December 2010

Local Implementation Plan

Consultation Draft December 2010

THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

www.rbkc.gov.uk

Contents

1. Introduction

1.1. Background

1.1.1. A Local Implementation Plan (LIP) is a statutory document under section 145 of the Greater London Authority Act 1999 (GLAA 1999). It sets out how a London Borough intends to implement the goals and outputs of the Mayor of London's Transport Strategy (MTS) as well as other sub–regional and local priorities.

1.1.2. Our first LIP was approved by the then Mayor in August 2007 and covers the period up to April 2011. The current Mayor published his MTS in May 2010 and boroughs now need to prepare second LIPs to reflect how they will support the MTS goals of:

- supporting economic development and population growth
- enhancing the quality of life for all Londoners
- improving the safety and security of all Londoners
- improving transport opportunities for all Londoners
- reducing transport's contribution to climate change, and improving its resilience
- supporting the delivery of the London 2012 Olympic and Paralympic Games and their legacy

1.1.3. Transport for London (TfL) is developing Sub–Regional Transport Plans in collaboration with London Boroughs. There are five London sub–regions and the Royal Borough, along with the Cities of London and Westminster and the London Boroughs of Camden, Islington, Lambeth and Southwark lies in the central one. We also therefore need to demonstrate how we will help address the following challenges identified in the evolving Central London Sub–Regional Transport Plan (CLSRTP):

- reducing public transport crowding and improving reliability
- supporting growth areas and regeneration
- ensuring capacity at rail stations and efficient onward distribution
- improving the urban realm and promoting walking
- managing the different demands on streets
- improving air quality

1.1.4. LIPs cover the same period as the MTS (up to 20 years). Our LIP demonstrates how we will respond to the goals and challenges of the MTS and the challenges of the emerging CLSRTP. It also reflects our own key established or developing strategies including our Local Development Framework (LDF) Core Strategy, Community Strategy – 'The Future of Our Community 2008–2018', Local Area Agreement – 'Delivering for Our Community', Air Quality Action Plan and Climate Change Strategy, as well as other relevant policies.

1.1.5. Our LIP sets out our long–term transport objectives (up to 20 years) and summarises the proposals we plan to implement to achieve them. It also includes a three year Programme of Investment for the period 2011/12 to 2013/14 and the targets we aim to achieve.

1.2. LIP development

1.2.1. We have prepared our LIP in line with TfL *Guidance on Developing Second Local Implementation Plans (May 2010)* and the note on *Setting Targets for Second Round LIPS (July 2010)*. The Guidance also sets the definitions of the target, baseline, milestones and trajectories for each indicator.

1.2.2. Officers from across the whole Council helped develop our LIP overseen by the Royal Borough's Cabinet Member for Transportation, Environment and Leisure's Transport Policy Board. The Cabinet Member chairs the Transport Policy Board and it comprises his Lead Members and senior council officers including our Executive Director for Transport, Environment and Leisure Services and our Director of Transportation and Highways. We reported progress on developing the LIP to our Public Realm Scrutiny Committee.

1.2.3. In drafting our LIP we assumed that TfL will have removed the Western Extension of the Congestion Charging Zone (WEZ) by the end of 2010 which the Mayor confirmed in October 2010.

1.2.4. **Consultation** – we have developed the LIP in close collaboration with the Transport Policy Board, TfL and colleagues in our neighbouring London Borough of Hammersmith and Fulham with whom we share our Director of Transportation and Highways. We carried out some early community engagement by developing our Transport Objectives in consultation with representatives of local resident and amenity associations. We also discussed our proposed Objectives with the local Environment Round Table – a residents' group that meets every three months to debate environmental and pollution issues.

1.2.5. We also drew upon feedback from recent comprehensive and widespread consultation on our developing LDF Core Strategy which we plan to adopt formally in December 2010.

1.2.6. In line with TfL LIP Guidance we will carry out a statutory consultation on our Consultation Draft LIP in January 2011 at the same time that we consult formally with TfL. We will report on the results of the consultation in our Draft Final LIP in 2011.

1.2.7. **Equality Impact Assessment** – we carried out an Equality Impact Assessment (EIA) screening on our LIP Objectives to identify whether or not, and to what extent, it may have a positive or negative impact on equality target groups. This assessment helped inform our LIP throughout its development.

1.2.8. The initial screening did not identify any negative impacts on any equality target group and as a result we did not need to carry out a full assessment. A summary of the findings can be found in Appendix A.

1.2.9. **Strategic Environmental Assessment** – European Directive 2001/42/EC – the Strategic Environmental Assessment (SEA) Directive requires local authorities to carry out a formal environmental assessment of certain plans and programmes, such as LIPs, that may have significant effects on the environment.

1.2.10. We therefore carried out an SEA in parallel with drafting our LIP and the exercise helped inform our LIP Objectives, Delivery Plan and Performance Monitoring Plan throughout their development. To ensure an independent perspective we commissioned environmental consultants from Halcrow Ltd to help carry out the SEA.

1.2.11. The resulting Environmental Report examines, identifies and explains the environmental impacts of implementing our LIP, the alternatives considered and any mitigation measures proposed. The SEA identified no negative environmental impacts associated with implementing our LIP. Instead, we expect the delivery of our LIP proposals to have a positive impact on many of the SEA factors such as air quality, climate change, townscape, health and safety.

1.2.12. In line with the SEA Directive and TfL LIP Guidance we will make the Environmental Report available for consultation in January 2011 alongside the Consultation Draft LIP.

1.3. LIP structure

1.3.1. As set out in TfL LIP Guidance the three main elements of a LIP are:

- a set of **Borough Transport Objectives** covering the period 2011 to 2014 and beyond, reflecting the 20 year timeframe of the MTS;
- a **Delivery Plan** of costed and funded schemes and projects covering the period 2011 to 2014 consistent with the borough's capital and other budgets including LIP funding allocations for this period; and
- a **Performance Monitoring Plan** identifying a set of performance indicators and local targets to assess whether the LIP delivers its Objectives.

1.3.2. Chapter Two focuses on our Transport Objectives. It describes the relevant characteristics of the Royal Borough and our main transport and wider policy influences and objectives. It then identifies and describes our local transport–related problems, issues and priorities in the context of the goals and challenges of the MTS and the evolving CLSRTP. Finally, it describes our Transport Objectives, how we derived them and how they relate to the MTS,

the CLSRTP and the objectives and aims of our own wider strategies such as our LDF Core Strategy and our Community Strategy.

1.3.3. Chapter Three sets out how we propose to deliver the Objectives identified in Chapter Two. It identifies our Delivery Plan of 'packages' of policies, schemes, and initiatives that we plan to implement to address our Objectives and how they will also support the goals and challenges of the MTS and the evolving CLSRTP locally. Finally, it details our proposed Programme of Investment for the period covering 2011/12 to 2013/14.

1.3.4. Chapter Four sets out our Performance Monitoring Plan. It identifies the targets and performance indicators that we and TfL will use to monitor our progress in tackling our Objectives and implementing the MTS locally.

2. Our Transport Objectives

2.1. Background

2.1.1. This chapter focuses on our Transport Objectives for the period 2011/12 to 2013/14 and beyond to reflect the timeframe of the MTS.

2.1.2. Section 2.2 describes the local context and gives an overview of the characteristics of the borough and our transport geography.

2.1.3. Section 2.3 summarises the London–wide, sub–regional and local policy influences that we have taken into account whilst preparing our LIP.

2.1.4. Section 2.4 sets out our local challenges and opportunities in the context of the goals and challenges of the MTS and the evolving CLSRTP.

2.1.5. Finally, Section 2.5 summarises our Objectives which have been informed by the issues identified in Sections 2.2 to 2.4. It also summarises how they relate to the goals and challenges of the MTS and the evolving CLSRTP as well as the objectives and aims of our own wider strategies.

2.2. Local context

The Royal Borough

2.2.1. The Royal Borough of Kensington and Chelsea is primarily residential but is also an internationally recognised destination, hosts world renowned arts and cultural facilities, events and institutions and is home to some of London's most visited parks and outdoor spaces.

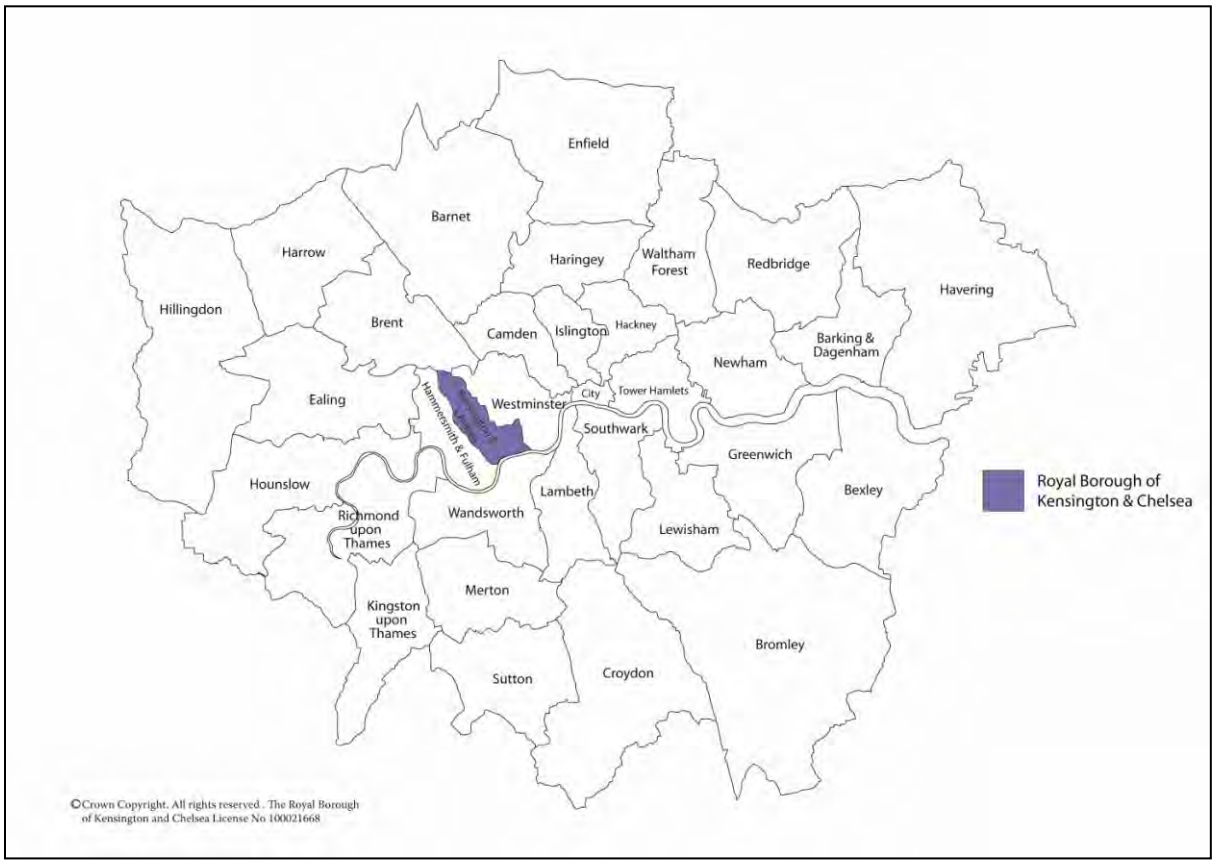
2.2.2. It is categorised as a Central London Borough in the London Plan. It lies west of Central London and is bounded by the City of Westminster to the east, the London Borough of Hammersmith and Fulham to the west and the London Borough of Brent to the north.

2.2.3. The southern boundary is formed by the River Thames with the London Borough of Wandsworth on the southern side. It is bounded by Kensington Gardens to the east and by the West London Railway Line to the west.

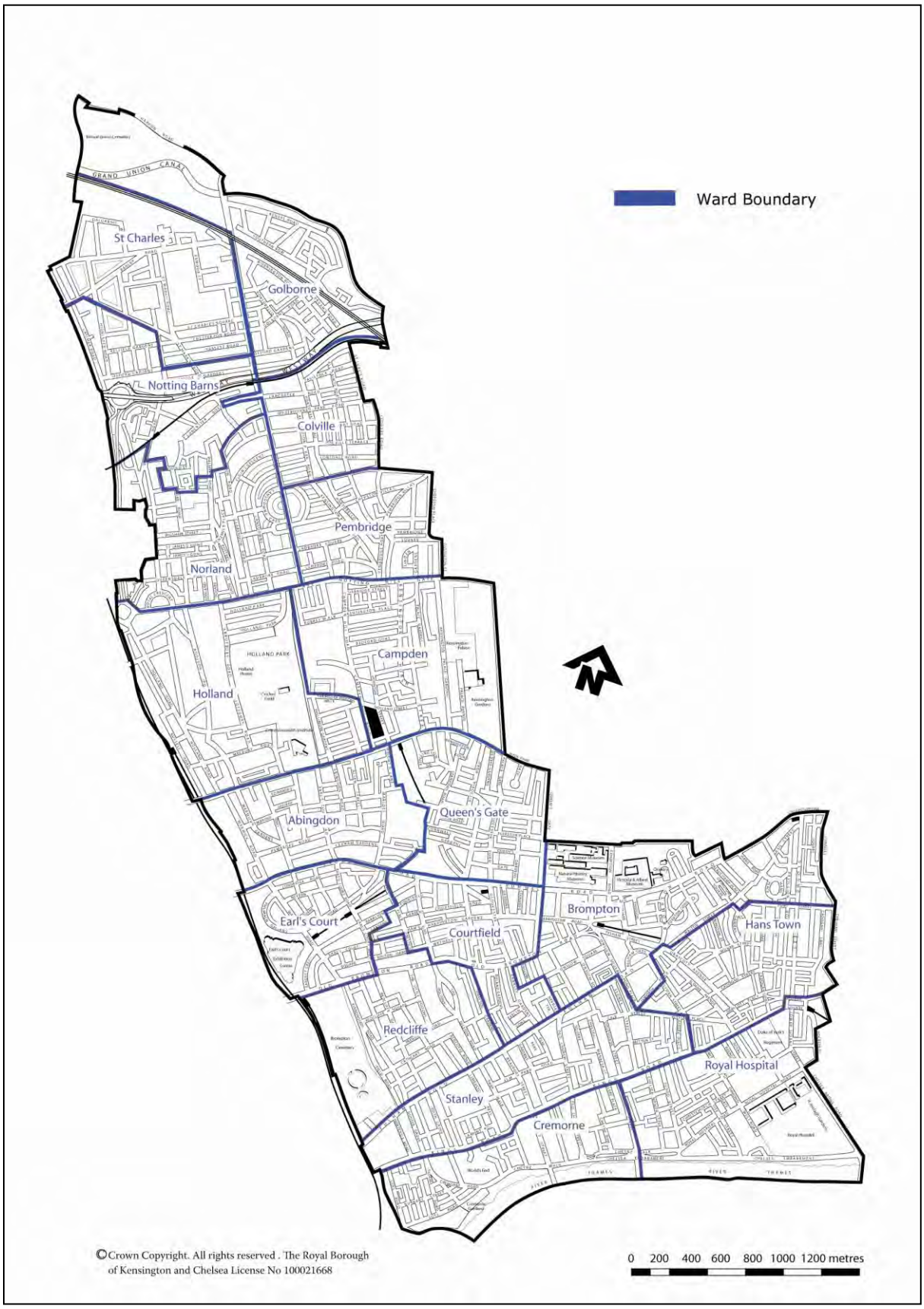
2.2.4. The borough extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbroke Grove up to Kensal Green in the north. Map 2.1 shows the location of the Royal Borough within London. Map 2.2 shows the borough in detail.

