Pr12 4J.Po1 4J.Pr1 4J.Pr7 4J.Pr8 4N.Pr5 4P.Po2 4P.Pr4 4P.Pr5
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport			Neutral Positive Neutral Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) younger and older people, Disabled people			Positive

Form Number:
F1/RBKC/FS /1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Freight – Review of "on-street" Waiting and Loading.
Location:	Borough-wide
Dates:	2007 to 20011 – On-going

Description of Main Elements:

The Royal Borough is a member of the Central London Partnership (CLP), a sub-regional partnership.

Survey Map is a Geographical Information System (Map-Info based) that displays waiting and loading survey data (both supply and demand). Colin Buchanan's and Partners developed the software, in association with the Royal Borough (see Leaflet 1). Different types of on-street waiting and loading regulation are represented on a computer as colour coded links on a street map. These links can also be colour coded to show parking stress (high occupancy on waiting and loading restrictions). For example, very high levels of occupancy (90 per cent and above) are shown in red. Survey Map is able to produce street/ward/ borough summaries display as maps or reports.

Survey map is very versatile, simple and flexible product that can be used to identify locations where waiting and loading is under pressure. The software calculates occupancy levels using either the number of vehicles parked along the kerbside or the number of parking spaces available (defined as whole 4.9m lengths available for parking). The database includes fields about enforcement levels.

The Royal Borough will use this funding to review waiting and loading restriction on Borough roads. The data will help the Council with its ongoing review of parking supply; in preparing traffic and transport observations on planning applications; act as an inventory of waiting and loading supply, and help it to target appropriate parking enforcement.

The proposal has the following components:

- A survey of on-street parking supply;
- A survey of on-street parking demand;
- Input survey data into Map Info.

The benefits are: The Council will understand pressure on waiting and loading in the Royal Borough, so that it can efficiently and appropriately manage its parking controls.

Risks: The CLP will seek funding on behalf of the Royal Borough. The funding in this Form 1 is for parking surveys in RBKC only.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	40	40	80
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	40	40	80
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: CLP ▪ Dependencies: None ▪ Risks: TfL funding not being available. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area		Target Number	MTS Proposal/ Policy number (Appendix C)		
Reducing Traffic Congestion Supporting local transport initiatives: Making the distribution of goods and services in London more reliable, sustainable and efficient. Improving the efficiency and effectiveness of London's Transport system.	III: Relieving traffic congestion IV: Improving the working of parking and loading		7.C	4G.Pr15 4G.Pr17		

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport Motorcycles	Neutral Neutral Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Neutral
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify)	Neutral

Form Number:
F1/RBKC/RP/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Regeneration Area Proposal – Westway Travellers' Site

Location: Westway Travellers' Site – Stable Way, London, W10.

Dates: From 2007 to 2009. One-off Activity

Description of Main Elements:

Funding to develop and implement environmental and access improvements to the Westway Travellers' Site, including Stable Way. Stable Way is the private access road to the travellers' site and runs from Latimer Road. There are several other land uses along Stable Way including a riding stables and commercial light industrial units.

The travellers' site has nineteen residential pitches, plus a resource centre. Amenities (such as kitchen and bathroom facilities) were provided to each pitch in 2001.

The site is bounded by the West London Line and by the elevated northbound arm of the Earl's Court One-way System (A3220) - leading to the Westway roundabout (A40). It is located in an area that is in the 10-20 per cent most deprived Super Output Areas in England in 2004 (as measured by National Indicators of Multiple Deprivation).

The proposal has the following components.

- Measures to improve the amenity and living conditions for travellers and tenants of the area.
- Construction of a new access road, and improvements to Stable Way.
- Improved access for residents and local business.
- The Council to consider adopting new or improved access roads.
- Improved pedestrian access to the site.
- Introduction of parking controls on access roads.
- Better parking facilities for residents.
- Measure to reduce traffic speeds at the site.
- Vehicle turning space.
- Improved drainage for access roads.
- Townscape improvements to the site and adjoining areas, such as improved lighting, cleaning of railway banks, better refuse and rubbish storage, removing abandoned vehicles, and improving fences.

The project will be developed in 2006/2007 and 2007/2008, with a few quick and easy actions implemented in 2007/2008 and longer-term actions implemented in 2008/2009.

Benefits include:

- Regeneration of an area of social deprivation.
- Improved access to the site.
- Improved pedestrian access and environment.
- A reduction in inappropriate traffic speeds.
- Crime and the fear of crime will reduce.
- Improved streetscape.
- Improved social equality and social inclusion.

Relevant Information

- The Royal Borough leases the Travellers' Site from Transport for London (TfL). TfL are also the freeholders of the wider area and are responsible for the elevated section of the Westway.
- Westway Development Trust owns the land around the travellers' site and access road.
- The London Borough of Hammersmith and Fulham (on behalf of the Royal Borough) manage the travellers' site.

Risks:

- Partnership between Royal Borough and Westway Development Trust.
- Consultation with: The Travellers, other local residents and businesses, Local Planning officers, TfL
- Cabinet Member approval is needed.
- Measures need to support the Council's streetscape guidelines. They will be designed for easy and low cost maintenance.

Further Information: The proposal will make up part of a green corridor that will run through the borough, following the line of the Westway and Hammersmith and City railway line

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	100	0	100
Funding from other sources (Details provided below)	0	0	0	30	0	30
Total funding required	0	0	0	130	0	130
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£30	Requested				
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

- Partners: TfL. Westway Development Trust. London Borough of Hammersmith and Fulham. Southwark Travellers' Action Group (STAG) to help consult residents.
- Dependencies: STAG
- Risks: See earlier explanation.

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/ Policy number (Appendix C)
<p>Supporting local transport initiatives including improved access to regeneration areas, walking schemes, better maintenance of roads.</p> <p>Improving the accessibility of London's transport system so that everyone can enjoy living in and working in the Capital, thus improving social inclusion.</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel.</p> <p>Supporting sustainable economic growth by providing improved access by walking, and complementary initiatives to tackle social exclusion.</p> <p>Making existing neighbourhoods more safe and attractive.</p> <p>Benefiting London's urban fabric, visual amenity.</p> <p>Improving travel choice and quality.</p> <p>Providing transport links to facilities and services which meet the particular needs of people from minority communities.</p> <p>Improving the safety and personal security of users of the transport system.</p>	<p>I: Improving road safety</p> <p>IV: Improving the working of parking and loading arrangements.</p> <p>V. Improving accessibility.</p> <p>VI: Encouraging walking.</p> <p>VII: Bringing transport infrastructure to a state of good repair.</p>	<p>1: RS</p> <p>9: C</p> <p>10: A</p> <p>12: W</p>	<p>3.Po9</p> <p>4G.Pr10</p> <p>4G.Pr15</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4O.Po1</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p>			<p>Positive</p> <p>Neutral</p> <p>Positive</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Travelling Community			Positive

Form Number:
F1/RBKC/ENV/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Environment Programme: Electric Charging Points, Graduated Permits, Air Quality Monitoring, Noise Mapping Software, Bio Diesel Production, Green Driving Guide and Green Fleet Toolkit.
Location:	Borough-wide – various locations
Dates:	2007 to 2011

Description of Main Elements:

The Royal Borough of Kensington and Chelsea is a member of SWELTRAC (the South and West London Transport Conference) a sub-regional partnership.

Electric Charging Points

SWELTRAC is submitting a proposal (2007/2008) to review electric charging point technology, to identify possible sites for installing points in South and West London, and for publicity.

As part of the SWELTRAC bid, (in 2008/2009) the Royal Borough will seek to trial about four electric charging points in the Borough. If the trial is successful, the Council will install additional charging points in 2008/2009 to 2010/11.

The benefits include: Improved air quality and the adoption of a cost effective alternative fuel. A trial of on-street electric charging points will test the technology before it is rolled out across South and West London. There may be some cost savings if several boroughs buy the technology in a partnership (through SWELTRAC). It may also lead to some consistency in design and a Pan-London approach to administering EV schemes.

Risks: SWELTRAC will seek funding on behalf of the Royal Borough. The funding shown in this Form 1 is for electric charging points in the Royal Borough only. Cabinet Member approval is needed. The Council will need to consult with local residents about changes to traffic management orders.

Graduated Permit

Funding to introduce a graduated charge for resident parking permits in the Royal Borough.

The cost of resident parking permits will be graduated by engine size, with drivers owning vehicles that have large engines paying more than drivers owning vehicles that have smaller engines. Households with more than one vehicle will be charged a higher cost for additional parking permits. Funding will cover the cost of updating computer programmes, publicity, and changes to stationery.

The scheme will be implemented in 2007/2008 and 2008/2009.

The benefits include: Improving air quality by providing incentives to drivers of vehicles that have small engines. A reduction in the number of vehicles in the Royal Borough with large engines, as recorded by the Council's resident permit database.

Risks: Cabinet Member approval is needed. Match funding for residents consultation as part of the initial feasibility study.

Air Quality Monitoring

Funding to buy and maintain air quality monitoring equipment. The equipment will record Nox levels on Earl's Court Road (south of the station). The equipment will monitor changes in air

quality in Earl's Court resulting from the proposed westward extension to the Central London Congestion Charging Scheme.

Part of the funding in 2007/2008 is for a Nox analyser that will be located on the Earl's Court Road. There is also funding from 2007/2008 to 2010/11 to maintain and service the analyser. This includes data management, fortnightly calibrations, and gas and equipment checks.