2.2.5. Excluding the City of London, Kensington and Chelsea is the smallest London borough being 1,213 hectares (five square miles) in area.

Map 2.1 – Location of the Royal Borough of Kensington and Chelsea in London



Map 2.2 – Borough Map



Our people

2.2.6. About 180,000 people live in the Royal Borough and we expect this to rise to over 200,000 by 2030. During that time we also expect the population to get older though the vast majority of residents will be of working age, between 20 and 50. Our population is relatively transient and we estimate that about 20 per cent of our population changes every year.

2.2.7. The Royal Borough is very diverse with 55 per cent of our population born in the UK. Twenty per cent come from other parts of Europe and just over 21 per cent of residents belong to a black and minority ethnic (BME) group. Compared with London, we have 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 people.

2.2.8. Kensington and Chelsea is well known as an exclusive area in which to live and a disproportionate number of our residents have professional and managerial occupations. Incomes are therefore higher than average. However it is also a borough of extremes, with some of the wealthiest neighbourhoods in the country as well as some of the most deprived.

Our economy

2.2.9. Some 5.5 per cent of our residents are unemployed which is slightly higher than the national average (5.4 per cent) but under the London average of 6.8 per cent.

2.2.10. A large proportion of jobs in the borough are in the service industry and are relatively low paid – this is in contrast to the occupations of our residents. The largest employment sectors are retail, real estate, business activities, hotels and restaurants.

2.2.11. With the exception of the Council and some of our hospitals there are relatively few large employers in the borough. Instead, we have a wealth of small businesses. Over three quarters of businesses in the borough have fewer than five employees and these small businesses account for a sixth of the total number of jobs in the borough.

Our housing

2.2.12. Land prices in the Royal Borough are very high, resulting in the highest house prices in England. Unsurprisingly, owner occupation across the borough is generally low and the private rental sector is unusually large and demand for private sector housing is insatiable.

2.2.13. In 2009 there were 86,116 residential dwellings in the borough, of which 80 per cent were flats. Eighty per cent of households contain either one or two people.

Our environment

2.2.14. We have many parks and open spaces, eight of which are categorised as major parks, including Holland Park and Kensington Gardens.

2.2.15. Our built environment is one of the finest in the country – we are home to over 4,000 listed buildings and more than 70 per cent of the borough is covered by 35 conservation areas. Some of these are of metropolitan importance such as the Thames, Royal Hospital and South Kensington Museums conservation areas.

Our transport geography

2.2.16. There are 207 km (127.6 miles) of roads in the borough. 28 km (17 miles) (13.5 per cent) are A roads, ten km (six miles) (4.8 percent) 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:

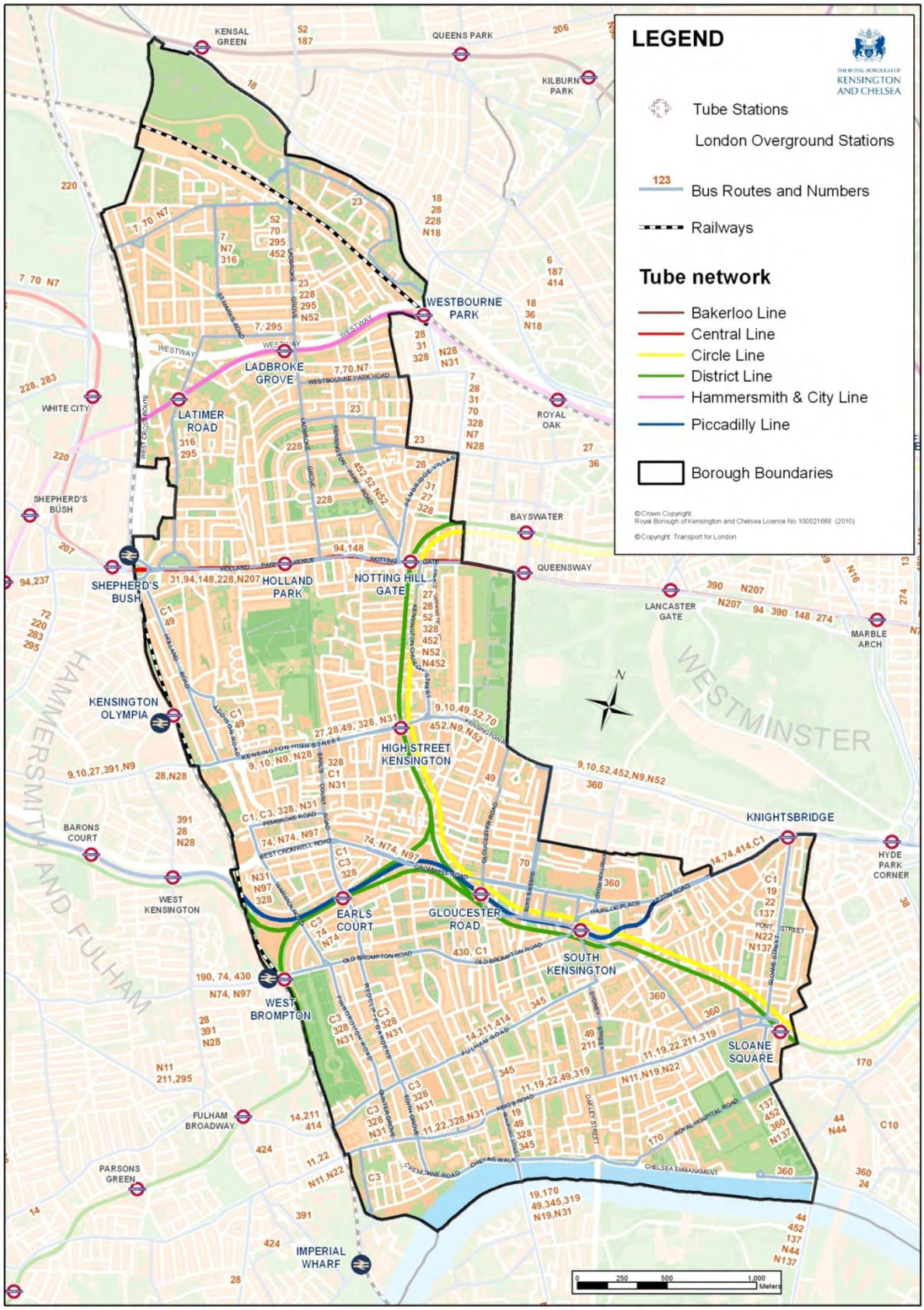
- Westway (A40) – which follows on from the M40 into Central London
- Cromwell Road (A4) – which follows on from the M4 into Central London
- Earl's Court one–way system (A3220) – linking Shepherd's Bush, Kensington High Street and the Embankment
- Chelsea Embankment (A3212) – running parallel with the Thames

We are the Highway Authority for all other adopted roads in the borough.

2.2.17. Access from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North–south through routes are restricted because of the presence of the Westway, the Hammersmith and City Underground line, the Grand Union Canal, Holland Park and Kensington Gardens. East–west routes are less restricted but the West London Railway Line is a significant barrier to access into and out of the borough to the west. The restrictions 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.

2.2.18. The Underground network, as shown in Map 2.3, also reflects this east–west geography with the Central, Circle, District and Piccadilly Lines together servicing central Kensington and northern Chelsea. The Hammersmith and City line serves North Kensington.

Map 2.3 – Public Transport in the Royal Borough



2.2.19. Map 2.3 also shows the extensive bus network across the borough. From Kensington High Street there is a wealth of buses taking north or south routes. However only three services extend both north and south of Kensington High Street.

2.2.20. There are no mainline rail termini in the borough but Paddington and Victoria lie a mile or so away in the City of Westminster. The West London Railway Line runs down our western boundary with stations at Olympia and West Brompton. New stations at Shepherd's Bush and Imperial Wharf, both just over the border in Hammersmith and Fulham have helped improve access for our residents.

2.3. Policy influences

2.3.1. At a national level the Traffic Management Act 2004 continues to set the framework for many of our policies relating to the use and management of our roads. Our Transport Objectives reflect local issues and priorities as well as the six goals of the MTS (Section 1.1.2) and the six challenges of the evolving CLSRTP (Section 1.1.3). We developed them by reviewing the objectives of our current key strategies, such as our Local Development Framework (LDF) Core Strategy, Community Strategy, Air Quality Action Plan and Climate Change Strategy. We then considered the main transport issues that we currently face as well as the goals and outcomes of the MTS and the priorities of the evolving CLSRTP.

2.3.2. Our LDF Core Strategy Strategic Objectives are summarised below:

2.3.3. **Keeping life local** – for strong, effective neighbourhood centres, for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be inclusive for all, so that residential communities can flourish.

2.3.4. **Fostering vitality** – that the quality of life of our predominantly residential borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well–being of residents and to the capital's role as a world city.

2.3.5. **Better travel choices** – that walking, cycling and public transport are safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

2.3.6. **An engaging public realm** – to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the borough.

2.3.7. **Renewing the legacy** – to not simply to ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all, by taking great care to maintain, conserve and enhance the glorious built heritage we

have inherited and to ensure that where new development takes place it enhances the borough.

2.3.8. **Diversity of housing** – that at a local level it will cater for a variety of housing needs of borough residents, and is built for adaptability and to a high quality.

2.3.9. **Respecting environmental limits** – to contribute to the mitigation of, and adaption to, climate change, significantly reduce carbon dioxide emissions, maintain low and further reduce car use, carefully manage flood risk and waste, protect and attract biodiversity, improve air quality, and reduce and control noise within the borough.

2.3.10. **Community Strategy** – we set up the Kensington and Chelsea Partnership in 2002 to bring together local public organisations such as the Council, the Police, the Fire Service, NHS Kensington and Chelsea, voluntary organisations and the local business community. The Partnership published our Community Strategy – The Future of our Community in 2008. The Community Strategy goal for Environment and Transport is to create a borough with an environment and amenities which enhance the quality of life of the whole community and which is aware of, prepared for and able to meet the challenges presented by climate change.

2.3.11. To achieve this goal we have the following high level aims:

- to protect and improve the borough's environment;
- to deliver services and work with local people day by day to make the borough a pleasant and safe place to be in;
- to improve local transport management, services and networks, and encourage and provide for alternative travel opportunities to car use;
- to promote energy efficiency, recycling, waste minimisation and the reduction of pollution; and
- to tackle the causes of climate change that arise from the activities of those living and working in the borough and take action to adapt to the unavoidable effects of climate change that are likely to occur.

2.4. Local challenges and opportunities in the context of the goals and challenges of the Mayor's Transport Strategy and the challenges of the evolving Central London Sub–Regional Transport Plan

2.4.1. We have drawn the evidence that helped identify how we will address these goals and challenges and develop our Objectives from a number of sources. These include data collected by TfL, research for national and Council publications as well as our Residents' Panel surveys. Our Residents' Panel is a sample of residents, normally between 1,000 to 2,000, who we recruit and retain over a period of years. Panel members agree to complete a number of questionnaires canvassing their views on a variety of subjects including transport, air quality, climate change and community safety.

MTS GOAL – SUPPORT ECONOMIC DEVELOPMENT AND POPULATION GROWTH

MTS Challenge – Supporting sustainable population and employment growth

CLSRTP Challenge – Supporting growth areas and regeneration

2.4.2. Our current population is about 180,000 and we expect this to increase to some 200,000 by 2030 in a borough that according to the 2001 Census is already the most densely populated local authority areas in England and Wales with 131 people per hectare (31,781 per square mile). Our Core Strategy plans for an increase in our housing supply of 5,580 between 2011 and 2021 (585 net additional units per year) whilst seeking to maximise affordable housing provision. Whilst population growth is inevitable, we must find ways of managing its consequences without compromising sustainability.

2.4.3. Approximately 124,000 people work in the borough and although some live locally, many more travel in every day and our local economy continues to grow.

2.4.4. Our main transport–related challenge is therefore to accommodate this new population and the associated housing and commercial development sustainably, whilst minimising additional vehicle trips and environmental impacts.

2.4.5. Our Core Strategy has a particular focus on stimulating regeneration in North Kensington through the provision of better transport, better housing and better facilities. Within North Kensington, 'Kensal Canalside' has been designated as an Opportunity Area (an area designated by the Mayor in the London Plan as one of London's principal opportunities for accommodating large scale development for new housing and employment linked to existing or potential improvements to public transport). Perhaps our biggest challenge is to secure a Crossrail station in North Kensington to galvanise its regeneration. With the inclusion of a Crossrail Station there is scope for development of some 2,500 dwellings and other mixed uses to provide jobs for local people. We will also look to improve permeability between North Kensington and neighbouring boroughs, particularly the White City Opportunity Area in Hammersmith and Fulham.

2.4.6. Earl's Court has also been designated as an Opportunity Area. Whilst the area is well served by public transport, the Underground currently suffers from overcrowding, particularly on the Wimbledon Branch of the District Line. TfL's Business Plan contains proposals to upgrade the Piccadilly Line by 2014 including providing new trains, more capacity and new signalling leading to quicker journeys, though these improvements are currently under review. The emerging CLSRTP also identifies significant congestion on main roads in the area including on the strategically important A4.

2.4.7. Further information on our LDF Core Strategy can be found on our website: http://www.rbkc.gov.uk/planningandconservation.aspx

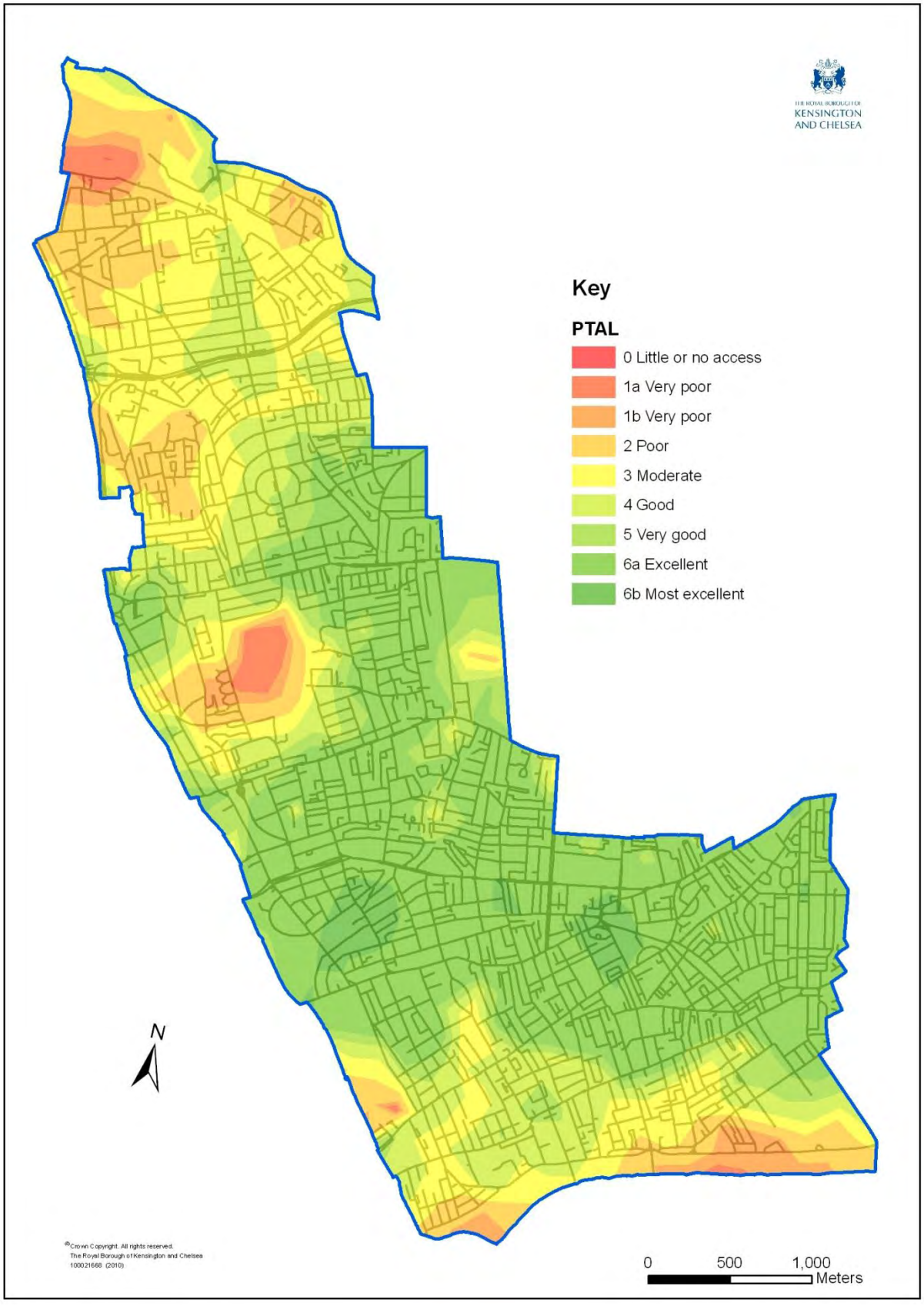
2.4.8. To address these challenges we have identified Objectives 1 and 8 to;

1 improve accessibility to places and services, especially for those with special mobility needs
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

MTS Challenge – Improving transport connectivity

2.4.9. The borough is well served by bus and tube but less so by rail. However, the recent opening of stations on the West London Line (WLL) at Shepherd's Bush and Imperial Wharf, both just over the borough boundary in Hammersmith and Fulham, have improved access considerably. Public transport accessibility is generally good in much of the borough but there are areas in the north west, along parts of the western boundary, and in the south west that are less accessible, particularly in terms of access to the Underground network. Map 2.4 shows Public Transport Accessibility Levels across the borough.

Map 2.4 – 2010 Public Transport Accessibility Levels



2.4.10. The WLL does not currently serve North Kensington but a new station at North Pole Road would improve public transport access for local residents significantly, both on the WLL itself, and via Willesden Junction or the Central Line, to the wider London Overground and Underground networks. The Chelsea–Hackney Line will provide access to the south of the borough to the Underground network, where it is currently poor. A Chelsea–Hackney Line station at Imperial Wharf would allow interchange onto the WLL and provide an important new link for existing residents and the substantial new residential and commercial developments that are taking place in the area.

2.4.11. North–south public transport links across the borough are weak, and improvements to these would improve access for residents and encourage more use of public transport.

2.4.12. Our road network is heavily constrained with very few opportunities for increasing capacity. Any significant increases in road traffic would have serious impacts on residential amenity. Some of the major road links into Central London from the west pass through the borough.

2.4.13. There are significant barriers to increasing walking and cycling in some parts of the borough and significant improvements to the streetscape are still needed. In particular the roads on the TLRN present a hostile environment to pedestrians and cyclists, despite containing important and well used routes.

2.4.14. To address this challenge we have identified Objectives 1, 2, 3 and 8 to;

1 improve accessibility to places and services, especially for those with special mobility needs
2 make it easier for residents to choose walking, cycling and public transport over private car ownership and use
3 improve the quality, accessibility and reliability of public transport
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

MTS Challenge – Delivering an efficient and effective transport system for people and goods

CLSRTP Challenges – Reducing public transport crowding and improving reliability **and** ensuring capacity at rail stations and efficient onward distribution **and** managing the different demands on streets

2.4.15. Our Community Strategy identifies traffic congestion as one of the things that has the most impact on our residents' quality of life and that needs the most urgent improvement. It also reports that our residents feel that improved coordination of road works would help ease congestion across the borough. A particular challenge in this respect will be to mitigate the impact of the

removal of the WEZ in partnership with TfL. TfL's Integrated Impact Assessment on the removal of the WEZ estimated increases of between six and 12 per cent in traffic (volume) and between 15 and 21 per cent in congestion (delay).

2.4.16. Our busiest Underground station is South Kensington which is one of the busiest on the whole network. Station overcrowding is a particular problem at Earl's Court, particularly on the District Line platforms and at High Street Kensington.

2.4.17. As with most Inner London boroughs, bus service reliability can be a problem across the borough. In 2009 the average excess waiting time on high frequency bus routes was 1.2 minutes against an Inner London average of 1.1 minutes.

2.4.18. In 2009/10, the proportion of our principal road network where maintenance should be considered was 2.4 per cent – the lowest of all London Boroughs. The equivalent figure for our non–principal roads is six per cent. We also continue to maintain our footways, bridges and structures to an excellent standard.

2.4.19. The borough is bounded to the south by the Thames, which is joined by Chelsea Creek. To the north the Grand Union Canal crosses the borough through Kensal. We could make better use of our waterways for both freight and passenger transport. Pedestrian and cycle links alongside our waterways are not as good as they could be.

2.4.20. In some local shopping centres delivery vehicles servicing shops and particularly local supermarkets from the kerbside can cause disruption to traffic flows. The use of smaller, quieter delivery vehicles with clean engines – the 'London lorry' – would help to address the problem.

2.4.21. To address these challenges we have identified Objectives 3, 6, 7 and 8 to;

3 improve the quality, accessibility and reliability of public transport
6 manage on–street parking and loading to achieve a better balance between the competing demands on kerb–side space
7 improve journey time reliability for all road users
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

MTS GOAL – ENHANCE THE QUALITY OF LIFE FOR ALL LONDONERS

MTS Challenge – Improving journey experience

2.4.22. Our residents tell us that improving traffic congestion, ensuring that our streets are clean and improving air quality would all improve their quality of life or journey experience. Reducing overcrowding on public transport, improving journey reliability for all road users and tackling existing barriers to pedestrians and cyclists are also key challenges across the borough.

2.4.23. We like to consider the 'whole journey' approach and in this respect further challenges include accommodating the increasing demand for both cycle and motor cycle parking and addressing the gap between the demand for, and supply of, residential parking.

2.4.24. To address this challenge we have identified Objectives 1, 3, 4, 6, 7, 8 and 9 to;

1 improve accessibility to places and services, especially for those with special mobility needs
3 improve the quality, accessibility and reliability of public transport
4 reduce transport – related air pollution and carbon dioxide emissions
6 manage on–street parking and loading to achieve a better balance between the competing demands on kerb–side space
7 improve journey time reliability for all road users
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all
9 reduce the number and severity of road accident casualties

MTS Challenge – Enhancing the built and natural environment

CLSRTP Challenge – Improving the urban realm and promoting walking

2.4.25. We have 35 conservation areas covering over 70 per cent of the borough and over 4,000 buildings are listed for their special architectural or historical interest.

2.4.26. There is very high public satisfaction with the appearance and maintenance of our streets and public spaces, with success derived from inherent design quality, use of high quality materials and craftsmanship, and regular maintenance. We are ranked third out of all London Boroughs in terms of residents' overall satisfaction with the local area (*the Place Survey 2009*).

2.4.27. Discarded chewing gum in particular is spoiling our high quality pavements but high–pressure washing is damaging the grouting and pavement surfaces to the extent that new technologies need to be found to remove gum. Removal of chewing gum is a labour intensive and expensive operation. Promotional activity that encourages people not to drop chewing gum is best carried out at a national level as offenders are not necessarily resident within any given borough.

2.4.28. Streetscape improvements can help encourage walking and cycling, promote regeneration and support the retail and business sector by creating a safer, more appealing environment.

2.4.29. The Exhibition Road Project – one of the Mayor of London's Better Streets flagship schemes – is a prime example of our innovative approach to urban design, single surface and de–cluttering of the streets. This scheme builds upon our work in Kensington High Street, which has received international praise for its ground–breaking approach to clutter reduction and streetscape. Three years ago we created a new open space at World's End Place and recently carried out significant streetscape improvements at Holbein Place off Sloane Square, in Hans Crescent adjacent to Harrods and on the Fulham Road outside the Chelsea and Westminster Hospital. We are also currently working to strengthen, refurbish and repaint Albert Bridge to restore its original splendour.

2.4.30. However, there are parts of the borough where the public realm is of a poorer quality and in need of attention. Areas such as the Westway, Cromwell Road, the Earl's Court One–Way System, North Kensington and World's End. Streetscape improvements will be integral to the successful regeneration of these areas.

2.4.31. The public realm is particularly poor at some of the gateways to the borough from the west on the TLRN such as the Cromwell Road and the Holland Park Roundabout.

2.4.32. Further information on our streetscape policies and projects can be found on our website:
http://www.rbkc.gov.uk/environmentandtransport/roadsandhighways.aspx

2.4.33. To address these challenges we have identified Objective 8 to;

8	**improve the appearance and efficiency of our streets and places, and make them inclusive for all**

MTS and CLSRTP Challenge – Improving air quality

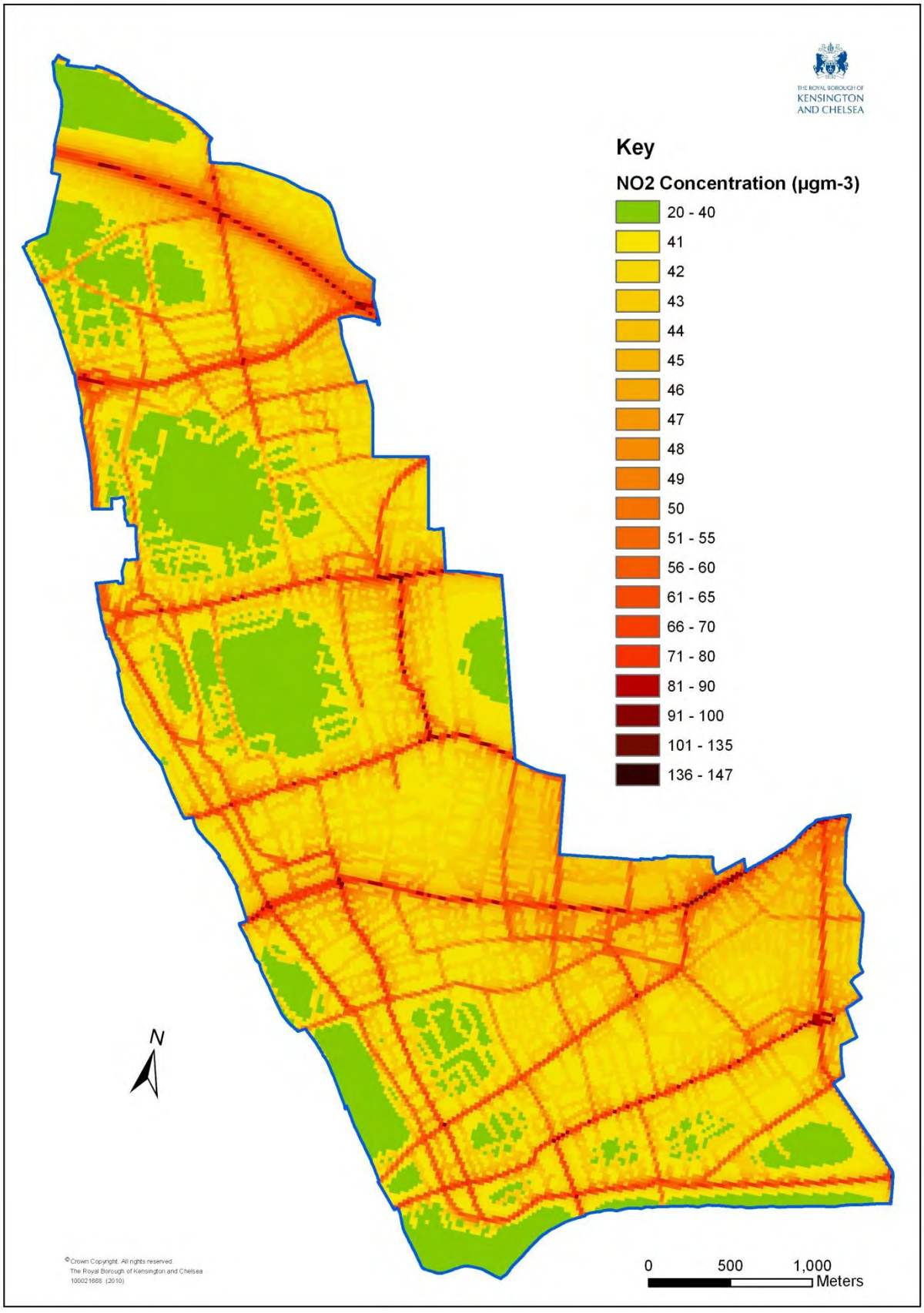
2.4.34. A Residents' Panel survey in 2005 showed that reducing air pollution was one of the most important environmental issues for our residents. Resident

feedback since then has continued to emphasise local concern for the poor quality of our air. A 2009 London Assembly report estimates that approximately 3,000 premature deaths per year are caused by air pollution in the capital. The Mayor's Draft Air Quality Strategy estimates that in London the economic cost of the health impacts of poor air quality could as high as £2billion.