The benefits include: an ability to monitor the impacts on air quality in the Earl's Court area of the proposed westward extension of the Central London CCS.

Risks: Funding was requested as part of the complementary measures for the western extension of the central London CCS.

Noise Mapping Software

Funding to buy a noise-mapping suite (such as Noise Map SE produced by WS Atkins) so that the Council can model noise levels throughout the Royal Borough. The Council will use road, aircraft and railway noise data produced by the Department for Environment, Food and Rural Affairs. The Council will use the model to identify the noise hotspots in the Royal Borough. This will help it to produce a Noise Action Plan, something that is required by the Environmental Noise Directive. The model is a one-off purchase in 2007/2008.

The benefits are: The Council will understand and monitor existing noise levels in the Royal Borough, which will help it to produce actions to reduce transport related noise.

Bio Diesel Production

The Council is undertaking a feasibility study into the production of Bio-diesel in or near to Holland Park. If outcome of the study is positive, the Council will collect cooking oils from catering businesses based in or near the park, process it, store it and use in its own fleet or its contractor's vehicles. The fuel is blended with ordinary diesel at anything from 5 per cent to 20 per cent.

Funding in 2007/2008 will buy the capital equipment needed to process and store Bio-Diesel.

Benefits: Promote and take up cleaner/non-fossil fuels for vehicles in the Council's transport fleet or of contracted services. The adoption of a cost effective alternative fuel. Recycling of waste products. Supports an emerging local and regional market/industry. The proposal will be of value to the Council for further research and to other interested local authorities.

Risks:

- SWELTRAC will seek funding on behalf of the Royal Borough. The funding shown in this Form 1 is for Bio Diesel production in the Royal Borough only.
- This project is an action of the Council's new Environmental Strategy. The strategy has been to full public consultation. Full Cabinet and Council approval has been given.

Further Information:

SWELTRAC have an additional proposal for a feasibility study to monitor the Council's work and investigate a processing facility developed by SWELTRANS, which is likely to be located in the London Borough of Bromley. The aim will be to develop similar Bio Diesel production works in South and West London.

Green Driving Guide and Green Fleet Toolkit

Funding for the Council to produce a Green Driving Guide and Green Fleet Toolkit. This will be used to encourage fuel-efficient driving practice in the Royal Borough, and offer advice and guidance to other organisations in the Royal Borough about making their vehicle fleet, driving practices, maintenance and procurement less polluting. The Council will produce the guides in 2007/2008. The guides will be launched at high profile public event. The benefits are improved air quality and promotion of good practice.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	40	149	109	298
Funding from other sources (Details provided below)	0	0	50	0	0	50
Total funding required	0	0	90	149	109	348
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources	£50	Planned	For residents consultation on Graduated permits			
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: TfL, SWELTRAC, Energy Saving Trust, Carbon Trust. Dependencies: Funding, partners inputs, results of feasibility study. Risks: Barriers identified by feasibility study, funding failure. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Supporting local transport initiatives. Making the distribution of goods and services in London more sustainable, whilst minimising negative environmental impacts. Promoting travel patterns that contribute to improved air quality, noise and the treatment of waste.			3.Pr2 3.Pr4 4G.Pr14 4I.Pr2 4K.Pr4			
Modal Impact (please list the modes affected)						Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport						Positive Positive Neutral Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.						Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:						Positive
Encouraging sustainable means of travel:						Positive
Balanced road space allocation:						Neutral
Requirements for sustainable developments:						Neutral
Equality and Inclusion Target Group (please specify)						Neutral

Form Number:
F1/RBKC/PC/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	CPZ – Motorcycle Parking
Location:	Borough-wide
Dates:	2007 to 2009 – One-off

Description of Main Elements:

Risks

- Cabinet Member approval is needed.
- This proposal was requested as part of the complementary measures for the western extension of the Central London CCS.

This funding is to improve on-street motorcycle parking in the Royal Borough.

Currently, motorcycle riders parking their vehicles on-street can use:

- Residents' parking bays: for residents with a residents' motorcycle permit.
- Designated motorcycle bays: available without charge or limit on stay.
- Pay and display bays: riders purchase a pay and display ticket at the appropriate tariff.

The designated motorcycle bays are very well used. However, they are not always conveniently located for residents. Residents therefore park motorcycles in residents' parking bays where they are prone to damage by other vehicles. Residents also have security concerns about leaving motorcycles parked on street.

The Council has reviewed how motorcycle parking is provided in the Royal Borough and wants to improve its provision for residents and visitors.

The main components are:

- New motorcycle bays for resident permit holders only, created by converting sections of underused visitor (or other kinds of) parking bays.
- High security ground anchors installed in all motorcycle permit only bays (see Figure 1).
- Review cost of resident motorcycle parking permit. Residents holding an advanced rider certificate will receive a discount.

Residents with a motorcycle and wishing to continue to park in residents' parking bays will need to purchase a full cost parking permit. This provision will be eventually withdrawn, so that motorcyclists can only park in motorcycle permit bays.

Benefits

- Demand for motorcycle parking has increased significantly since the introduction of the congestion charge in February 2003. This trend is likely to continue when the western extension of the Central London CCS is introduced in 2007, as motorcycles are exempt from the charge.
- There will be more motorcycle parking for residents and visitors. The Royal Borough now has almost 190 designated bays – creating space for 1250 motorcycles. This will be increased to approximately 2,600 spaces.
- Motorcycles create less congestion, are more fuel-efficient and less polluting, and are less damaging to road surfaces than cars, which is why they are exempt from the Congestion Charge.
- There will be less crime and fear of crime.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£k)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	100	0	100
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	0	0	100	0	100
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: TfL. ▪ Dependencies: Risks: Cabinet member approval						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area		Target Number	MTS Proposal/Policy number (Appendix C)		
Reducing traffic congestion, by providing for motorcycles. Reducing car dependency, by increasing travel choice. Making existing neighbourhoods and residential areas safe. Improving travel choice and quality.	III: Relieving traffic congestion IV: Improving the working of parking and loading		7.MS	4G.Pr1 4G.Pr12 4G.Pr14 4G.Pr17		

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport Motorcycles	Neutral Neutral Neutral Neutral Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Neutral
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify)	Neutral

Form Number:
F1/RBKC/PC/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	CPZ – CCS Review of Visitor Parking.
Location:	Borough-wide
Dates:	2007 to 2010 – On-going

Description of Main Elements:

In 2006/2007 the Council received £60k for a before survey of visitor parking in the Royal Borough (funded through complementary measures for the western extension of the Central London Congestion Charging Scheme).

The funding proposal for 2007/2008 is a one-off after surveys of demand for visitor parking in the Royal Borough following the introduction of the western extension of the Central London CCS early in 2007.

The project has the following components:

- Review the supply and demand of on-street visitor parking in the Royal Borough – pay and display bays and the like.
- Review supply and demand of visitor parking at Kensington Town Hall car park.
- Propose alternative uses of underused visitor parking spaces identified by the study.

The benefits are to understand the effect of the western extension of the Central London CCS scheme on demand for visitor parking in the Royal Borough. To propose new or better ways of using underused visitor parking spaces that are identified by the surveys or which may result from or be made worse by extending CCS into the Royal Borough. For example new uses for car parking spaces in the Town Hall car park.

Risks: This proposal was requested as part of the western extension of the Central London CCS.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	0	60	0	0	0	60
Total funding required	0	£60	0	0	0	60
OTHER FUNDING SOURCES	Amount (£k)		Status (Requested, Approved)		Comments	
TfL outside BSP	£60k		Approved		Complementary CCS measure 06/07	
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
Partners: TfL. Dependencies: Risks:						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area		Target Number	MTS Proposal/ Policy number (Appendix C)		
Supporting local transport initiatives Making the distribution of goods and services in London more reliable, sustainable and efficient. Improving the efficiency and effectiveness of London's Transport system	IV: Improving the working of parking and loading		9.C	4G.Pr14 4G.Pr15 4G.Pr16 4G.Pr17		

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport Motorcycles	Neutral Neutral Positive Neutral Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Neutral
Encouraging sustainable means of travel:	Neutral
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify)	Neutral

Form Number:
F1/RBKC/AS/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Accessible Transport – Scooter loan project. Travel assistance training. Dropped kerb programme. Chelsea and Westminster Hospital. West Brompton Station underground station – lift on Southbound platform.
Location:	Borough wide, Chelsea and Westminster Hospital, West Brompton Station.
Dates:	2007-2011 – reoccurring activities Chelsea and Westminster Hospital 2007-09 - one off activity

Description of Main Elements:

Accessible transport is for proposals that improve accessibility, particularly for older or disabled people. Priorities include: (i) main pedestrian routes, access to public buildings, and facilities for disabled people at pedestrian crossings. (ii) Proposals that benefit large numbers of people and innovative or pilot projects. (iii) Proposals that promote personal accessibility, such as shop mobility. (iv) Consultation and involvement of the local community and organisations representing older and disabled people. (v) Monitoring the effectiveness of such proposals.

The Westway Community Transport is an organisation providing essential, accessible and affordable transport to local organisations, groups and individual people - particularly disabled or elderly residents, under five year old children and ethnic minority groups. They are one of the largest community transport organisations in London. Their website is www.westwayct.org.uk. They are located at 240 Acklam Road, London, W10 5YG.