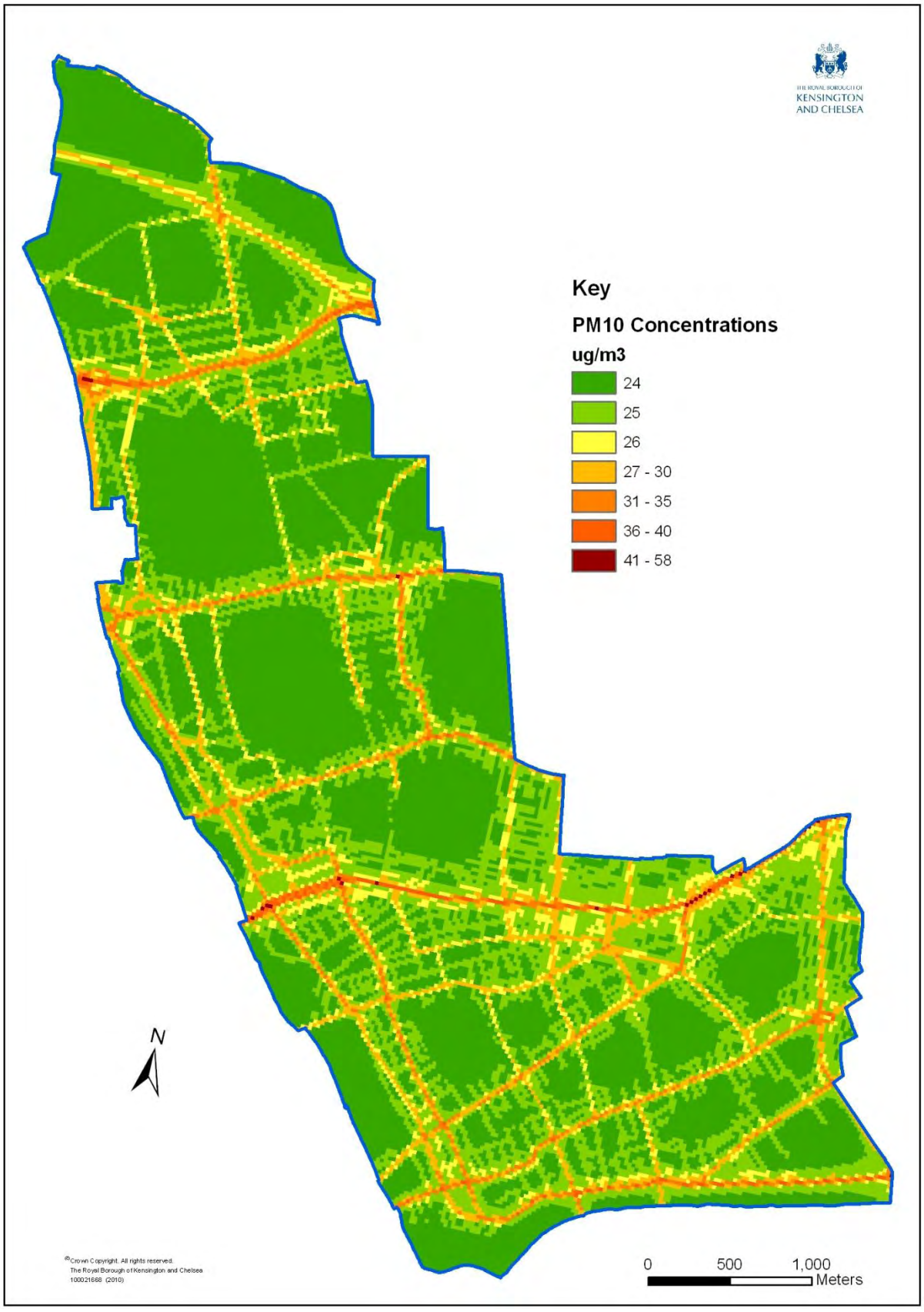
2.4.35. Transport has a huge impact on air quality in the borough and we designated the entire borough as an Air Quality Management Area in 2000. The two main pollutants are nitrogen dioxide (NO_2) and particulates (PM_{10}). NO_2 is produced when nitrogen oxides (NOx) react with other gases in the air. In the borough in 2006 we estimated that 37 per cent of NOx emissions came from road transport and 15.6 per cent from rail with the balance mainly coming from the burning of gas in domestic and commercial premises. Sixty–nine per cent of PM_{10} in the borough came from road transport and 14 per cent from rail as a result of tailpipe emissions, brake and tyre wear and diesel engines. Maps 2.5 and 2.6 show modelled annual mean NO_2 and PM_{10} concentrations for 2010 respectively.

2.4.36. Monitoring data from 2009 confirm that most other pollutants remain well within their respective objective levels. However, whilst we are implementing our Air Quality Action Plan effectively, levels of NO_x still continue to exceed objective levels at many of our monitoring sites. For PM_{10}, levels are just below the annual mean objective at our monitoring sites but continue to exceed the daily at one site on the Earl's Court Road, which forms part of the TLRN.

Map 2.5 – Modelled Annual Mean NO_2 Concentrations for 2010



Map 2.6 – Modelled Annual Mean PM_{10} Concentrations for 2010



2.4.37. A particular challenge will be to mitigate any negative impacts of the removal of the WEZ on air quality across the borough in partnership with TfL. TfL's Integrated Impact Assessment on the removal of the WEZ anticipates an increase of up to two per cent in NO_x and 3.5 per cent in PM_{10} emissions.

2.4.38. Further information on local air quality and our related policies can be found on our website at:
http://www.rbkc.gov.uk/environmentandtransport/airquality.aspx

2.4.39. To address these challenges we have identified Objectives 2, 4 and 5 to;

2	**make it easier for residents to choose walking, cycling and public transport over private car ownership and use**
4	**reduce transport – related air pollution and carbon dioxide emissions**
5	**increase the proportion of journeys made on foot and by bicycle**

MTS Challenge – Improving noise impacts

2.4.40. The MTS states that twenty per cent of Londoners are annoyed or disturbed by noise compared with ten per cent nationally. One in four of our residents feel that noise spoils their home life significantly. Noise from vehicles is particularly intrusive in densely populated urban environments like ours and we support measures to reduce transport–related noise nuisance.

2.4.41. In Kensington and Chelsea the main transport–related noise nuisance comes from buses and lorries, particularly older models and London taxis and motorcycles, especially at night. Disturbance from aircraft noise from Heathrow airport, particularly at night and in the early morning, seriously affects residents in the south of the borough.

2.4.42. To address this challenge we have identified Objective 8 to;

8	**improve the appearance and efficiency of our streets and places, and make them inclusive for all**

MTS Challenge – Improving health impacts

2.4.43. Our Community Strategy aims for Health and Social Care include improving and protecting the overall health of people living in the borough and reducing inequalities in health as well as helping children and young people to stay safe and be healthy. Furthermore, one of our ambitions for a local legacy of the 2012 London Olympic and Paralympic Games is to help our residents enjoy sport and physical activity.

2.4.44. Increased levels of walking and cycling through education and publicity can lead to long–term health benefits, especially for children. Streetscape and other infrastructure improvements can increase and encourage walking and cycling by creating a safer and more appealing environment. Walking and cycling rates in the borough are already relatively high but we are committed to increasing them further. According to TfL's 'Travel in London Report 2' (2010) 42 per cent of our residents consider walking to be their main mode of transport (joint third of all London Boroughs) whilst the corresponding figure for cycling is four per cent (joint first).

2.4.45. In the 1960s and 70s the majority of children either walked or cycled to school. Since the 1980s, the proportion of children travelling to school by car has increased considerably. This change in travel patterns has had a massive impact on children's health; obesity levels have also almost doubled since 1995. It is therefore vital that we work towards increasing the number of children travelling to school on foot, by bicycle or scooter. Working in partnership with our 'Healthy Schools Team' we now have travel plans in place in all our schools and have already seen the difference they can make. Active modes of travel to school have increased from 46 per cent in 2008/09 and to 54 per cent in 2009/10. This represents almost 1,200 children who have switched to travelling to school by active healthy means.

2.4.46. Further information on sustainable travel and school travel planning can be found on our website:
http://www.rbkc.gov.uk/environmentandtransport/roadsandhighways/roadsafetyandtravelplans/schooltravel.aspx

2.4.47. To address this challenge we have identified Objectives 2, 5 and 9 to;

2 make it easier for residents to choose walking, cycling and public transport over private car ownership and use
5 increase the proportion of journeys made on foot and by bicycle
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

MTS GOAL – IMPROVE THE SAFETY AND SECURITY OF ALL LONDONERS

MTS Challenge – Reducing crime, fear of crime and antisocial behaviour

2.4.48. We published our Community Strategy in 2008 with a goal for Safer Communities of creating a borough where people live their lives free from crime and the fear of crime.

2.4.49. Kensington and Chelsea is one of the safest of all inner London Boroughs. There were 23,485 recorded crimes in the borough during 2007/08. We were

the fourth safest Inner London Borough based on Total Notifiable Offences per 1,000 population. Encouragingly, the trend is downwards – according to the 2005/06 British Crime Survey 12,438 comparator crimes in the borough were reported to the police, 11,532 in 2006/07 and 10,460 in 2007/08. This marks a reduction of 1,978 crimes or 15.9 per cent.

2.4.50. In our 2009 Residents' Panel survey on community safety, 92 per cent of respondents reported that they felt safe or very safe in their local area during the day – a two per cent increase on 2006 levels. Sixty–nine per cent felt fairly or very safe in their local area during darkness showing a 12 per cent increase since 2006.

2.4.51. Some crimes occur more in certain parts of the borough. Reports of street crime are generally highest in the north, such as Golborne and Colville wards. Demand for cleaning up graffiti is also heavily concentrated in the north. Concentrations of reported motor vehicle crime are found in the Notting Barns, Golborne, Norland, Holland and Earl's Court wards. Theft from a motor vehicle has increased from 2,330 crimes in 2005/06 to 2,360 in 2007/08 (1.3 per cent).

2.4.52. There is increasing concern amongst our residents and businesses regarding antisocial behaviour such as begging, street drinking and cycling on the footway.

2.4.53. To address this challenge we have identified Objective 8 to;

8	**improve the appearance and efficiency of our streets and places, and make them inclusive for all**

2.4.54. Further information on community safety can be found on our website; http://www.rbkc.gov.uk/communityandlocallife/keepingthecommunitysafe.aspx

MTS Challenge – Improving road safety

2.4.55. Since the Government set the last road safety targets ten years ago we have made considerable improvements in terms of reducing casualties on our roads. However, we consider any road death or serious injury to be one too many. There were 668 reported personal injury accidents in the borough in 2009 resulting in 94 people being killed or seriously injured (KSI) and 671 slight injuries. Using the London Road Safety Unit's average collision cost for urban roads of £91,810, these 668 collisions have cost society £61 million.

2.4.56. In the same period there have been significant changes to the way people travel in Kensington and Chelsea. Cycling has increased exponentially and more people are travelling by motorcycle. There has also been growth in public transport passenger numbers and fewer private vehicles on our roads. We have made great progress in the last decade in improving child road

safety and good improvements for pedestrian road safety. Cyclist deaths and serious injuries are however continuing to rise and there has only been a slow decline in collisions involving motorcyclists.

2.4.57. People inside cars have become safer. There have been improvements in in–car safety and therefore reductions in the numbers of car occupants hurt in road traffic collisions. In fact 70 per cent our road casualties now occur outside of motor vehicles, although the vast majority of these collisions still involve a motor vehicle.

2.4.58. The sites in the borough with the highest collision levels in recent years are concentrated in the south on the TLRN and our principal roads. Further information on road safety can be found on our website; http://www.rbkc.gov.uk/environmentandtransport/roadsandhighways/roadsafetyandtravelplans/roadsafety.aspx

2.4.59. To address this challenge we have identified Objective 9 to;

9	**reduce the number and severity of road accident casualties**

MTS Challenge – Improving public transport safety

2.4.60. We support the objectives of *The Right Direction: the Mayor's Draft Strategy to Improve Transport Safety and Security in London 2010 – 2013*. These include reducing crime and antisocial behaviour on the public transport network, increasing confidence in the safety and security of travelling in London and reducing the volume of Londoners injured on London's roads as a result of criminal or antisocial behaviour.

2.4.61. Our ward based Safer Neighbourhood Teams are committed to reducing crime on the transport network across the borough. We will work with the police, TfL and public transport operators to continue to reduce casualties on public transport networks.

2.4.62. To address this challenge we have identified Objectives 8 and 9 to;

8	**improve the appearance and efficiency of our streets and places, and make them inclusive for all**
9	**reduce the number and severity of road accident casualties**

MTS GOAL – IMPROVE TRANSPORT OPPORTUNITIES FOR ALL LONDONERS

MTS Challenge – Improving accessibility

2.4.63. In 2008 some 94 per cent of our residents of working age had access to employment by public transport (National Indicator (NI) 176) – only residents of the City of London had better access. Access to services such as doctors' surgeries, food shopping, open spaces, further education colleges and primary schools (NI 175) was also very good. Access to secondary schools was less so, though the opening of the Chelsea Academy in Lots Road in September 2010 will have improved this and proposals for a secondary school in North Kensington will improve it further.

2.4.64. A particular concern of ours is that most of the Underground and rail stations in the borough do not have step–free access and remain inaccessible to passengers with reduced mobility, and to people with children, especially those with prams and pushchairs.

2.4.65. According to TfL's 2008 bus stop surveys some 35 per cent of the 262 bus stops on our roads were Disability Discrimination Act (DDA) compliant. By 2010 we had increased this to 55 per cent and will continue to work with TfL to improve accessibility at around six stops per year.

2.4.66. There are significant barriers to walking and cycling in some parts of the borough such as the WLL, the Grand Union Canal and the TLRN and we are working with other stakeholders to bridge them. One–way streets can be a particular barrier to cyclists forcing them into long detours from their preferred routes.

2.4.67. To address this challenge we have identified Objectives 1, 3 and 8 to;

1 improve accessibility to places and services, especially for those with special mobility needs
3 improve the quality, accessibility and reliability of public transport
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

MTS Challenge – Supporting regeneration and tackling deprivation

2.4.68. Whilst we are home to some of the wealthiest neighbourhoods in the country we also have some of the most deprived. The Index of Multiple Deprivation 2007 combines a number of factors such as income, employment, health and disability, education, housing, living, environment and crime. Part of the Golborne area of North Kensington falls within the top five per cent of one of the most deprived areas nationally highlighting the need to focus on regenerating this area. Large parts of the north of the borough are within the

top ten per cent of the most deprived. Public transport accessibility levels for these areas are relatively low and tackling this is a particular problem in terms of regeneration.