Travel Assistance Training

The proposal is to provide travel assistance to people with a physical impairment, visual impairment or learning difficulties, to older people or mental health service users and victims of crime. Many of these groups do not feel confident using public transport. Westway Community Transport will manage the project. Specially trained volunteers will offer advice on planning routes and will act as travelling companions for the first few journeys. The service will be free and available from 8am to 6pm and enhances the current public transport network as it trains people to use existing resources.

Benefits: The proposal will encourage and increase the confidence of vulnerable residents of Kensington and Chelsea in the above client groups and enable them to use TfL's large fleet of accessible buses and tube networks thus going some way to combat isolation. An added bonus is that this scheme will help increase awareness of drivers and the general public of the needs of these client groups.

A core benefit of this proposal will be that individuals will be encouraged and assisted to use the existing transport provision therefore lessening their demand on statutory and/or voluntary sector provision of door-to-door transport services.

Risks: Should proposals such as the above not be initiated due to lack of funding, an important opportunity to make the existing public transport provision more accessible to all will be missed.

Relevant Information: The Project builds on a TfL pilot Travel Pal project.

Mobile Scooter Loan - Promotion

The Royal Borough's mobile scooter loan project (shop mobility) was set up in 2005/2006 – see Figure 2. Westway Community Transport manages the project. TfL match funded the cost of the out and about scooter loan project in 2006/2007. The project is targeted at older people. Funding for 2007-2011 is for consulting, promoting, and involving the wider community with particular attention to the inclusion of younger disabled people and visitors to The Royal Borough who have mobility impairments. The proposal will initially be promoted through local hotels and tourist information as well as local radio campaigns.

Benefits: The proposal will increase the number of people using the service, as it will involve a wider community of people. Users of the service will have greater access to shops, parks and other sites not currently accessible to them.

Risks: The proposal is currently funded via donations and subscriptions. Sponsorships are currently being sought, however the nature of the Royal Borough is very diverse: there are severely deprived areas and very affluent areas. Sponsorship, by its very nature, will want to address the needs of people with purchasing power only. It is because of this reason that we believe that an element of core funding will always be necessary to ensure that services remain accessible to all.

Relevant Information: WCT are developing a similar proposal for residents of the City of Westminster. However, this proposal is only for residents of the Royal Borough.

Dropped kerb Programme

Funding to introduce dropped kerbs along main pedestrian routes, access to public buildings or pedestrian crossings throughout the Royal Borough. The proposal will benefit large numbers of people, particularly older or disabled people. To be implemented in years 2007 to 2011.

Benefits: Improved access to shops, parks and other sites not currently accessible to older or disabled people.

Risks – Demonstrate that the investment will be maintained.

Chelsea and Westminster Hospital

Chelsea and Westminster Hospital is located at 369 Fulham Road, SW10. It serves the local population living in Kensington, Chelsea and Westminster as well as parts of Fulham, Putney, Wandsworth and Battersea. People from a much wider catchment area use the specialist services. Many patients and visitors have a disability or are older people. Many patients, visitors and staff use public transport to access the site or arrive on foot (for at least part of their journey).

The hospital was opened in 1993. The main entrance is dominated by a short service road. The entrance area is crowded with activities such as picking up and dropping off patients, delivery vehicles, shops and cafes, visitors and patients milling around, visitors arriving on foot, and bicycle parking. This activity creates severe obstacles for anyone visiting the hospital, particularly for disabled or older people.

The vehicular activity generated by the hospital is focussed on the service road. The pattern of arrivals and departures results in overcrowding in the service road, which tails back onto the Fulham Road, creating severe delays for traffic in both directions (particularly buses and ambulances). An NCP car park underneath the hospital (accessed from Nightingale Place) also generates a large number of vehicles that adds to the confusion and delays in the area.

A new day centre and residential care unit will open in early 2007 at the Ellesmere site next to the hospital. There are also new retail units and residential dwellings. The care unit is for people with severe memory loss (such as senile dementia) or people seeking rehabilitation (for strokes and the like). The day centre is for older people (many of whom have a mobility impairment).

Two bus stops serve the hospital. The one outside the Ellesmere site was temporarily closed during the redevelopment of the site. The new stop will include an experimental non-emergency ambulance bay operating in peak hours for dropping off and picking up users of the day centre. The stop west of Neverton Grove is not accessible for wheelchair patients, as crossovers to several homes means buses cannot deploy access ramps.

In 2007/2008 the Council will undertake a study of access to the hospital (the Fulham Road between Limerston Street and Edith Grove). The study will seek to improve accessibility, particularly for older or disabled people. In 2008/2009 the Council will implement measures to improve accessibility of the area. The main components include:

- Accessibility – particularly for older or disabled people.
- Bus stop accessibility – pulling into the kerb and kerb heights.
- Local bus priority – improving reliability and journey times for buses.
- Walking – physical improvements to tackle barriers, and townscape.
- Freight - waiting and loading, delivery and ambulance access.
- Bicycling – Bicycle parking.
- Signal's works.
- Accident reduction.

The expected benefits include: Improved pedestrian access routes to the hospital, particularly for older and disabled patients. Improved facilities for disabled people at pedestrian crossings and bus stops. The proposals will benefit large numbers of people who are patients, visitors or staff of the hospital. Improved control of dropping off and picking up, particularly taxis. There will be reduced bus journey times and improved reliability. Access times for Ambulances will be improved. Improved cycle parking.

Risks – the Council will work closely with and consult with the hospital and the Ellesmere centre about any proposals. Bus use is likely to increase after 2007 as the hospital is within the proposed western extension of the Central London Congestion Charge Scheme. The Council will notify TfL Network Assurance Team (NAT) of works on this part of Fulham Road – which is a Strategic Road. Risks – Demonstrate that the investment will be maintained.

Additional information: Fulham Road is part of TfL's Borough Bus Target Network (LBI Route 14).

West Brompton underground Station – lift on southbound platform

West Brompton underground station is a major public building that attracts large numbers of people to it. It is also an important interchange with the West London Line.

There is no lift on the southbound platform of the underground station and this acts as a barrier to movement, particularly to older or disabled people wishing to access the station or interchange. The other platforms at both the underground and surface stations are accessible by lifts

This funding provides a unique opportunity to link the southbound underground platform to the northbound district line and the surface rail network– creating a fully accessible station with step-free interchange. Funding in 2007/2008 is for a study of the practicalities and costs of installing a lift on the southbound platform, and proposing ways to take the proposal forward. Funding between 2008 and 2011 will be determined by the outcome of this study.

The main benefits are: Improved step-free access to the station and interchange within the station, particularly for older or disabled people.

Risks: SWELTRAC will seek funding for this proposal on behalf of the Royal Borough. The Royal Borough will consult with the London Borough of Hammersmith and Fulham and TfL London Underground about the proposal. This funding proposal was requested as part of the complementary measures for the western extension of the central London CCS.

Further Information: This proposal will complement a proposal by the London Borough of Hammersmith and Fulham to widen the footway on the road bridge at West Brompton station.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	50	100	285	150	585
Funding from other sources (Details provided below)	0	57	0	0	0	57
Total funding required	0	107	100	285	150	642
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£57	Approved		Mobile Scooter Loan		
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: WCT, C and W Hospital, TfL – London Buses/NAT, LU. Dependencies: Availability of TfL funding Risks: TfL funding not being allocated. Impact of CCS on voluntary drivers. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Community Transport will assist in delivering the Mayor’s Transport Strategy by:</p> <ul style="list-style-type: none"> ▪ Reducing traffic congestion. ▪ Improvements to bus services – reliability. ▪ Improving journey time reliability for car users, whilst reducing car dependency by increasing travel choice. ▪ Supporting local transport initiatives, including walking and cycling. ▪ Improving accessibility of London’s transport system so that everyone can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion. ▪ Supporting sustainable economic growth by tackling congestion and unreliability, providing improved access by public transport, walking and cycling. Making it easier to access workplaces and for businesses to move goods and provide services. ▪ Improving travel choice and quality. ▪ Making London a fair city by providing links to jobs, facilities and services that meet the particular needs of people with mobility problems, women, older people, young people, children, members of the black and minority ethnic communities and those on low incomes. 	<p>I: Improving Road Safety II: Improving bus Journey times and reliability III: Relieving traffic congestion IV: Improving Parking and loading arrangements V: Improving Accessibility and Social Inclusion VI: Encouraging Walking VI: Encouraging Cycling</p>	<p>4. BBT 5. TV 6.GTJT 7. MS 10. A 12. W 13. C</p>	<p>4E.Pr10 4F.Pr2 4F.Pr11 4G.Pr12 4G.Pr15 4I.Pr2 4I.Pr8 4J.Pr7 4O.Po1 4O.Pr1 4P.Po2</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking Cycling Car Public Transport Ambulances/Emergency vehicles</p>			<p>Positive Positive Neutral Positive Positive</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Positive

Equality and Inclusion Target Group (please specify) Older People, Disabled People.	Positive
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Form Number:
F1/RBKC/STP/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	School Travel Plans: Awards Ceremony, Implementing School Travel Plans, Assistance with Developing School Travel Plans, Promoting School Travel Plans, School Travel Plan Coordinator.
Location:	Borough wide
Dates:	On-going

Description of Main Elements:

School Travel Plans encourage a decrease in car use for the school journey and improve road safety around schools through physical and educational measures by increasing children's awareness of road safety and transport issues. The benefits are: reduced child casualties around schools; more children that walk, bicycle or use public transport to get to school; reduced traffic congestion; and improved health through exercise.

Awards Ceremony.

An annual ceremony to reward schools with an approved School Travel Plan, a reviewed school travel plans and schools taking part in sustainable travel and road safety initiatives. Awards and certificates are produced, and there is an award ceremony held at the end of the summer term each academic year. The ceremony increases commitment from participating schools and encourages other schools to be involved. Cabinet member agreement has been obtained.

Implementing School Travel Plans

Funding to implement practical and cost effective engineering measures identified through School Travel Plans. Measures may include widening footways, changes to traffic signals, short lengths of guard railing, "school keep clear markings" and so on. Risks: Measures need to support the Council's Streetscape guidelines. Cabinet Member approval is needed.

Assistance with Developing School Travel Plans

Funds to help support schools develop School Travel Plans. It covers costs such as supply cover, printing, and events to consult and involve parents. The funding helps to increase the number of schools participating in the project.

Promoting School Travel Plans

Funds cover the cost of producing a newsletter sent to all schools in the Royal Borough, each term. The Council also produces separate promotional information targeted at the many independent schools in the Royal Borough (which do not qualify for the capital grant and therefore tend not to engage in developing a travel plan). Additional publicity is undertaken throughout the year. Benefits include an increase in the number of schools developing and maintaining travel plans.

School Travel Plan Coordinator

Funds to contribute to salary costs of the Road Safety Assistant whose role also includes helping with school travel plans. This post is partially funded by the DfT/DfES until the end of 2007/2008. after this time an alternative source of funding needs to be identified.

Risk: The Council already employs a full-time Travel Plan Coordinator. The Road Safety Assistant will help the Council meet the school travel plan target for London of all schools having travel plans by 2009.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	89	63	65	100	100	417
Funding from other sources (Details provided below)	18	18	18	0	0	54
Total funding required	107	81	83	100	100	471
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)	£18k/pa	Approved till 2007/2008		DfT/DfES bursary		
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> ▪ Partners: Schools, TfL ▪ Dependencies: Co-operation of schools to produce School Travel Plans. ▪ Risks: Schools will not co-operate with School Travel Plans (particularly independent schools). If TfL does not fund a part time School Travel Plan Co-ordinator in 2008/9, the Council will be unable to meet the TfL target to have all schools with travel plans by 2009. 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Reducing car dependency by increasing travel choice. Supporting local transport initiatives, including Safer Routes to School and road safety improvements Bringing forward new integration initiatives to 'enhance safety and security across all means of travel...'	I: Improving road safety III: Relieving traffic congestion VI: Encouraging walking	1: RS 2: SRS 7: MS 8: STP	3.Pr7 4G.Pr9 4G.Pr12 4P.Pr4			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Bicycling Car Public Transport	Positive Positive Negative Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Positive
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) Children and young people	Positive

Form Number:
F1/RBKC/WTP/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Workplace Travel Plans – Promotion of Workplace Travel Plans, Developing Work Travel Plans, Walk to Work Week.
Location:	Borough wide
Dates:	On-going

Description of Main Elements:

Workplace travel plans promote sustainable means of travel, and reduced traffic congestion by helping employees find ways to reduce the traffic impact caused by employees travelling to work or on business trips. The Council employs a Travel Plan Coordinator to help local businesses develop workplace travel plans.

The benefits include an increase in workplace travel plans; more people walking, bicycling, and using public transport to get to work; reduced traffic congestion; and improved health through exercise. Through travel plans, the Council will also seek a commitment from participating employers to promote road safety education and participate in road safety training for staff.

The Council is a member of SWELTRAC (the South and West London Transport Conference) a sub-regional partnership. SWELTRAC's Travel Plan officer helps promote and develop work travel plans in south and west London.

Promotion of Workplace Travel Plans

The Council will promote the benefits of work place travel plans with business in the Royal Borough. The Council will use its own travel plan as an example of good practice when working with other local businesses.

Developing Work Travel Plans

The Council will work with local employers to develop and monitor work travel plans and, if necessary, provide appropriate resources to do so. The Council will explore with local businesses how they can make business and employees' journeys more environmentally sustainable. The Council will use information obtained during 2005-06 Business Travel Project to identify business partners interested in developing workplace travel plans and sustainable travel initiatives. The Council will support businesses to develop surveys.

The Council will require developers of buildings that need a Traffic Impact Assessment to produce a travel plan where appropriate. This will explore how the negative impacts of motor traffic created by the development can be reduced and how the developer will encourage alternatives to the car.

Walk to Work Week

Funding to promote this event held in May. The Council purchases resources (such as pedometers), publicises the event to local business (particularly those developing work travel plans) and develops ideas to encourage participation. The benefits include more people walking to work, improved health through exercise, reduced traffic congestion and less pressure on the public transport system.

It is expected that funding will continue past 2009/2010 at a similar level.

FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	5	10	30	35	80
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	5	10	30	35	80
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: Local business, developers, SWELTRAC Dependencies: Co-operation with local businesses Risks: Local businesses do not participate in Workplace Travel Plans 						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Reducing car dependency by increasing travel choice. Promoting the health of Londoners, by encouraging more walking.	III: Relieving traffic congestion	5: TV 7: MS	3.Po7 3.Pr7 4G.Pr12 4H.Pr3 4P.Pr4			
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)			
Walking Cycling Car Public Transport			Positive Positive Negative Positive			
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)			
Promoting safety and perception of safety for all travel modes:			Positive			
Encouraging sustainable means of travel:			Positive			
Balanced road space allocation:			Neutral			
Requirements for sustainable developments:			Positive			
Equality and Inclusion Target Group (please specify)			Neutral			

Form Number:
F1/RBKC/TA/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Travel Awareness: Walk to School Weeks, Walk Once a Week,
Location:	Borough wide
Dates:	On-going

Description of Main Elements:

Travel awareness seeks to increase understanding of transport and travel issues and promote sustainable means of travel. The Council organises events such as Walk to School Week. The benefits are: reduced congestion; more use of walking, cycling and public transport. The Council is a member of SWELTRAC (the South and West London Transport Conference) a sub-regional partnership. SWELTRAC's Travel Plan officer co-ordinates travel awareness events across south and west London.

Walk to School Weeks

Funding to support the national Walk to School Weeks held in May and October. The Council purchases standard national materials - such as stickers, leaflets, posters, and certificates. The Council runs a special reward breakfast at a participating school. The Council publicises the events and seeks to involve all state and independent primary schools. Benefits include more children walking to school, increased understanding of School Travel Plans and participation in Walk Once a Week.

Walk Once a Week (WOW)

Funding for an on-going initiative that rewards pupils who regularly walk to school. The proposal pays for badges, certificates, postcards, publicity, promotion and administration. The Council monitors number of schools and pupils taking part. Benefits include more children walking, and reduced car use.

Future funding:

The Council expects funding levels to remain relatively stable until at least 2010/2011.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	21	20	20	25	86
Funding from other sources (Details provided below)	0	0	0	0	0	0
Total funding required	0	21	50	20	25	86
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources						
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:			
<ul style="list-style-type: none"> ▪ Partners: Schools and local businesses ▪ Dependencies: Co-operation of schools ▪ Risks: Schools do not participate with travel awareness. 			
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
Reducing traffic congestion by raising awareness of alternatives to the car Promoting patterns of movement that contribute to improvements in air quality Promoting the health of Londoners, including encouraging walking.	III: Relieving traffic congestion	7:MS	4P.Pr4
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking			Positive
Car			Negative
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Neutral
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) children and young people			Positive

Form Number:
F1/RBKC/CT/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Community Transport Westway Community Transport – Community Car Project
Location:	Westway Community Transport – 240 Acklam Road, London, W10 5YG
Dates:	2007-2011 – Continuous activity

Description of Main Elements:

Westway Community Transport (WCT) is an organisation providing essential, accessible and affordable transport to local organisations, groups and individual people - particularly disabled or elderly residents and under five year old children. They are one of the largest community transport organisations in London. Their website is www.westwayct.org.uk

Community Car Project

Funding to support a Westway CT's service for mobility-impaired, disabled or older people who find it difficult or impossible to use public transport.

The services that Westway CT provides are at risk because the service is affected by the introduction of the Western Extension of the Congestion Charge. The main issue is the increased cost to the volunteer drivers who will need to pay the full cost of the congestion charge. Westway CT is investigating ways in which the impact can be reduced and the purchase of exempt vehicles is one way to alleviating the problem. Funding will cover the cost of replacing obsolete vehicles that are not currently exempt from the congestion charge with vehicles that will be exempt from 2007/2008 onwards.

The Community Car Project provides a door-to-door transport. It is a low-cost service offering a high level of support and personal assistance. The volunteer drivers are specially interviewed, vetted and trained in passenger assistance, disability awareness and use of specialist cars and equipment. Drivers therefore provide specialist help.

The scheme focuses on target groups in the Royal Borough such as people in sheltered accommodation and areas where public transport is overcrowded or the roads are physically too narrow for bus services to run. Bookings are matched according to the availability of volunteer drivers, and last year 97 per cent of requests were successful. Bookings are tailored to meet the needs of members, covering long and short distances (although lifts cannot be given for hospital appointments). It is particularly useful for users making regular bookings to specific destinations such as life long learning experiences, or access to sports facilities, lunch clubs and shopping.