2.4.69. Parts of North Kensington have been designated in the London Plan (2008) as Areas for Regeneration. Within this area, 'Kensal Canalside' is designated as an Opportunity Area. Our LDF Core Strategy therefore targets regenerating North Kensington through improving transport, housing and services as a priority.

2.4.70. To address this challenge we have identified Objectives 1, 3, 7 and 8 to;

1 improve accessibility to places and services, especially for those with special mobility needs
3 improve the quality, accessibility and reliability of public transport
7 improve journey time reliability for all road users
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

MTS GOAL – REDUCE TRANSPORT'S CONTRIBUTION TO CLIMATE CHANGE, AND IMPROVE ITS RESILIENCE

MTS Challenge – Reducing CO_2 emissions

2.4.71. Climate change is the long–term significant change in the expected patterns of average weather conditions. We recognise the general scientific consensus that climate change is happening, that human activity is contributing to it significantly and that it has potentially damaging environmental, social and economic impacts. Future local impacts of climate change could include the following:

- more frequent flooding from torrential rain, excessive run–off and overflowing drains
- droughts and more frequent water restrictions
- storm damage to property
- more variable temperatures, 2006 being the warmest year on record
- higher average temperatures creating a greater need for cooling in offices and homes
- impacts on health such as heat stress in the elderly and infirm

2.4.72. We can mitigate climate change by reducing the emission of greenhouse gases including carbon dioxide (CO_2), water vapour, methane and nitrous oxides. CO_2 is the primary greenhouse gas emission associated with transport. It is produced through the burning of fossil fuels, either in engines or electricity generators, to produce power for transport. We estimate that road transport accounts for about 15 per cent of CO_2 emissions in the

borough – approximately 126 kilotonnes (kt) of CO_2 per year at 2008 estimates.

2.4.73. A particular challenge will be to mitigate any negative impacts of the removal of the WEZ on transport–related CO_2 across the borough in partnership with TfL. TfL's Integrated Impact Assessment on the removal of the WEZ estimated an increase of up to five per cent in CO_2 emissions locally.

MTS Challenge – Adapting for climate change

2.4.74. We recognise that the characteristics of urban areas such as ours can cause particular problems in trying to adapt for climate change and its potential impacts. These include:

- extremely high population density (131 persons / hectare)
- a high proportion of single person households (33 per cent)
- a high proportion of private rented households whose occupants may be reluctant to invest in measures to adapt to climate change (30 per cent)
- approximately 29 percent of our households are overcrowded
- high turnover of residents meaning we are likely to have to publicise climate change information more frequently than in other areas
- approximately 84 per cent of our residents have no access to their own garden space
- limited public open space

2.4.75. Some degree of climate change is inevitable and as well as mitigating its effects we need to adapt to it. For instance we need to ensure that our winter maintenance regimes can cope with severe winters and that our drainage networks can cope effectively with flash–flooding.

2.4.76. Further information on climate change and our related policies can be found on our website;
http://www.rbkc.gov.uk/environmentandtransport/climatechange.aspx

2.4.77. To address these challenges we have identified Objectives 2, 4 and 5 to;

2 make it easier for residents to choose walking, cycling and public transport over private car ownership and use
4 reduce transport – related air pollution and carbon dioxide emissions
5 increase the proportion of journeys made on foot and by bicycle

MTS GOAL – SUPPORT THE DELIVERY OF THE LONDON 2012 OLYMPIC AND PARALYMPIC GAMES AND THEIR LEGACY

MTS Challenge – Developing and implementing a viable and sustainable legacy for the 2012 Games

2.4.78. As one of the London 2012 official venue host boroughs – with the indoor volleyball taking place at Earls Court Exhibition Centre – we will play an active role in confirming our reputation as a world class destination for culture, leisure and business. The as yet unconfirmed route for the on–road cycling races is likely to pass through the borough. Exhibition Road will have been transformed into a world–class streetscape.

2.4.79. One of our challenges is to help ensure adequate public transport provision across the borough for people travelling to and from the Olympic venues, particularly to Earls Court and any roads in the borough that form part of the on–road cycling race route in partnership with TfL and public transport operators

2.4.80. The Olympic Route Network (ORN) and the Paralympic Route Network (PRN) are networks of roads linking all the competition and key non–competition venues for the Games and Paralympic Games to provide safe, secure and reliable transport services to members of the Games Family. Our main challenge will therefore be to ensure the successful implementation and operation of those parts of the proposed ORN and PRN that pass through the borough for the duration of the Games to minimise any potential conflicts in partnership with TfL and the Olympic Delivery Authority (ODA). We will also need to work with partners to ensure that any roadworks on the ORN and PRN and our roads in general are kept to an absolute minimum during the Games.

2.4.81. Further information on how we are preparing for the London 2012 Games can be found on our website;
http://www.rbkc.gov.uk/leisureandlibraries/events/london2012.aspx

2.4.82. To address this challenge we have identified Objectives 1, 3, 7 and 8 to;

1 improve accessibility to places and services, especially for those with special mobility needs
3 improve the quality, accessibility and reliability of public transport
7 improve journey time reliability for all road users
8 improve the appearance and efficiency of our streets and places, and make them inclusive for all

2.5. Our Transport Objectives

2.5.1. In developing our Objectives we took into account all the issues described in Section 2.4. To help confirm that our Objectives reflect local needs, we developed them in consultation with Councillors and representatives of local resident and amenity associations. The Transportation Policy Board discussed and approved our Objectives and our Public Realm Scrutiny Committee then approved them in July 2010.

2.5.2. Table 2.1 summarises our Objectives. Tables 2.2 and 2.3 show how they relate to, and are fully compatible with, the MTS goals, the CLSRTP challenges, our LDF Core Strategy Objectives and the Environment and Transport Aims of our Community Strategy.

Table 2.1 Royal Borough LIP Transport Objectives

1	Improve accessibility to places and services, especially for those with special mobility needs
2	Make it easier for residents to choose walking, cycling and public transport over private car ownership and use
3	Improve the quality, accessibility and reliability of public transport
4	Reduce transport – related air pollution and carbon dioxide emissions
5	Increase the proportion of journeys made on foot and by bicycle
6	Manage on–street parking and loading to achieve a better balance between the competing demands on kerb–side space
7	Improve journey time reliability for all road users
8	Improve the appearance and efficiency of our streets and places, and make them inclusive for all
9	Reduce the number and severity of road accident casualties

Table 2.2 LIP Objectives – Compatibility with the MTS Goals and CLSRTP Challenges

Strategy	Relevant Policies and Priorities	Royal Borough's LIP Objectives								
		1	2	3	4	5	6	7	8	9
Mayor's Transport Strategy Goals	Economic development / population growth	■	■	■			■	■	■	■
	Quality of life	■	■	■	■	■	■	■	■	■
	Safety and security								■	■
	Transport opportunities for all	■	■	■	■	■	■	■	■	■
	Climate change and resilience		■	■	■	■				
	London 2012 Olympic and Paralympic Games	■		■				■	■	
Emerging Central London Sub–Regional Transport Plan Challenges	Reducing public transport crowding and improving reliability	■	■	■				■		
	Supporting growth areas and regeneration	■							■	
	Ensuring capacity at rail stations and efficient onward distribution		■	■				■		
	Improving the urban realm and promoting walking	■	■		■	■			■	■
	Managing the different demands on streets	■	■	■			■	■	■	■
	Improving air quality		■	■	■	■			■	

Table 2.3 LIP Objectives – Compatibility with our LDF Core Strategy Objectives and Community Strategy Environment and Transport Aims

Strategy	Relevant Policies and Priorities	Royal Borough's LIP Objectives								
		1	2	3	4	5	6	7	8	9
Royal Borough – Local Development Framework Core Strategy Objectives	Keep life local	■	■	■	■	■	■		■	
	Foster vitality	■		■	■		■	■	■	
	Better travel choices	■	■	■	■	■	■	■	■	■
	An engaging public realm	■	■			■			■	
	Renew the legacy	■							■	
	Diversity of housing	■								
	Respect environmental limits		■	■	■	■			■	
Royal Borough Community Strategy – Environment and Transport Aims	Protect and improve the environment		■	■	■	■			■	
	Make the borough a pleasant place	■	■	■	■	■	■	■	■	■
	Improve local transport and encourage / provide greener travel	■	■	■	■	■		■	■	
	Reduce pollution		■	■	■	■			■	
	Tackle climate change		■	■	■	■			■	

3. Delivery Plan

3.1. Background

3.1.1. This chapter sets out our Delivery Plan for achieving our Objectives identified in Chapter Two.

3.1.2. Section 3.2 identifies potential funding sources for 2011/12 to 2013/14.

3.1.3. Section 3.3 describes our delivery actions for this time period and beyond. Many of the schemes and projects in our Delivery Plan will help address more than one of our Objectives. To avoid repetition, we have set out our Objectives and cross referenced the packages of policies, schemes and projects relevant to delivering each one in Table 3.2. We have then summarised the key elements of each package, illustrated by case studies of successful recent projects. Table 3.3 demonstrates how each package supports the delivery of the MTS Goals and CLSRTP Challenges.

3.1.4. We have also identified those aspects of our Delivery Plan that will help deliver the six high–profile outputs identified in the MTS as Mayoral priorities listed below;

- Cycle Superhighway schemes
- cycle parking
- electric vehicle charging points
- Better Streets (the Mayor's vision for public realm improvements)
- cleaner local authority fleets
- street trees

3.1.5. Section 3.4 sets out our high level Programme of Investment for this time period based on the wider delivery actions identified in Section 3.3. It also identifies how we developed our Programme of Investment and how we consult locally on individual proposals.

3.1.6. Finally, Section 3.5 outlines our approach to risk management.

3.2. Funding sources

3.2.1. We use several sources of funding to implement our work programmes in addition to our LIP allocations. Table 3.1 summarises potential funding sources and an indication of likely amounts over the three year LIP delivery period.

3.2.2. The Council budgets shown below and in the Programme of Investment are indicative only at this stage. We will update them once we have digested the implications of the 2010 Comprehensive Spending Review. We confirm our annual budgets every February before the following financial year.

Table 3.1 – Potential Funding Sources

Potential Funding (£,000s)				
Programme / Funding Source / Financial Year	**2011/12**	**2012/13**	**2013/14**	**Total**
Traffic and Transport				
LIP allocation – Corridors and Neighbourhoods / Smarter Travel (Needs based formula)*	2,038	1,955	1,676	5,669
LIP allocation – Local Transport*	100	100	100	300
Council capital**	665	400	450	1,515
Other Sources				
Developer contributions***	300	300	2,000	2,600
Intelligent Energy Europe Fund – cycle project	80	104	0	184
Total	**3,183**	**2,859**	**4,226**	**10,268**
Road and Footway Maintenance				
LIP allocation – Principal Road Maintenance*	181	181	181	543
Council revenue funding**	5,456	5,056	5,157	15,669
Total	**5,637**	**5,237**	**5,338**	**16,212**
Bridge Maintenance				
LIP allocation*	1,760	0	0	1,760
Council capital / revenue**	691	393	95	1,179
Total	**2,451**	**393**	**95**	**2,939**
Lighting Repairs and Improvements				
Council revenue**	1,189	1,213	1,237	3,639
Total	**1,189**	**1,213**	**1,237**	**3,639**
Major Schemes				
Exhibition Road – LIP allocation*	1,550			1,550
Exhibition Road – Council capital **	4,711	500		5,211
Total	**6,261**	**500**		**6,761**

***** These LIP allocations are subject to annual confirmation from TfL

****** These amounts are indicative only and do not take full account of the implications of the 2010 Comprehensive Spending Review

******* These amounts are based on current estimates and are dependent on the associated developments being implemented over the three–year LIP period

Table 3.2 – Transport Objectives / Delivery Packages Matrix

Royal Borough Transport Objectives	**Delivery Packages**																
	1. Development management	**2**. Rail and Underground	**3**. Buses	**4**. Accessibility	**5**. Travel planning	**6**. Cycling	**7**. Walking	**8**. Cleaner vehicles	**9**. Car clubs	**10**. Streetscape	**11**. Managing on–street parking	**12**. Road and footway maintenance	**13**. Smoothing traffic flow	**14**. Noise pollution	**15**. Road safety – education, publicity and enforcement	**16**. Road safety – engineering	**17**. Safety and security
1: Improve accessibility to places and services, especially for those with special mobility needs	■	■	■	■	■	■	■		■	■	■	■	■		■	■	■
2: Make it easier for residents to choose walking, cycling and public transport over private car ownership and use	■	■	■	■	■	■	■		■	■		■	■		■	■	
3: Improve the quality, accessibility and reliability of public transport		■	■	■								■	■				■
4: Reduce transport – related air and noise pollution and carbon dioxide emissions	■				■	■	■	■	■				■	■			
5: Increase the proportion of journeys made on foot and by bicycle	■				■	■	■			■		■			■	■	■
6: Manage on–street parking and loading to achieve a better balance between the competing demands on kerb–side space			■			■					■						
7: Improve journey time reliability for all road users		■	■								■	■	■				
8: Improve the appearance and efficiency of our streets and places, and make them inclusive for all	■		■			■	■			■	■				■	■	■
9: Reduce the number and severity of road accident casualties					■	■	■					■			■	■	

3.3. Delivery actions

1. Development management

3.3.1. Our LDF Core Strategy strategic objective for transport – Better Travel Choices – is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use. To achieve this new development must be appropriately located and must include from day one all the facilities needed to encourage walking, cycling and public transport use, whilst not encouraging the use of private cars.

3.3.2. **Location** – we will continue to require high trip–generating development to be located in areas well–served by public transport and where there is sufficient public transport capacity or will be as a result of committed improvements. We will work with developers to minimise any material increase in traffic congestion or on–street parking pressure resulting from development. For larger development proposals we require applicants to submit a transport assessment.

3.3.3. **Public transport** – we will work to secure improvements to public transport services and access to them, giving priority to areas that currently have lower levels of accessibility. We will also work with partners to ensure that the provision of step–free access is incorporated into re–development proposals at all Underground stations.

3.3.4. **Parking** – we will require all new residential development to be resident parking permit–free and any car parking provided must be at or below our maximum standards and include appropriate provision for charging electric vehicles. Any parking in non–residential development must be for essential need only. We will require that where development creates new on–street parking it is managed so that parking demand is controlled and the need for off–street parking is minimised. We will also resist new public car parks.