The benefits include:

- A door-to-door, affordable transport service available to disabled, mobility impaired or elderly residents of the Royal Borough.
- The scheme complements the existing Public Transport Provision, Dial-a-Ride and Taxicard by offering a one to one level of support for passengers where a higher level of support is needed.
- It is available at any time of the day and with no limitations on the level of usage.
- It promotes independence by enabling people to stay healthy for longer in their own homes.
- It simplifies booking procedures by offering dependable transport for the users with regular commitments.
- The scheme promotes social inclusion because volunteers take an active part in the life of their local community.

Risks: This funding for this proposal was requested as part of the complementary measures for the western extension of the central London CCS.

Relevant Information: WCT is developing a similar proposal with the City of Westminster.

However, this proposal is only for residents of the Royal Borough

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	0	77	79	80	0	236
Total funding required	0	77	79	80	0	236

OTHER FUNDING SOURCES	Amount (£K)	Status (Requested, Approved)	Comments
TfL outside BSP			
Borough Resources	£402	£77 Approved for 06/07 through a Service Level Agreement.	Future years will be requested by the Voluntary Sector Grants process
Partners (please specify)			
Other (please specify)			

Key Delivery Partners, Dependencies and Risks:

- Partners: RBKC, WCT.
- Dependencies: Availability of TfL funding.
- Risks: TfL funding not being allocated. Impact of CCS on voluntary drivers.

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
Improving accessibility of London's transport system so that everyone can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion. Making London a fair city by providing links to jobs, facilities and services that meet the particular needs of people with mobility problems, women, older people, young people, children, members of the black and minority ethnic communities and those on low incomes.	V: Improving Accessibility and Social Inclusion	10. A	3.P09 4G.Pr14 4N.Pr5 4O.Po1 4O.Po2 4O.Pr4

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport	Neutral Neutral Neutral Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Neutral
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) All target groups	Positive

Form Number:
F1/RBKC/CT/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Community Transport - Westway Community Transport Group Transport and Driver Training
Location:	Westway Community Transport – 240 Acklam Road, London, W10 5YG
Dates:	2007-20011 – continuous activity

Description of Main Elements:

Westway Community Transport (WCT) is an organisation providing essential, accessible and affordable transport to local organisations, groups and individual people - particularly disabled or elderly residents and under five year old children. They are one of the largest community transport organisations in London. Their website is www.westwayct.org.uk

Group Transport and Driver Training

WCT has a large fleet of minibuses that are available to voluntary and community groups. The funding will help WCT upgrade its fleet, and thus continue to provide community transport services. The WCT fleet is a mix of standard and accessible vehicles. Vehicles and drivers are hired at subsidised rates to provide accessible services. The age of the fleet is important to the reliability and quality of the services that WCT provides.

The services that Westway CT provides are at risk because the service is affected by the introduction of the Western Extension of the Congestion Charge. The main issue is the increased cost on their vehicles and to the volunteer drivers who will need to pay the full cost of the Congestion Charge. Westway CT is investigating ways in which the impact can be reduced and the purchase of exempt vehicles is one way to alleviating the problem. Funding will cover the cost of replacing obsolete vehicles that are not currently exempt from the Congestion Charge with vehicles that will be exempt from 2007/2008 onwards.

WCT estimate they will lose £75K of revenue when the Central London Congestion Charge Scheme is extended into the Royal Borough. Community Groups that use the services of volunteers will, therefore, be required to pay the full cost of the proposed Congestion Charge, which they will not be able to afford. This will reduce the resources available for the purchase of new vehicles and this will result in a reduction of quality services WCT can offer to the local community.

Volunteer drivers are trained and used for the provision of most of the services, with a few paid drivers. This ensures that the service is provided at affordable levels. Westway CT employ a full-time driver trainer and assessor to ensure volunteers and paid drivers obtain at least MiDAS standards. MiDAS (Minibus Driver Awareness Scheme) is a nationally recognised scheme, accredited by RoSPA, aimed at improving minibus-driving standards and promoting the safe operation of minibuses. Where funding is available vocational and advanced driving training and qualifications are also offered along with first aid, disability awareness and passenger assistance techniques. The vehicles and drivers are fully insured.

The benefits include:

- WCT provides affordable transport to local organisations and groups, particularly to groups serving disabled or elderly residents, ethnic minorities and under five year old children.
- Group transport complements the existing provision of public transport as it reaches people in isolated areas or where there is either overcrowding on public transport or physical barriers, like narrow residential roads, prevents access by larger buses.
- The service benefits the local community by promoting social inclusion by bringing groups from different backgrounds together, enabling them to fully participate and take advantage of the many opportunities available across London.
- Community Transport plays an important role in regenerating the most socially deprived wards and areas in the Royal Borough (such as Golborne Ward, Worlds End and Dalgarno Estate) by

improving the lives of people working, living and visiting these areas.

- Community transport services are available to local community and youth workers and this helps to reduce levels of crime and anti-social behaviour (real and perceived) by providing safe and affordable transport facilities to leisure activities.
- The service encourages the use of public transport rather than car journeys by promoting the use of greener and less congesting vehicles in London.

Risks:

- The Council has supported this scheme for over ten years and wishes to continue to provide revenue support at current levels. However, vehicle replacement funds do not form part of the funding agreement.
- This funding for proposal was requested as part of the complementary measures for the western extension of the Central London CCS.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	0	118	120	123	0	361
Total funding required	0	118	120	123	0	361
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	£486	£118 Approved for 06/07 through a Service Level Agreement		Future years will be requested via the Voluntary Grants Process		
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
<ul style="list-style-type: none"> Partners: RBKC, WCT. Dependencies: Availability of TfL funding Risks: TfL funding not being allocated. Impact of CCS on voluntary drivers. 						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Improving accessibility of London’s transport system so that everyone can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion.</p> <p>Making London a fair city by providing links to jobs, facilities and services that meet the particular needs of people with mobility problems, women, older people, young people, children, members of the black and minority ethnic communities and those on low incomes.</p>	V: Improving Accessibility and Social Inclusion	10. A	3.PO9 4G.Pr14 4N.Pr5 4O.Po1 4O.Po2
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking Cycling Car Public Transport			Neutral Neutral Neutral Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) All target groups			Positive

Form Number:
F1/RBKC/MISC/1

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Staff Travel Plan					
Location:	Borough-wide					
Dates:	2005 and ongoing					
Description of Main Elements:						
<p>The development of a staff travel plan to bring together all the actions already in place to encourage staff to use more sustainable modes of transport. These include season ticket loans, travelcard allowances, bicycle loan and lease schemes, participation in Walk to Work Week, provision of pool bicycles and Council-wide surveys of staff on travel patterns. In 2006/2007 the Council was given a grant of £20,000 from TfL to assist with the implementation of its staff travel plan. This funding is being used to provide secure bicycle parking at Kensington Town Hall, an issue that was highlighted in the most recent staff survey. The new parking facility consists of a cage with bicycle stands and entry restricted to registered users with additional CCTV coverage and improved lighting.</p>						
FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	17	0	0	0	17
Funding from other sources (Details provided below)	1,228	1,470	1,650	1,860	1,950	8,158
Total funding required	1,228	1,487	1,650	1,860	1,950	8,175
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP	£17	TfL - Approved		Funding to assist Council in implementing own staff travel plan		
Borough Resources	£6,188	2007/2008 approved		Actual cost is dependent on staff take up and increases in cost of Zone 1 and 2 travelcard		
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
None						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
Reducing traffic congestion by encouraging cycling. Reducing car dependency by increasing travel choice. Supporting local transport initiatives, including cycling. Improving accessibility. Improving travel choice and quality. Promoting travel patterns that contribute to improved air quality. Promoting the health of Londoners.	I. Improving road safety III: Relieving traffic congestion V: Improving accessibility VII: Encouraging cycling	1.RS 2.SRS 5.TV 7.MS 10:A 13.C	3.Pr2 3.Pr7 4G.Pr12 4J.Po1 4J.Pr1 4J.Pr7 4P.Pr4
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight			Neutral Positive Neutral Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Neutral
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) All target groups			Neutral

Form Number:
F1/RBKC/MISC/2

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Highways Maintenance

Location: Borough-wide

Dates: Ongoing

Description of Main Elements:

Carriageway and footway maintenance of minor and local roads, highway asset management, network management duties, road marking renewal, street cleansing.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	332	4,347	5,007	5,538	6,000	21,224
Total funding required	332	4,347	5,007	5,538	6,000	21,224

OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments
TfL outside BSP			
Borough Resources		Approved to 2007/2008	
Partners (please specify)			
Other (please specify)			

Key Delivery Partners, Dependencies and Risks:

Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Improving the efficiency, effectiveness and reliability of London's transport system.</p> <p>Improving journey time reliability for car users, whilst reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives, including better maintenance of roads.</p> <p>Improving the safety of users of the transport system</p> <p>Contributing to improvements in noise.</p> <p>Promoting the health of Londoners, by encouraging walking and bicycling.</p>	<p>I: Improving road safety</p> <p>II: Relieving traffic congestion</p> <p>VI: Encouraging Walking</p> <p>VII: Encouraging bicycling</p> <p>VIII: Bringing transport infrastructure to a state of good repair</p>	<p>2. RS</p> <p>6. GTJT</p> <p>7. MS</p> <p>12. W</p> <p>13. C</p> <p>14. R</p>	<p>3.Pr4</p> <p>4G.Pr26</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4J.Po1</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Positive
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) All target groups			Neutral