3.3.5. **Permeability** – we will protect existing footways, footpaths and cycle routes or land over which the public has right of way. We will also encourage new streets, footpaths and cycle links that improve permeability to be delivered through development – for example at Wornington Green, the Kensal Gasworks Site, the Lots Road Power Station site and the Warwick Road developments as well as links under and/or over the West London Line into the White City Opportunity Area in Hammersmith and Fulham. We will also work with TfL to improve the streets within the Earl's Court One–way System by investigating the return of the streets to two–way operation and implementing the recommended improvements, should we and TfL find them feasible, as well as securing improvements to the pedestrian environment. We will require local developments to contribute to these objectives.

3.3.6. **Walking and cycling** – we will require improvements to the walking and cycling environment including cycle parking and for commercial developments, showering and changing facilities.

3.3.7. **Water** – we will ensure that new development adjacent to the River Thames or Grand Union Canal takes full advantage of, and improves opportunities for, public transport and freight on the water and walking and cycling alongside it.

3.3.8. **Road safety and travel planning** – we require new development to incorporate measures to improve road safety and in particular the safety of pedestrians, cyclists and motorcyclists. We will resist development that compromises road safety. We will also require Travel Plans for education–related development and larger scale residential and commercial proposals.

3.3.9. **Construction traffic management plans** – we will secure construction traffic management plans for new developments that have the potential to cause disruption. The plans ensure that any traffic generated during construction is properly managed and parking suspensions are kept to a minimum so as not to unreasonably reduce local resident amenity or impede traffic flow.

2. Rail and Underground

3.3.10. By definition, our capacity to deliver major improvements to the local rail and Underground infrastructure rely heavily on collaborative working with rail industry bodies, most notably, Crossrail, London Overground, Network Rail, the Train Operating Companies and London Underground.

3.3.11. **Enhancements to the West London Line** – to keep pace with the growing demand on this successful line, we are lobbying for additional Southern services, a move to longer Southern and London Overground Rail Operations Ltd (LOROL) trains, extension of Southern services to Gatwick Airport, and more even timetabling of Southern and LOROL services to minimise intervals between trains. In the longer term, we would like the West London Line to serve the North Kensington area, possibly by re–opening the former station at North Pole Road. We will also work with the rail operators to secure accessibility improvements to West Brompton station and improvements to its interchange with the Underground network, particularly at Earl's Court and, if feasible, as part of the redevelopment of the Earls Court Exhibition Centre.

3.3.12. **Crossrail Station at Kensal** – there is a once–in–a–lifetime opportunity to transform the connectivity of North Kensington and unlock the potential to regenerate one of the most deprived areas of the country, through the creation of a station in the Kensal Opportunity Area. The Council is working with Crossrail, Rail for London and two major landowners to establish the feasibility and costs of a station that would provide hugely reduced journey times to the West End, the City, and Docklands. The station would service the trains that are scheduled to run only as far west as Paddington, and that would otherwise terminate at a sidings at Paddington New Yard. The Mayor has stated that our plans for a Crossrail station at Kensal must meet three criteria. Firstly, that it must not slow the progress of the overall project, secondly, that there be no additional cost to the taxpayer and finally, that it must not degrade the services that Crossrail or Network Rail will run.

3.3.13. **Chelsea – Hackney Line** – the Council welcomes the Mayor's instruction to TfL to review the alignment of the safeguarded line and the type of service that it might provide. We hope that through this work and TfL's Sub–Regional Transport Plans, this scheme will have taken a step closer to fruition, by means of a clear decision on the route that the line should take. We would strongly support a line that improved access to the Kings Road and the Lots Road area.

3.3.14. **Underground stations** – we will work with TfL and LUL to deliver station improvements and proposals to reduce overcrowding. Current projects include modernising Notting Hill Gate and lengthening the platforms at Westbourne Park, Ladbroke Grove and Latimer Road stations.

3.3.15. **Latimer Road Underground station** – we will work with LUL to create a new entrance to the station to improve accessibility and improve users' perceptions of personal safety using Section 106 funding from nearby developments. We will incorporate street lighting improvements and upgrade cycle parking facilities outside the new entrance.

3.3.16. **Westbourne Park Underground station** – we believe that a northern entrance to Westbourne Park Underground station would greatly improve access to it from the Acklam Road area and the Westbourne Business Studios.

3.3.17. See also **Accessibility** for step–free access proposals in stations.

3. Buses

3.3.18. In partnership with TfL and bus operators we aim to increase the availability of bus journey time information, improve the accessibility of bus stops and increase the reach of the local bus network. We can improve the quality of bus services through route reviews, introducing appropriate bus priority measures and 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. We have recently successfully lobbied TfL to extend the heritage Routemaster Bus Route 9H into the borough to serve popular destinations such as Kensington High Street, Leighton House and Holland Park.

3.3.19. **Bus services** – we will continue to work with TfL and developers to improve access to the bus network in areas with low levels of access to public transport such as the south–west of the borough as well as appropriate routes linking the north of the borough with the south. We would also like to see the increased use of quieter and cleaner buses.

3.3.20. **Bus reliability schemes** – we believe that buses can usually best be helped by measures that improve the general movement of traffic. These include reviewing waiting and loading restrictions and bus stop layouts and increasing parking enforcement on bus routes particularly at locations where we have identified problems with bus operators and passengers. We demonstrated this approach in our successful Local Public Service Agreement work on reducing bus journey times and improving reliability. We will work with TfL and bus

operators to identify specific problem areas for similar studies and work with them to achieve improvements (see Case Study).

Case Study – Local Public Service Agreement Bus Reliability Project

Bus passengers want to be able to plan their journey. They want to know that buses will turn up at a bus stop roughly when they are supposed to and will take as long as the timetable says to get to their destination. In 2005 we had great success with a project that delivered real improvements in reliability without expensive bus priority measures.

We identified a number of 'hotspots' where buses were routinely being delayed. We examined these areas carefully and observed what was actually happening on–street. Crucial to the scheme was the idea that buses should be able to get in and out of bus stops easily and quickly, and without causing tailbacks of general traffic. We realised that buses in London have changed over the years but bus stop design had not kept up with the times. Where once the fleet was dominated by Routemasters, with their rear platforms for boarding and alighting, today's bus passengers board at the front and alight from the centre of the bus. However, the stops have remained the same and many bus stop shelters and flags needed moving. We realised that by making changes to the layout of the bus stop, often just swopping lengths of yellow line around, bus drivers would be able to pull into the kerb more easily. This made it easier for other drivers to overtake while buses are waiting at stops, thereby reducing delays. Passengers were able to board the bus more easily and the shelters no longer obstructed passengers getting on or off.

Data collected before (2003) and after (2006) the changes showed:

- overall, variability in journey times fell by five per cent in the borough, and increased by nine per cent elsewhere – with a net benefit in the borough of 13 per cent.
- journey time fell most on roads where we combined various measures along the full length of the route
- journey times went up by two per cent in the borough, while journey times in the rest of west and central London increased by four per cent

The methods we used were simple, relatively inexpensive and are easily transferable to other areas of London. Instead of traditional methods used in bus priority work, such as bus lanes and bus gates, we looked for an alternative approach that has proved effective and has brought benefits to users of our bus network.

3.3.21. **'Real Time' bus service information** – we welcome TfL's proposals to implement a 'real time information' system where passengers will be able to access 'live' service information for each bus stop via text message and the internet. We will also work with TfL to install their new style 'Countdown' real time information signs at 78 bus shelters across the borough. We will seek financial contributions to installing Countdown at bus stops from nearby

developments. We will encourage local cafes and shops to provide real–time information for bus passengers.

3.3.22. **Bus stop accessibility** – we will continue to make it easier for bus passengers with reduced mobility to board and alight buses. We will also consider bus stop accessibility during the design and development of all traffic schemes. We will review the accessibility of bus stops in light of changes which may be required when the new Routemaster for London appears on our streets.

3.3.23. **New pedestrian links to the White City Opportunity Area** – we are working with TfL and developers to secure new pedestrian links from North Kensington to the bus routes on Wood Lane in neighbouring Hammersmith and Fulham.

4. Accessibility

3.3.24. We recognise the many difficulties that certain groups such as children, older people and those with reduced mobility or learning difficulties have in accessing public transport. We therefore work with partners such as Action Disability Kensington and Chelsea (ADKC) and Westway Community Transport (WCT) to identify gaps and provide affordable tailored services to meet them.

3.3.25. **Community transport –** we spend over £8 million per year providing subsidised transport services to children, older people and those with reduced mobility or learning difficulties. We do this in two main ways. Firstly, we meet part or all of the cost of older and disabled residents' travel on public transport and, where appropriate, by taxi, through initiatives such as Freedom Pass and Taxicard. Secondly, we provide transport through partners such as WCT to and from places such as day care centres and special educational needs schools.

3.3.26. **Mobility Forum** – we hold regular mobility forums which act as a focus for consultation, particularly for representative groups of older public transport users, and where service users can raise issues for the Council to take up with TfL and public transport providers.

3.3.27. **'Out and About' mobility scooter loan** – we will continue to support this scheme which we launched in 2005 to provide an electric powered scooter loan to people who live or work in the borough. WCT manage the service and provide scooters in different areas of the borough on different days.

3.3.28. **Travel mentoring** – we will continue to support our travel mentoring scheme which we set up in 2009 to help older residents and those with impaired mobility to use public transport more independently.

3.3.29. **School travel plans** – both of our special education needs schools have Council and TfL approved school travel plans in place. We will continue to work with them to implement their plans.

3.3.30. **Step–free LUL stations** – we will continue to work with partners to ensure that step–free access is delivered at all Underground stations in the borough. We will also require new developments to contribute toward step–free access and

ensure it is delivered at stations in the borough where there is an opportunity for re–development. South Kensington station, in particular requires modernisation, reconfiguration and step–free access to cope with the huge numbers of people who use it daily. Improvements to the existing pedestrian tunnel to the nearby museums would also be desirable. We will look for the maximum accessibility and capacity improvements as part any development proposals.

3.3.31. See also **Streetscape and Walking**

5. Travel planning

3.3.32. Travel plans promote and provide guidance on sustainable travel options for a particular location such as a school or workplace to encourage the use of sustainable, environmentally friendly, and, ideally, active modes. We have promoted travel plans in schools for a number of years and all our schools now have an approved plan. For further information please see our latest *Sustainable Modes of Travel to School Strategy* published in 2010.

3.3.33. Through school travel planning and 'smarter travel' initiatives – targeted measures promoting sustainable travel – we have achieved a real shift away from car journeys on the school run at a comparatively low cost. We are now focussing on helping schools to implement their travel plans and helping employers to develop and implement travel plans.

3.3.34. **School travel plan implementation** – all 77 Local Education Authority and independent schools in the borough, including two special educational needs schools, now have Council and TfL approved travel plans in place. We will now focus on helping them implement measures such as reviewing parking arrangements outside the school, and review their plans over the lifetime of this LIP.

3.3.35. **Workplace travel plan development and implementation** – in the past few years we have supported over ten of the largest organisations in the borough in drafting their travel plans. These include the Natural History Museum, the Victoria and Albert Museum, several other organisations and all hospitals in the borough. Together these travel plans cover over 25,000 employees travelling into or within the borough to work. We will continue to support these organisations to implement their plans as well as help more employers to develop travel plans. The main emphasis of the majority of travel plans in the borough is the support for and promotion of cycling. We offer workplaces with a travel plan free cycle parking, cycle training for staff and regular cycle maintenance sessions.

3.3.36. **Council travel plan** – we completed our staff travel plan in 2009 with the aim of reducing the percentage of staff driving to work and for work journeys, and increasing those walking or cycling. We have since reduced the percentage of staff driving to work from eight to five per cent. We have achieved this reduction through a package of benefits for staff including free bicycle grants as well as regular promotional activities. We plan to complete a review of car use in 2011, which will focus on reducing work–related car and van journeys.

6. Cycling

3.3.37. Our approach to cycling is to encourage a safe mix with other traffic – our busy road network and densely populated area mean that it is not practical to allocate road space specifically to cyclists. Instead, we focus on providing a smooth, debris–free riding surface, cycle parking and increasing the permeability of the local road network.

3.3.38. **Mayor's Cycle Hire –** We will work with TfL to expand the Mayor's Cycle Hire scheme, identifying sites for new and extended docking stations. We would like some of these to extend the scheme to the north and south–west of the borough so as to improve the accessibility of areas that are not within easy walking distance of Underground stations.

3.3.39. **Improving permeability –** Subject to obtaining DfT approval, we will continue to improve the permeability of our roads for cyclists by allowing them to ride in both directions on carefully selected one–way streets, with minimal physical traffic management measures and intuitive 'no entry' plus 'except cycles' signing. Initially we plan to expand our first trial to include up to another eight streets, but by 2012 we would hope to be in a position to establish an ongoing programme of converting all suitable one–way streets to two–way cycling. We will also review the need for one–way restrictions for all traffic, on specific roads.

3.3.40. **MTS High–Profile Output – expanding cycle parking –** we already have over 2,400 on–street cycle parking spaces across the borough. We plan to establish 600 more over the period of the LIP, using sites on footways wherever possible. We will continue to respond to all requests from the public, schools, and workplaces for cycle parking. In addition we will proactively review all sites where we receive complaints about 'fly–parking' of cycles (on railings and street furniture). We will integrate cycle parking into our day–to–day reviews of our CPZ and conduct cycle parking area audits, as resources permit. It is increasingly difficult to respond positively to requests for cycle parking on the footway, because the footways are not wide enough to accommodate cycle stands placed at right angles to the kerb. In order to increase the opportunities for cycle parking on the footway, we will expand the use of 'cycle hoops' on existing signposts and place cycle stands parallel to the kerb, at locations where this would not bring them into conflict with parked cars (for instance, adjacent to double yellow lines and zig– zag markings). Where it is not possible to meet the demand for cycle parking on footways, we will consider opportunities to install cycle stands on the carriageway.

3.3.41. **MTS High–Profile Output – Cycle Superhighways –** We will work with TfL on the delivery of that part of Cycle Superhighway Route 8 that will pass over Chelsea Bridge.

3.3.42. **Training –** We will continue to promote and deliver cycle training to children in our schools and to adults who live or work in the borough.

3.3.43. **Cycling Awareness Raising and Marketing project (CARMA)** – we successfully bid for £264K funding from the Intelligent Energy Europe Fund, which we will supplement with our own funding, to promote cycling over the next three years. This is a joint initiative with five other European cities (Budapest, Gothenburg, Eindhoven, Parma and Riga) all learning from each others' experiences and working together to promote cycling in their own areas. The overall aim is to increase the level of residents cycling. We will achieve this by improving the image of cycling, promoting Kensington and Chelsea as a pleasant place to cycle and reducing barriers to cycling.

7. Walking

3.3.44. Our approach to walking is to keep footways well maintained and free of clutter, clearing drains and keeping the placing of tables and chairs on the footway under control. We also carry out targeted improvements such as pedestrian crossing and wayfinding improvements. We believe promoting walking through education and publicity is also an important tool in increasing walking and, especially for children, can lead to long term sustainable transport mode choice.

3.3.45. **Training –** We will continue to promote and deliver training to children in our schools as well as promote 'Walk to School' and 'Walk to Work' weeks. Scooters have become a popular means of travel to school and we will continue to carry out our innovative 'Scootsurfers' training programme in schools across the borough (see Case Study).

Case Study – 'ScootSurfers' – Scooter Training

Within the past few years the popularity of scooting to school has grown significantly amongst primary school children in the borough. This increase occurred without any form of promotion or support for scooting. To take advantage of the opportunity the popularity of scooting afforded us, we developed a highly successful brand to help embed scooting in the wider school community. Scootsurfers addresses dual agendas: seeking to promote modal shift towards scooting while ensuring the safety of those children who choose to travel by this method.

We delivered an initial pilot project in Spring 2009 in seven schools. The pilot focussed upon the training element of the campaign. The aim was to introduce practical scooting skills and help give parents the confidence that their children could scoot to school safely. The pilot was also intended to be fun and exciting for pupils in order for them to associate scooting with their positive memories of the training. Feedback was very positive with 72 per cent of surveyed pupils reporting that campaign had encouraged them to scoot to school on a regular basis.

Building on the success of the pilot, and in order to roll the scheme out to other schools, we are developing a programme of Scootsurfers Weeks which will be supported by a teacher's resource pack. We will only deliver training in those schools with an active travel plan in order to ensure that there is a broader culture of safety and sustainability in place within school. These weeks will incorporate the training into a wider programme of promotional activities which celebrate the scooter as a fun, healthy and sustainable way of travelling.

Councillor Nicholas Paget–Brown scooting with pupils from Thomas Jones Primary School

3.3.46. **Pedestrian crossing improvements** – we will continue to work with TfL, who are responsible for all traffic lights in London, to ensure that all traffic light junctions have pedestrian facilities where justified and appropriate in relation to traffic flows and junction capacity. We are also keen to work with TfL in experimenting with the incorporation of Pedestrian Countdown systems into appropriate traffic light installations on our roads. Pedestrian Countdown will help traffic light junctions operate more efficiently by providing pedestrians with clear information on how long they have to cross a road.

3.3.47. **Pedestrian Environment Review System (PERS) improvements** – in 2010 we commissioned the Transport Research Laboratory to carry out PERS studies to identify measures to improve pedestrian accessibility along five key walking routes across the borough, including the Earl's Court Road which is on the TLRN. We will examine the findings and, where appropriate, implement their recommendations, for example improved pedestrian crossings, more dropped kerbs, minor streetscape improvements, general de–cluttering and wayfinding improvements. We will also consider commissioning other further studies on key routes.

3.3.48. **Wayfinding** – following the incorporation of 'Legible London' signing into the Exhibition Road scheme and the use of 'heads–up' mapping at Cycle Hire docking stations, we will investigate the potential for pedestrian signing on key walking routes where there is a need. We will also encourage TfL to provide more local maps at bus stops and underground stations.

8. Encouraging the use of cleaner vehicles

3.3.49. While trends in technology and changes in National and European legislation are likely to have the largest impact in encouraging the use of less polluting vehicles, we have a role to play in providing clear support for them.

3.3.50. **Graduated resident parking permit scheme** – in 2008 we linked the price of a residents' parking permit to the CO_2 emissions of the vehicle and introduced a surcharge for diesel vehicles. Over the course of this LIP we will continue to increase the price differential between the highest and lowest bands, to provide further encouragement to our residents to choose less polluting vehicles. We recognise that Euro V diesel cars, available in 2011, will be comparable with petrol cars in terms of their emissions of particulates and we will review the justification for the diesel surcharge accordingly.

3.3.51. **Encouraging greener car clubs –** the biggest contribution that car clubs make to reduced emissions comes from the reduced mileage driven by car club members. We already set CO_2 emission limits for car club vehicles in the borough, but in the long–term, we will work with car club operators to deliver plug–in hybrid vehicles in the car club fleet, with an electric charging point at their reserved bays.

3.3.52. **MTS High–Profile Output** – **electric vehicle charging points** – most of the borough is within a mile of an electric vehicle charging point, but we have

identified two public off–street car parks that, if they also offered recharging facilities, would mean that electric vehicle owners would have no need to suffer 'range anxiety' anywhere in the borough. We will encourage and support those car park providers to install recharging facilities. We will continue to require the provision of charging points in car parks in new developments. In addition, we propose to install on–street charging points at two locations in the borough with large numbers of visitors.

3.3.53. **MTS High–Profile Output** – **cleaner Council fleet** – we were disappointed that the EVA electric vehicles bid, which we supported, was not successful. However, we have a relatively small Council fleet (60 vehicles), of which almost a third are hybrid vehicles. 80 per cent of our vehicles meet the Euro IV standard. We will review our fleet vehicle policy with a view to ensuring that all new vehicles meet tough standards for both CO_2 emissions and local pollutants and encourage our partners, including providers of community transport services to do likewise.

3.3.54. **Air quality monitoring** – we will continue to monitor concentrations of local pollutants through our network of pollution monitors.

3.3.55. **Cleaner buses** – we will continue to lobby TfL for cleaner, quieter buses in our borough.

9. Car clubs

3.3.56. We are enthusiastic supporters of pay–as–you–go car clubs. They provide an environmentally sound and financially attractive alternative to private car ownership. Car clubs encourage members to consider the costs of each trip that they make. As a result they tend to walk, bicycle or use public transport much more.

3.3.57. **On–street bays** – our car club network now spans the entire borough and is one of the largest in the country. The first car was launched in February 2003. The scheme has been very successful, attracting over 7,000 members in the borough to date. We now have 199 on–street spaces (with around 30 additional bays off–street), which are run by three different operators. Over 90 per cent of our residents live within three minutes walk of a car club bay.

3.3.58. **On–street expansion** – we have commissioned research to investigate the demand for further expansion of our network of car club bays. The preliminary results indicate that there may be demand for the introduction of a further 100 bays over the next three years.

3.3.59. **Cleaner vehicles –** we have set CO_2 emission limits for car club vehicles and we will encourage operators to provide cleaner vehicles including plug–in hybrids.

3.3.60. **Developments** – we will encourage the provision of car club membership and publicly available on–site car club bays in developments.

10. Streetscape

3.3.61. We have always demanded high standards in the design, construction and maintenance of our streets and public spaces. We recognise that the management and design of our public space is vital in improving and maintaining our streetscape. We were one of the first boroughs to champion streetscape issues and published our streetscape design guide in July 2004. We followed this up with the 2008 publication, *Transport and Streetscape Policies*. We therefore support the Mayor's Better Streets initiative strongly. We are currently midway through implementing the Exhibition Road Project, which is one of the Mayor's Better Streets flagship schemes, in partnership with TfL and the City of Westminster. We will complete the scheme by 2012 in time for the London Olympic and Paralympic Games.

3.3.62. Exhibition Road is being funded partly by TfL's Major Schemes programme. Once we have completed Exhibition Road we have no proposals for further Major Schemes during the three year LIP Delivery Plan period.

3.3.63. **Our streetscape design principles –** We developed our design principles during the design and implementation of the award–winning Kensington High Street improvements. We now incorporate them into the development of all our traffic, road safety, maintenance and environmental improvement schemes including Hans Crescent and Exhibition Road (see Case Studies) and they are embedded in our LDF Core Strategy. Our main principles 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 street clutter
- high quality materials
- minimum palette of colours
- simple, clean designs
- coordination of design and colour
- equal and inclusive access for all road users
- maintaining the existing and improved environment

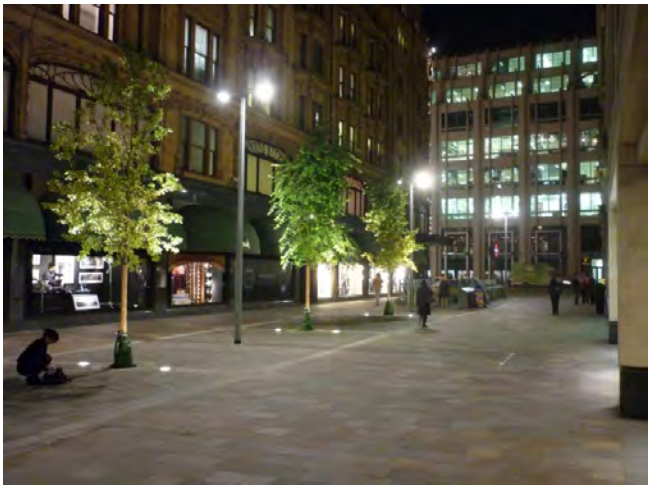
Case Study – Hans Crescent Streetscape Improvements

Harrods sits adjacent to Hans Crescent and for many visitors to one of our busiest tourist attractions, Hans Crescent is the first view they have of the Royal Borough.

In 2007, London Underground Limited (LUL) installed a new entrance to the Knightsbridge Underground station in Hans Crescent. Hans Crescent was closed to vehicular traffic at its junction with Brompton Road. The area had a traditional streetscape comprising carriageway with footways on either side of the road adjacent to the buildings. There was residents' parking and a taxi rank along the southern kerb line. The area to the west of the new LUL entrance up to the Brompton Road kerb was a 'patchwork' mixture of materials following numerous reinstatements.

In 2009 we installed a single surface in Hans Crescent in high quality natural stone materials and gave greater priority to pedestrians. We improved the street lighting, tree planting and public seating. We also relocated the residents' parking into adjacent streets, moved the taxi rank into Basil Street and provided a 'pick up – drop off' facility in Hans Crescent at its junction with Basil Street.

Before



After

Case Study – The Exhibition Road Project

Exhibition Road, which runs from South Kensington in the south to Hyde Park in the north, has been a major destination for visitors to the capital since the Great Exhibition of 1851. It is home to some of the most important visitor attractions in the country, a unique collection of cultural and educational institutions including the Victoria and Albert Museum, the Natural History Museum, the Science Museum, the Royal Albert Hall and Imperial College London. The area attracts over 11 million visitors each year – more than Venice!

We have recently started work that will transform Exhibition Road from an area dominated by cars to one which puts people first. We are removing kerbs, barriers and street clutter so pedestrians can move around the area more freely. Kerbs present a hindrance for many and the single surface will significantly improve access, particularly for those using wheelchairs, push chairs and motorised buggies.

We will create a striking single surface made of the finest quality granite, in a distinct chequered pattern, spanning the entire length of the road from building to building. Visual and tactile delineators will be installed to help people distinguish between the 'safe zone' and 20mph 'traffic zone' and simplified crossings will make Exhibition Road safer and less congested. Tall, sleek street lighting masts have been specifically designed to complement the grand buildings of Exhibition Road and provide a safe and welcoming nocturnal environment for residents and visitors.

The crowded, narrow pavements and heavy traffic will go. Pedestrians will have more space and vehicles will be limited to 20mph. There will be plenty of cycle parking and Mayor's Cycle Hire docking stations.

We have already delivered the first phase of improvements around South Kensington. We unravelled the outdated one–way traffic system to create a simpler layout that eases congestion and created a spacious pedestrian area to accommodate people using South Kensington Station.

A finished section of criss cross granite paving

By 2012, in time for the Olympics and Paralympics, this visionary project will see the UK's most visited cultural destination transformed into an outdoor space for all to enjoy.

3.3.64. **Streetscape initiatives** – we will continue to carry out streetscape improvements. We recently consulted local residents on proposals to improve the open area between Portobello Road and Basing Street, which we will implement in 2011/12.

3.3.65. **Streetscape reviews** – we will continue to look for opportunities for general streetscape improvements to reduce street clutter and guard railing subject to available funding.

3.3.66. **Other streetscape schemes –** we will work with TfL to investigate streetscape improvements on the A4 Cromwell Road gateway to the Royal Borough and with TfL and Hammersmith and Fulham on improvements to the roundabout at the junction of Holland Park Avenue (Kensington and Chelsea), Uxbridge Road (Hammersmith and Fulham), the West Cross Route and Holland Road (both TfL).

3.3.67. **MTS High–Profile Output – 'Better Streets' –** all the above proposals and policies will support the Mayor's Better Streets agenda.

3.3.68. **MTS High–Profile Output – street trees** – we wholeheartedly support the Mayor's objective of planting an additional 10,000 trees on London's streets by 2012. We face specific problems in terms of congested infrastructure under our streets and footways, such as utilities' equipment, vaults and basements which limits opportunities for planting new street trees. We will explore all opportunities and aim to provide around 150 extra trees by 2012.

11. Managing on–street parking

3.3.69. All kerbside space in the borough has either a single or double yellow line or is designated as a specific type of parking bay. We need to accommodate several different kinds of kerbside use such as resident and visitor parking as well as accommodate our businesses' loading and servicing requirements, particularly in our shopping centres, to promote economic development. In recent years we have made room for some newer uses, for example, bays for cycles, Mayor's Cycle Hire and car club vehicles and increased the supply of others such as bays for Blue Badge holders. We have tailored the hours of operation and visitor parking tariffs to reflect local parking pressure and residents' and other users' needs. Parking controls play an important part in our transport strategy by regulating the amount of traffic within the borough and encouraging the use of public transport.

3.3.70. We will continue to publish an *Annual Parking Report* to keep the local community and other interested parties informed of any changes we have made and ones that we are considering for the future.

3.3.71. **Management of our Controlled Parking Zone (CPZ)** – the CPZ requires active and sensitive management. We will continue to manage, review and, where necessary, change parking controls regularly, to avoid promoting congestion, improve conditions for residents and organisations, not delay the emergency services or create road safety problems. The need to make

changes generally originate from our own observations or from requests from councillors, residents, businesses, the public, residents' associations and external organisations (for example the Police, Fire Brigade, TfL and the Foreign and Commonwealth Office). Once drivers have had time to adjust to the removal of the WEZ we will carry out parking occupancy surveys across the borough.

3.3.72. **Residents' motorcycle permit parking bays** – to accommodate the increase in use of motorcycles by our residents we introduced a network of resident motorcycle permit parking bays with secure ground anchors for a chain or other locking mechanism across the borough in 2008. We have recently reviewed the operation of the scheme and to encourage the take up of permits will remove the £35 permit charge before Christmas 2010. We also provide free motorcycle bays across the borough for available to all motorcyclists on a first–come–first–served basis, some of which also have ground anchors.

3.3.73. **Visitor parking** – we have reviewed our pay and display tariffs in response to the increase in demand that we anticipate following the removal of the WEZ by the end of 2010.

3.3.74. **Suspension of parking bays** – we suspend parking bays for a variety of reasons including facilitating building works, furniture removals, utility and highways works, filming and special events. We have reviewed our suspension policy and increased pricing to discourage the suspension of large numbers of bays for long periods to improve residents' quality of life and improve traffic flow on our roads.