Form Number:
F1/RBKC/MISC/3

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Traffic Management Schemes
Location:	Borough-wide
Dates:	ongoing

Description of Main Elements:

Miscellaneous traffic management schemes resulting from traffic, parking and other studies . This includes small to medium scale projects– for example junction modifications, the provision of traffic islands, pedestrian crossings, mini-roundabouts etc.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	949	1,222	698	900	400	4,169
Total funding required						
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources		Approved to 2007/2008				
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Reducing traffic congestion by encouraging cycling.</p> <p>Reducing car dependency by increasing travel choice.</p> <p>Supporting local transport initiatives such as improved road safety.</p> <p>Enhancing safety and security across all means of travel.</p> <p>Making existing neighbourhoods safer.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Supporting local transport initiatives, including cycling.</p> <p>Improving accessibility.</p> <p>Improving travel choice and quality.</p> <p>Promoting travel patterns that contribute to improved air quality.</p> <p>Promoting the health of Londoners.</p>	<p>I. Improving road safety</p> <p>III: Relieving traffic congestion</p> <p>V: Improving accessibility</p> <p>VII: Encouraging cycling</p>	<p>1.RS</p> <p>2.SRS</p> <p>5.TV</p> <p>7.MS</p> <p>10:A</p> <p>13.C</p>	<p>3.Pr2</p> <p>4G.Pr12</p> <p>4G.Pr7</p> <p>4I.Pr7</p> <p>4J.Po1</p> <p>4J.Pr1</p> <p>4J.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p> <p>Positive</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) Older people, disabled people			Positive

Form Number:
F1/RBKC/MISC/4

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal: Streetscape

Location: Borough-wide

Dates: Ongoing

Description of Main Elements:

Review of streetscape in accordance with the Council's streetscape guidance. Rationalisation of signs and road markings, reducing street clutter and providing Yorkstone pavements where appropriate.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	2,895	2,700	3,000	6,700	1,000	16,295
Total funding required	2,895	2,700	3,000	6,700	1,000	16,295
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources		Approved to 2007/2008				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets						

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Supporting local transport initiatives such as improving access to town centres, road safety improvements and co-ordination of streetworks.</p> <p>Improving accessibility</p> <p>Bringing forward new integration initiatives to enhance safety and security across all means of travel and providing better waiting environments.</p> <p>Supporting sustainable economic growth by providing improved access by walking.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural centre.</p> <p>Improving travel choice and quality.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>I: Improving road safety</p> <p>IV: Improving the working of parking and loading arrangement.</p> <p>V: Improving accessibility</p> <p>VI: Encouraging walking</p>	<p>1: RS</p> <p>9: C</p> <p>12: W</p>	<p>3.Pr7</p> <p>4F.Pr11</p> <p>4GPr10</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Positive</p> <p>Neutral</p> <p>Positive</p> <p>Neutral</p>
<p>Cross Cutting Goals (section 4.5 of LIP Guidance)</p> <p>Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.</p>			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) All target groups			Neutral

Form Number:
F1/RBKC/MISC/5

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Road safety education, training and publicity, school and workplace travel planning
Location:	Borough-wide
Dates:	Ongoing

Description of Main Elements:

Provision of road safety education training and publicity in schools and across the wider community. Working with schools and local businesses to encourage the development of school and workplace travel plans.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	29	30	32	33	34	158
Total funding required	29	30	32	33	34	158
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments			
TfL outside BSP						
Borough Resources	Approx 25K pa	Approved to 2007/2008				
Partners (please specify)	5K pa	Requested	Sponsorship for calendar competition			
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

Partners - schools, community groups and local businesses.

Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets

Form Number:
F1/RBKC/MISC/6

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	World's End Place
Location:	World's End Estate, King's Road, Chelsea, SW10
Dates:	2006 – 2007 One-off Activity

Description of Main Elements:

The aim is to transform the area into a high-class public open space that people will want to use by:

- designing out the opportunities for crime and antisocial behaviour by upgrading the lighting, removing the overhead walkway and opening up sight-lines across the square
- renewing the dull and worn brick and concrete surfaces with high quality natural stone paving that will introduce colour and contrast into the area
- repositioning and renewing lamp posts, benches and litter bins to give the square a more open, contemporary feel
- planting ornamental trees to bring colour and shade

World's End Place is currently Tenants Management Organisation owned land but when the improvements are completed it will be adopted by the Council as public highway. This will mean that the Council will be responsible for cleaning, maintaining and regulating the area. It will also make it easier for the police to deal with antisocial behaviour.

The scheme will see the square undergo major works including the removal of overhead walkways and improved lighting. These improvements will design out opportunities for crime and antisocial behaviour as well as improving the sight lines across the square. What will emerge will be an area of high quality public open space that people will want to use.

The design will dramatically improve the character and appearance of World's End Place.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	128	972	418	0	0	1,518
Total funding required	128	972	418	0	0	1,518
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	1,518	Spent/approved				
Partners (please specify)						
Other (please specify)						

Key Delivery Partners, Dependencies and Risks:

Partners – local community groups

Delivery of the Mayor’s Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Supporting local transport initiatives such as improving access to town centres, road safety improvements and co-ordination of streetworks.</p> <p>Improving accessibility</p> <p>Supporting sustainable economic growth by providing improved access by walking.</p> <p>Making existing neighbourhoods safe and attractive.</p> <p>Benefiting London’s urban fabric, visual amenity and environment particularly in town centres and support the development of London as a cultural centre.</p> <p>Improving the safety and personal security of users of the transport system.</p> <p>Promoting the health of Londoners, by encouraging walking.</p>	<p>V. Improving accessibility.</p> <p>VI: Encouraging walking</p> <p>VIII: Bringing transport infrastructure to a state of good repair</p>	<p>10:A</p> <p>12: W</p>	<p>3.Po9</p> <p>4I.Pr2</p> <p>4I.Pr8</p> <p>4P.Pr5</p>
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
<p>Walking</p> <p>Cycling</p> <p>Car</p> <p>Buses</p> <p>Freight</p>			<p>Positive</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p> <p>Neutral</p>
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			Positive
Encouraging sustainable means of travel:			Positive
Balanced road space allocation:			Neutral
Requirements for sustainable developments:			Neutral
Equality and Inclusion Target Group (please specify) All target groups			Positive

Form Number:
F1/RBKC/MISC/7

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Bridge Maintenance (RBKC funded)					
Location:						
Dates:						
Description of Main Elements:						
Maintenance of bridges that have not been included in TfL funded schemes.						
FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	1,175	202	104	142	0	1,623
Total funding required	1,175	202	104	142	0	1,623
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources	1,575	Approved to 2007/8				
Partners (please specify)						
Other (please specify)	48	Agreed		London Borough of Hammersmith and Fulham		
Key Delivery Partners, Dependencies and Risks:						
Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Bridge Strengthening and Assessment at Albert Bridge will assist in delivering the Mayor's Transport Strategy by: <ul style="list-style-type: none"> Supporting local transport initiatives, including better maintenance of bridges and improved co-ordination of streetworks. Improving the safety of users of the transport system. Ensuring that London's road network remains fully operational. 	VIII: Bringing transport infrastructure to a state of good repair.	14. R	4G.Pr25			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Positive Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	Neutral
Requirements for sustainable developments:	Neutral
Equality and Inclusion Target Group (please specify) All target groups	Positive

Form Number:
F1/RBKC/MISC/8

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Car parks					
Location:	Borough-wide					
Dates:	Ongoing					
Description of Main Elements:						
Maintenance and running of Council run car parks						
FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	1,289	1,471	1,205	1,243	1,200	6,408
Total funding required	1,289	1,471	1,205	1,243	1,200	6,408
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources		Approved to 2007/2008				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Providing safe and secure off-street car parking with facilities for disable drivers and ensuring that drivers, particularly women feel safe especially at night.	V: Safety and security for women and vulnerable users	10	4G Pr 16 IV 4O Pr 13 V			
Modal Impact (please list the modes affected)				Impact (Positive, Negative, Neutral)		
Walking				Neutral		
Cycling				Neutral		
Car				Positive		
Buses				Neutral		
Freight				Neutral		

Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	N/A
Encouraging sustainable means of travel:	N/A
Balanced road space allocation:	N/A
Requirements for sustainable developments:	N/A
Equality and Inclusion Target Group (please specify) Disabled and women drivers	Positive

Form Number:
F1/RBKC/MISC/9

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Street lighting					
Location:	Borough-wide					
Dates:	Ongoing					
Description of Main Elements:						
Maintenance of street lighting						
FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	1,312	1,621	1,671	1,738	1,788	8,130
Total funding required	1,312	1,621	1,671	1,738	1,788	8,130
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources		Approved to 2007/2008				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Supporting local transport initiatives such as improved road safety, walking, access to town centres and regeneration. Improving accessibility Enhancing safety and security across all means of travel. Making existing neighbourhoods more sustainable, safe and attractive. Benefit London's urban fabric, visual amenity and environment, particularly in town centres. Improving the safety and personal security of users of the transport system.	I: Improving road safety	7 MS	3 Pr 7 4G Pr 26 VIII 4I Pr 2 VI 4J Po1 4P Pr5			
	VI: Encouraging walking	10 A				
	VII: Encouraging cycling	12 W				
	VIII: Bringing infrastructure to good state of repair	13 C				

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Positive Positive Positive Positive
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	Positive
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	N/A
Requirements for sustainable developments:	N/A
Equality and Inclusion Target Group (please specify) Vulnerable road users, women travelling at night, children	Positive

Form Number:
F1/RBKC/MISC/10

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Street cleansing					
Location:	Borough-wide					
Dates:	Ongoing					
Description of Main Elements:						
Cleansing of highway and footways in the borough						
FUNDING REQUIRED TO DELIVER PROPOSAL						
TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	7,459	7,600	7,724	7,925	8,000	38,708
Total funding required	7,459	7,600	7,724	7,925	8,000	38,708
OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)		Comments		
TfL outside BSP						
Borough Resources		Approved to 2007/2008				
Partners (please specify)						
Other (please specify)						
Key Delivery Partners, Dependencies and Risks:						
Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets						
Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)			
Supporting local transport initiatives such as walking, access to town centres and regeneration. Improving accessibility Enhancing safety and security across all means of travel. Making existing neighbourhoods more sustainable, safe and attractive. Benefit London's urban fabric, visual amenity and environment, particularly in town centres. Improving the perception of safety and personal security for users of the transport system.	VI: Encouraging walking VII: Encouraging cycling	7 MS 12 W 13 C	3 Pr 7 4G Pr 26 VIII 4I Pr 2 VI 4J Po1 4P Pr5			

Modal Impact (please list the modes affected)	Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight	Positive Positive Neutral Neutral Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.	Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:	N/A
Encouraging sustainable means of travel:	Positive
Balanced road space allocation:	N/A
Requirements for sustainable developments:	N/A
Equality and Inclusion Target Group (please specify) All	Positive

Form Number:
F1/RBKC/MISC/11

Royal Borough of Kensington and Chelsea

LIP PROPOSAL DELIVERY FORM

Summary of Proposal:	Community Transport
Location:	Borough-wide
Dates:	Ongoing

Description of Main Elements:

Council support for concessionary fares, Taxicard, welfare transport, school permits, special needs and youth transport and other community transport projects.

FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total
Funding required from BSP/LIP R and F	0	0	0	0	0	0
Funding from other sources (Details provided below)	7,107	7,572	7,988	8,440	8,900	40,007
Total funding required	7,107	7,572	7,988	8,440	8,900	40,007

OTHER FUNDING SOURCES	Amount (£k)	Status (Requested, Approved)	Comments
TfL outside BSP			
Borough Resources		Approved to 2007/2008	
Partners (please specify)			
Other (please specify)			

Key Delivery Partners, Dependencies and Risks:

Partners- Westway Community Transport

Risks - reduced parking surplus as a result of the extension of the congestion charge resulting in a reduction in budgets

Delivery of the Mayor's Transport Strategy in the borough:	Priority Area	Target Number	MTS Proposal/Policy number (Appendix C)
<p>Improving accessibility of London's transport system so that everyone can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion.</p> <p>Making London a fair city by providing links to jobs, facilities and services that meet the particular needs of people with mobility problems, women, older people, young people, children, members of the black and minority ethnic communities and those on low incomes.</p>	V: Improving Accessibility and Social Inclusion	10. A	3.Po9 4G.Pr14 4N.Pr2 4N.Pr1 4N.Pr5 4O.Po1 4O.Po2 4O.Pr4
Modal Impact (please list the modes affected)			Impact (Positive, Negative, Neutral)
Walking Cycling Car Buses Freight			Neutral Neutral Neutral Neutral Neutral
Cross Cutting Goals (section 4.5 of LIP Guidance) Indicate the impact (if any) on the cross cutting goals set out in Section 4.5. In particular specify which E and I target groups are affected and whether this impact is positive, negative or neutral.			Impact (Positive, Negative, Neutral, N/A)
Promoting safety and perception of safety for all travel modes:			N/A
Encouraging sustainable means of travel:			N/A
Balanced road space allocation:			N/A
Requirements for sustainable developments:			N/A
Equality and Inclusion Target Group (please specify) All			Positive

CATEGORIES AS PER MATRIX (APPENDIX C)	PROPOSALS, POLICIES & TARGETS				REFERENCE NUMBERS OF FORM 1
	Priority Area	Proposal	Policy	Target	
Strategies			3.Po5		
			3.Po6		F1/RBKC/SfP/1 to 3
			3.Po7		
			3.Po8		
			3.Po9		F1/RBKC/SA/1 to 5 F1/RBKC/W/1 to 6 F1/RBKC/SfP/1 to 4 F1/RBKC/TC/1 and 2 F1/RBKC/BAS/1 F1/RBKC/RP/1 F1/RBKC/CT/1 and 2 F1/RBKC/MISC/6 and 11
	V	3.Pr1		10, 11	
	VI	3.Pr2		7, 12	F1/RBKC/MISC/1
	VI	3Pr4		7, 12	
	VI	3.Pr5		7, 12	
	VI	3.Pr6		7, 12	
			3.Pr7		F1/RBKC/STP/1, F1/RBKC/WTP/1, F1/RBKC/CS/1 and 2 F1/RBKC/TC/1 and 2 F1/RBKC/SfP/1 to 4 F1/RBKC/LSS/1 F1/RBKC/ZO/1 F1/RBKC/ETP/1 F1/RBKC/MISC/9 and 10
Underground		4C.Pr12		F1/RBKC/SA/1to 4	
DLR & Tramlink		4D.Pr3		10, 11	
		4D.Pr4			
		4D.Pr5			
	V	4D.Pr6		10, 11	
Rail		4D.Pr7			
		4E.Pr7			
		4E.Pr8			
	V	4E.Pr9		10, 11	
		4E.Pr10			
	V	4E.Pr13		10, 11	
Bus			4E.Po3		
	II	4F.Pr2		3, 4	
	II	4F.Pr3		3, 4	
	II	4F.Pr6		3, 4	F1/RBKC/BP/1
	II	4F.Pr7		3, 4	
	III	4F.Pr8		3, 4	
	V	4F.Pr11		10, 11	F1/RBKC/BSA/1
Streets	IV	4F.Pr21		7, 9	
	IV	4G.Pr1		7, 9	F1/RBKC/PC/1

CATEGORIES AS PER MATRIX (APPENDIX C)	PROPOSALS, POLICIES & TARGETS				REFERENCE NUMBERS OF FORM 1
	Priority Area	Proposal	Policy	Target	
	III		4G.Po2		
		4G.Pr2			F1/RBKC/MISC/11
		4G.Pr3			
	II	4G.Pr4		3, 4	
	I	4G.Pr7		1, 2	
	I	4G.Pr9		1, 2	
	VI	4G.Pr10		7, 12	F1/RBKC/SfP/1, 2 and 3
	VI	4G.Pr11		7, 12	F1/RBKC/TC/1 and 2 F1/RBKC/SA/3
	III	4G.Pr12		5, 6, 7, 8	F1/RBKC/STP/1 F1/RBKC/WTP/1 F1/RBKC/TA/1 F1/RBKC/CS/1 and 2 F1/RBKC/TC/1 and 2 F1/RBKC/SfP/1 to 4 F1/RBKC/SA/1 to 5 F1/RBKC/BSA/1 F1/RBKC/BP/1 F1/RBKC/PI/1 to 7 F1/RBKC/LSS/1 F1/RBKC/ETP/1 F1/RBKC/W/1 to 6
	III	4G.Pr14		5, 6, 7, 8	F1/RBKC/ZO/1 F1/RBKC/SA/1 to 5 F1/RBKC/SfP/1 to 3 F1/RBKC/ENV/1 F1/RBKC/CT/1 and 2 F1/RBKC/PI/3 F1/RBKC/W/3 and 5 F1/RBKC/PC/1 and 2 F1/RBKC/TC/2 F1/RBKC/MISC/11
			4G.Po5		
	IV	4G.Pr15		7, 9	
			4G.Po6		
	IV	4G.Pr16		7, 9	F1/RBKC/MISC8
	IV	4G.Pr17		7, 9	
	III	4G.Pr18		5, 6, 7, 8	F1/RBKC/PI/1 to 7 F1/RBKC/TC/1
	III	4G.Pr19		5, 6, 7, 8	
	III	4G.Pr20		5, 6, 7, 8	
		4G.Pr22			
		4G.Pr23			
	III	4G.Pr24		5, 6, 7, 8	
	VIII	4G.Pr25		14	
	VIII	4G.Pr26		14	F1/RBKC/RO/1 F1/RBKC/BR/1 to 4 F1/RBKC/MISC 9 and 10
Car		4H.Pr1			
	IV	4H.Pr2		7, 9	

CATEGORIES AS PER MATRIX (APPENDIX C)	PROPOSALS, POLICIES & TARGETS				REFERENCE NUMBERS OF FORM 1
	Priority Area	Proposal	Policy	Target	
	III	4H.Pr3		5, 6, 7, 8	
Walking	VI	4I.Pr2		7, 12	F1/RBKC/AS/1 F1/RBKC/PI/1 to 7 F1/RBKC/TC/1 and 2 F1/RBKC/SfP/1 to 4 F1/RBKC/TA/1 F1/RBKC/STP/1 F1/RBKC/WTP/1 F1/RBKC/MISC/6, 9 and 10
	VI	4I.Pr3		7, 12	F1/RBKC/STP/1 F1/RBKC/WTP/1 F1/RBKC/TA/1 F1/RBKC/SfP/1 to 4 F1/RBKC/TC/1 and 2 F1/RBKC/SA/1to 5 F1/RBKC/PI/1 to 7 F1/RBKC/LSS/1 F1/RBKC/ETP/1 F1/RBKC/W/1 to 6 F1/RBKC/AS/1
	VI	4I.Pr4		7, 12	
	VI	4I.Pr6		7, 12	
	VI	4I.Pr7		7, 12	F1/RBKC/SfP/1 to 3 F1/RBKC/TC/1 F1/RBKC/PI/1 F1/RBKC/W/1
	VI	4I.Pr8		7, 12	F1/RBKC/BSA/1 F1/RBKC/MISC/6
				4J.Po1	
Cycling	VII	4J.Pr1		13	F1/RBKC/LCN/1 F1/RBKC/CS/2 F1/RBKC/MISC/1, 9 and 10
	VII	4J.Pr3		13	F1/RBKC/CS/1
	VII	4J.Pr4		13	F1/RBKC/LCN/1
	VII	4J.Pr5		13	F1/RBKC/LSS/1
	VII	4J.Pr6		13	
	VII	4J.Pr7		13	F1/RBKC/MISC/1
	VII	4J.Pr8		13	F1/RBKC/CS/2
Freight		4K.Pr1			
		4K.Pr2			
	III	4K.Pr3		5, 6, 7, 8	
		4K.Pr4		7, 12	F1/RBKC/ENV/1
		4K.Pr5			
International Issues			4L.Po6		
Water		4M.Pr2			
			4M.Po2		
Taxi			4N.Po2		F1/RBKC/MISC 11
		4N.Pr1			F1/RBKC/MISC 11
	V	4N.Pr5		10, 11	F1/RBKC/CT 1 and 2

CATEGORIES AS PER MATRIX (APPENDIX C)	PROPOSALS, POLICIES & TARGETS				REFERENCE NUMBERS OF FORM 1
	Priority Area	Proposal	Policy	Target	
					F1/RBKC/MISC 11
Accessible Transport			4O.Po1		F1/RBKC/AS/1 F1/RBKC/MISC 11
	V	4O.Pr1		10, 11	F1/RBKC/AS/1 F1/RBKC/CT/1
			4O.Po2		F1/RBKC/CT 1 and 2 F1/RBKC/MISC 11
	V	4O.Pr3		10, 11	
	V	4O.Pr4		10, 11	F1/RBKC/MISC/11
	V	4O.Pr5		10, 11	
	V	4O.Pr6		10, 11	
	V	4O.Pr9		10, 11	
	V	4O.Pr12		10, 11	F1/RBKC/AS/1
	V	4O.Pr13		10, 11	F1/RBKC/MISC/8
Integration			4P.Po2		F1/RBKC/TC/1 F1/RBKC/SfP/3
		4P.Pr3			
	III	4P.Pr4		5, 6, 7, 8	F1/RBKC/STP/1 F1/RBKC/WTP/1 F1/RBKC/TA/1 F1/RBKC/CS/2
	V	4P.Pr5		10, 11	F1/RBKC/PC/1 F1/RBKC/CS/2 F1/RBKC/SA/1 to 5 F1/RBKC/MISC/1, 6, 9 and 10
Major Projects			4Q.Po1		
		4Q.Pr7			

denotes priority area

Appendix III: Cross Cutting Goals

The following table details the cross cutting goals contained in the MTS together with the paragraph references that detail how the Council will address them.

Cross cutting goals

Mayor's Transport Strategy Goal	LIP Reference
Promoting safety and perceptions of safety for all modes of travel	Chapters: 3,6,8 and 9 Paras:5.2.1, 5.3.3,5.3.4, 5.5.1, 5.5.6, 5.5.7, 5.5.24, 5.7.1, 5.7.3, 5.7.5, 5.7.6, 5.8, 5.8.1, 5.8.2, 5.8.5, 5.8.6, 5.8.8, 5.12.1, 5.12.2, 5.13.1, 5.14.4
Encouraging greater use sustainable travel	Chapters: 3, 7 and 8 Paras:5.1.7, 5.1.11, 5.2.1,5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.4.1, 5.5.8, 5.5.10, 5.5.14, 5.7, 5.7.1, 5.7.2, 5.7.3, 5.7.6, 5.8, 5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5, 5.8.6, 5.8.7, 5.8.8, 5.10.1, 5.14.2, 5.14.3, 5.14.4, 5.15.1, 5.15.2, 7.2.6, 7.3.6, 7.4.12, 7.4.13, 7.4.14, 7.4.36 to 7.4.40, 7.4.50 to 7.4.52
A balanced approach to road space allocation	Paras: 5.5.2, 5.11.1, 7.2.6
Requirements for sustainable development	Chapter 3 Paras: 5.1.1, 5.1.2, 5.1.3, 5.1.4, 5.5.10, 5.7.4, 5.9.4, 5.14.3, 7.2.3, 7.2.4, 7.3.6
Promoting equality and inclusion	Chapters 3 and 4 Paras:5.1.5, 5.1.6, 5.3.5, 5.4.6, 5.5.8, 5.1, 5.7.1, 5.7.2, 5.7.3, 5.7.4, 5.7.5, 5.7.6, 5.12.1, 5.12.2, 5.12.3, 5.13.1, 5.13.2, 5.13.3, 5.13.4, 5.13.5, 5.13.6,5.13.7, 5.13.8, 5.13.9, 5.13.10, 5.13.11, 5.14.1, 5.14.4, 7.4.16 to 7.4.26,

Appendix IV –Acronyms

Abbreviation	Full text
ADKC	Action Disability Kensington and Chelsea
ALG	Association of London Government (now London Councils)
AQAP	Air Quality Action Plan
AQMA	Air Quality Action Area
BAP	Biodiversity Action Plan
BME	Black and Minority Ethnic
BPEO	Best Practicable Environmental Option
BSP	Borough Spending Plan
BVPI	Best Value Performance Indicator
CA	Corporate Assessment
CAT	Community Accessible Team
CCE	Cycling Centre of Excellence
CCZ	Congestion Charge Zone
CLP	Central London Partnership
CPA	Corporate Performance Assessment
CRB	Criminal Records Bureau
CRISP	Cycle Route Implementation Stakeholder Plan
CT	Community Transport
DETR	Department for the Environment, Transport and the regions (now DfT)
DfES	Department for Education and Skills
DfT	Department for Transport
DLR	Docklands Light Railway
DPTAL	Disabled Persons Transport Advisory Committee
DTLR	Department for Transport, Local Government and the Regions (now DfT)
ECM	Every Child Matters
ETF	Enforcement Task Force
EWT	Excess Wait Time
FPN	Fixed Penalty Notice
FQP	Freight Quality Partnership
GLA	Greater London Authority
GOL	Government Office for London
HAMP	Highways Asset Management Plan
KSI	Killed or Seriously Injured
ILIP	Interim Local Implementation Plan
ITP	Interim Transport Plan
JAR	Joint Areas Review
JRSO	Junior Road Safety Officer
KCC	Kensington and Chelsea Cyclists
KCP	Kensington and Chelsea Partnership
LAA	Local Area Agreement
LAAU	London Accident Analysis Unit
LARSOA	Local Authority Road Safety Officer's Association
LATS	London Area Transport Statistics
LBI	London Bus Initiative
LBPN	London Bus Priority Network
LBTS	London Borough's Transport Scheme
LCAP	London Cycling Action Plan
LCC	London Cycling Campaign
LCN	London Cycle Network
LCN+	London Cycle Network Plus
LDF	Local Development Framework
LEA	Local Education Authority
LEZ	Low Emission Zone

Abbreviation	Full text
LIP	Local Implementation Plan
LLCS	London Lorry Control Scheme
LoBEG	London Bridge Engineering Group
LPAC	London Planning Advisory Service
LPSA	Local Public Service Agreement
LSCP	London Safety Camera Partnership
LSDP	London Sustainable Distribution Partnership
LTCC	London Traffic Control Centre
LTDS	London Travel Demand Survey
MTS	Mayor's Transport Strategy
NMD	Network Management Duty
NO ₂	Nitrogen Dioxide
NORP	North Orbital Rail Partnership
OFSTED	Office for Standards in Education
P2W	Powered Two Wheeler
PCN	Penalty Charge Notice
PCO	Public Carriage Office
PCSO	Police Community Support Officer
PCT	Primary Care Trust
PEP	Parking Enforcement Plan
PHV	Private Hire Vehicle
PIP	Partnership in Parking
PM ₁₀	Particulate Matter
PSHE	Personal Social and Health Education
PTAL	Public Transport Accessibility Levels
SEF	Self Evaluation Form
SPA	Special Parking Area
SRA	Strategic Rail Authority
STP	School Travel Plan
SWELTRAC	South West London Transport Conference
TfL	Transport for London
TIE	Theatre in Education
TLRN	Transport for London Road Network
TMA	Traffic Management Act
TPP	Transport Policies and Programmes
UDP	Unitary Development Plan
UK PMS	United Kingdom Pavement Management System
WCT	Westway Community Transport
WoW	Walk on Wednesday/Walk Once a Week
WRWA	Western Riverside Waste Authority