3.3.75. **Other parking issues** – we have reviewed our removals and Bank Holiday enforcement policies and will formalise on–line applications for permit renewals following successful trials. We will also review our electric vehicle parking policy, the cost of our residents' permits (including the diesel surcharge and graduated parking tariffs), and resident permit eligibility criteria.

12. Road and footway maintenance

3.3.76. We have excellent quality roads and footways because we have a history of maintaining them to a high standard and will continue to do so. We also ensure that utility companies and their contractors reinstate our roads and footways to our standards when they have finished their works. We coordinate all our maintenance programmes with utility companies' works to minimise disruption.

3.3.77. **Road maintenance** – our Principal Road Maintenance (PRM) LIP allocations have been comparatively low, reflecting our ongoing high level of attention to, and own investment in, PRM. In 2010/11 our total budget for PRM is £468,000 and £1.3 million for minor roads.

3.3.78. **Footway maintenance** – we carry out comprehensive annual programmes of footway maintenance. Our 2010/11 budget for major road footway maintenance is £369,000 and £3.9 million for minor road footways.

3.3.79. **Inspections** – We inspect principal roads and other busy routes and footways every month and our remaining roads and footways every three or six months.

3.3.80. **Monitoring of street works** – we inspect ten percent of the works carried out by utility companies and the standard of their reinstatements in particular. If we find anything wrong, we work with the company to correct it. We have the power to fine companies if they do not comply and can even carry out remedial works ourselves and recharge the cost.

3.3.81. **Street cleansing –** street cleansing is very important in making an area attractive and to encourage walking. We require our contractor to deliver exceptionally high standards of street cleansing. This includes sweeping channels and clearing gullies regularly which helps cyclists by providing a smooth and debris–free riding surface and helps pedestrians avoid having to negotiate puddles. We will continue to lobby the Government hard to persuade gum manufacturers to produce gum that is either degradable or easier to remove from our pavements and to introduce a tax on chewing gum to cover the cost of removing it.

3.3.82. **Winter maintenance** – our contractor provides a winter emergency call out service 24 hours a day between 1 December and 16 April. If we find that there is a risk of danger or disruption to vehicular or pedestrian traffic from imminent snow fall or sub–zero temperatures we initiate our gritting procedure. We give priority to main roads and their footways, bus routes, hilly or exposed areas and our bridges. We also give priority to footways outside key locations such as around bus stops and outside tube stations. Following recent severe winters we will continue to ensure that we have sufficient supplies of grit in collaboration with TfL and neighbouring boroughs.

3.3.83. **Bridge maintenance** – we are responsible for maintaining Albert and Chelsea Bridges which span the River Thames. We also maintain Ladbroke Grove Canal Bridge over the Grand Union Canal, Stanley Bridge which spans the West London Line at King's Road and the footbridge over the railway at Acklam Road. In partnership with TfL we are currently mid–way through a £7.2 million scheme to strengthen, restore and repaint Albert Bridge which is currently on course for completion by autumn 2011.

13. Smoothing Traffic Flow

3.3.84. While many of our proposed delivery actions aim to reduce demand for the use of our road network, it is also important to ensure that the network is operating efficiently. Roadworks, illegally parked vehicles and even traffic lights can all introduce delays.

3.3.85. **Introduction of a permit scheme for carrying out roadworks** – in January 2010, along with 16 other London Boroughs and TfL, we successfully introduced the first operational permit scheme in the country. Permit schemes require utilities and highway authorities wishing to dig up the road to book access to the highway to carry out their works. We recover the costs of running the scheme by charging fees for issuing permits. In the relatively short time that

the permit scheme has been in operation, we have been able to control and programme street works better.

3.3.86. **Introduction of longer embargo periods –** this allows us to protect newly laid surfaces against further excavation by the utilities for a period of up to three years and newly reconstructed surfaces, for example, Exhibition Road, for up to five years, instead of the previous one year. This also requires us to give each utility company earlier notification of when we plan to carry out our own works.

3.3.87. **Coordination and joint working with utility companies** – we hold quarterly meetings with all the utility companies, the Metropolitan Police and TfL to discuss major planned projects and to identify opportunities for coordination. Where possible, we identify works by different utilities that could be carried out at the same time under the same traffic management arrangements in order to reduce the amount of disruption. We recently used this approach successfully along Kensington High Street where National Grid and Colt Communications worked alongside each other. Where appropriate, we re–programme our own major carriageway and footway schemes to coordinate with planned utility works. We have also persuaded the utility companies to hold more events and provide better information for local residents, businesses and councillors to help explain the reasons why the work needs to be done along with details of their work programmes.

3.3.88. **Continued improvements to works planning and programming** – we will continue to look to identify opportunities where works' promoters can share traffic management proposals such as road closures and coordinate their works to prevent repeated excavation of the highway. We will work with our contractors and the utilities to provide longer term (three years and more) works programmes to enable more long–term strategic coordination.

3.3.89. **Olympics 2012** – we will continue to work together with TfL and other boroughs to ensure the successful delivery of the Olympic Games. We will ensure that all stakeholders are aware of the implications that the Olympics will have on our road network and that all appropriate information is available to make sure that the Olympic Road Network (ORN) and the Paralympic Route Network (PRN) through the borough is kept clear of avoidable disruption during the Games.

3.3.90. **Investigate the use of CCTV as a traffic monitoring tool** – we will investigate the possibility of using our CCTV network to help monitor traffic on our roads .

3.3.91. **Reviewing traffic light timings** – simple reviews of existing traffic light timings as well as the incorporation of intelligent traffic light control systems which can alter traffic light timings in real time can help reduce delays. We will work with TfL to review timings at traffic lights across the borough to, where possible, reduce delays to traffic and pedestrians without compromising road safety.

3.3.92. **Removing traffic lights** – TfL has identified 12 sites in the borough where it considers that there could be benefits in removing the traffic lights. We do not believe that TfL's proposals for the removal of the lights at most of the sites identified will best serve the needs of pedestrians. We will therefore work with

TfL and examine each potential site on its own merit, taking account of data on traffic flows, accidents, site surveys and carefully consider the results of local consultation before removing any lights or replacing them with alternatives.

3.3.93. See also **11. Managing parking**

14. Noise pollution

3.3.94. Noise from vehicles is particularly intrusive in densely populated urban areas and we support measures to reduce noise nuisance caused by transport.

3.3.95. **Lorries** – we support the effective London–wide control of night–time and weekend lorry movement to reduce noise intrusion associated with lorries. 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. We are against relaxing the night–time lorry control scheme or linking it to engine noise levels as engine noise is only one factor in peoples' perception of nuisance from lorries.

3.3.96. **Buses** – noise from buses is one of our residents' biggest concerns and we welcome the increased use of quieter, hybrid buses on routes in the borough.

3.3.97. **'Quiet' road surfacing** – we carried out trials using 'quiet' asphalt surfacing several years ago which showed dramatic reductions in levels of traffic noise. Since then we have used it as standard for resurfacing all principal borough roads and we also consider using it where appropriate on other major traffic routes across the borough. We also resurfaced the whole of what is now the TLRN in quiet asphalt before TfL took over as the highway authority and which continues to use it as standard.

3.3.98. **Idling engines** – we have taken up powers to require drivers of stationary vehicles to switch off idling engines.

3.3.99. **Helicopters** – helicopters flying over the borough lead to an increased nuisance from noise and we will therefore resist the development of helicopter facilities which would result in increased noise over the borough.

3.3.100. **Aircraft** – disturbance from aircraft noise from Heathrow airport, particularly at night and in the early morning, seriously affects residents in the south of the borough living under the flight path to the northern runway. We are therefore concerned that there should be no development at Heathrow that leads to an increase in taking off and landing movements.

3.3.101. **London Underground** – we will continue to work with London Underground Limited to address noise from stations, trains and maintenance.

15. Road safety – education, publicity and enforcement

3.3.102. The last decade saw huge progress in terms of child road safety in the Royal Borough and good improvements for pedestrian road safety. Cyclist deaths and

serious injuries are however continuing to rise and collisions involving motorcyclists are declining slowly. These are the primary reason for us being likely to fall short of meeting the Mayor's 50 per cent reduction target for all KSIs by the end of 2010. We will continue to tackle road safety in close collaboration with our partners using a combination of education, encouragement, enforcement and engineering.

3.3.103. We published our current Road Safety Plan in 2008. We will publish our new Road Safety Strategy in 2011 to help us tackle challenging new DfT and LIP targets with a focus on education campaigns targeting vulnerable road users (motorcyclists, cyclists and pedestrians) of all ages.

3.3.104. **Road safety education** – we will continue to run our very popular and wide ranging educational programmes in schools which have helped us achieve the lowest rate of child casualties in the UK. We will work with our schools on their travel plans and address their road safety concerns. We will offer schools pedestrian, scooter and cycle training, as well as road safety theatre, targeted lessons and free resources. We will encourage schools to recruit pupils as Junior Road Safety Officers who, in turn, run road safety behavioural programmes for their peers and parents.

3.3.105. **Road user safety campaigns** – we will run local road safety awareness campaigns for cyclists through local cycle shops and cyclist groups. We will run campaigns targeting motorcyclists including training for young riders. We will carry out publicity campaigns targeting pedestrian safety using bus stop and Underground station advertising in areas with high levels of pedestrian casualties. We will also carry out local publicity campaigns in neighbourhoods where we identify above average numbers of accidents with common causes occurring.

3.3.106. **Considerate road users campaign** – research by the DfT shows that 17 out of 20 collisions in the UK can be attributed to failures to share the road. This means that people are travelling too close to one another, that they are not looking out carefully for one another or that they are acting aggressively. We are therefore developing a long–term publicity campaign designed to encourage motorists, motorcyclists, cyclists and pedestrians all to travel with more consideration towards each other. We will target specific locations where more collisions are occurring and where people who are involved in collisions live. We will launch the campaign in spring 2011 and run it for three years.

3.3.107. **Transit** – we will run targeted motorcycle training sessions with young people in partnership with Connexions (an information and advice service for younger people) and various youth clubs in the borough. The project, Transit, has been very successful with high levels of attendees passing and gaining their motorcycling compulsory basic training (CBT). A CBT can help participants with future employment opportunities, resulting in both social and safety benefits.

3.3.108. **'Changing places' campaigns** – to raise awareness of the potential danger heavy goods vehicles (HGVs) pose to cyclists we will run education programmes on key commuting routes through the borough in partnership with

the police. We invite cyclists to sit in a lorry to help them understand the limited view that HGV drivers actually have and encourage them to adapt their cycling behaviour accordingly. Conversely we will work with driving schools and other companies in the borough that run fleets to educate motorists of the dangers faced by cyclists. We piloted a training project with our waste contractor, SITA, where we gave their waste lorry drivers cycle training.

3.3.109. **Enforcement campaigns with the police** – at present the Metropolitan Police are responsible for all detection and prosecution of offences committed by drivers of moving vehicles. We will work closely with the police to identify locations with a pattern of collisions related to road user behaviour. We will then carry out targeted joint enforcement campaigns. In the past year we have focused on taxi drivers on the Earl's Court Road, motorcyclists and HGV drivers on Chelsea Embankment and cyclists on Kensington High Street. We have also carried out some work enforcing advanced stop lines for cyclists and working with child pedestrians outside schools.

3.3.110. **Enforcing parking controls** – inconsiderate parking presents hazards to other road users and we are therefore working to reduce it. Parking enforcement is our responsibility and we use our collision data to identify areas for enforcement. We will carry out parking enforcement campaigns with our civil enforcement officers outside schools to reduce the level of congestion and parking on school keep clear markings.

16. Road safety – engineering

3.3.111. Following several decades of successful investment in our road system, we are finding fewer road traffic collisions that can be reduced by local safety engineering schemes. We have implemented most of the 'quick win' schemes already and are finding it increasingly difficult to identify effective new ones.

3.3.112. **Local safety schemes** – we will continue to monitor personal injury accident statistics on all roads across the borough to identify locations where unacceptable numbers are occurring. Where we can identify treatable patterns of accidents at these locations on borough roads we will design and implement appropriate local safety schemes to reduce them. We will draw any locations of concern on the TLRN to TfL's attention and work with them to investigate potential engineering solutions.

3.3.113. **Speed activated signs** – speed activated signs detect and display real time vehicle speeds to remind drivers to travel at appropriate speeds. Experiments in several of our streets show that they can have a short–term positive effect, particularly on residential roads with a 30 mph speed limit. We will prioritise locations for installing temporary speed activated signs where there have been one fatal or serious collision, 'exceeding the speed limit' has been identified as a contributory factor, the 85th percentile speed (the speed below which the majority of vehicles travel) is above the speed limit and there is a minimum of 100 metres of straight uncluttered carriageway on the approach to the sign.

17. Safety and security

3.3.114. We address transport–related and street crime by focussing on the individual elements of the crime triangle – victim, offender and location. In partnership with the police we therefore:

- advise potential victims on what they can do to lessen their chances of becoming a real victim (for example campaigns to remind the public not to leave valuables in their vehicles and to take care when using mobile phones in public spaces)
- stop offenders continuing their criminal behaviour and persuading potential offenders not to get involved in crime or antisocial behaviour
- make physical changes to locations to make it much more difficult for offenders to commit a crime without being caught (for example designing out crime and improving street lighting)

3.3.115. **Safer Neighbourhoods** – each of our wards has a Safer Neighbourhood Team (SNT). The Safer Neighbourhoods programme is a London–wide policing initiative based on local authority wards. It involves a dedicated SNT of one police sergeant, two constables and at least three Police Community Support Officers (PCSOs). Through purchasing additional PCSOs we have increased the size of these teams across the borough so that there are at least six PCSOs in each team. We also have four Safer Neighbourhood Managers – one for each Police Sector in the borough who work with the SNTs. They attend their police stations daily to assist the SNTs in addressing issues such as anti–social behaviour on our streets and cycling on the footway. They also participate in crime prevention and road safety initiatives. Each ward SNT has a panel made up of people who live or work in that ward. The panel meets regularly to discuss the concerns facing the local community around crime and anti–social behaviour and sets the priorities the local SNT will tackle. They also get involved in working with the SNT and the Council to find lasting solutions to these priorities.

3.3.116. **Street lighting** – we will continue to roll out our programme of upgrading our street lighting lanterns 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 images. This can help improve the perception of safety for pedestrians, cyclists and those using public transport at night. We aim to use white light on all roads in the borough by the end of 2012.

3.3.117. **Street lighting maintenance** – we carry out night–time inspections every two weeks in winter and every three weeks in summer to identify faults such as failed bulbs. We also carry out a rolling programme of structural and electrical inspections that we use to prioritise our annual maintenance and renewal programmes.

3.3.118. **'Grot spots'** – we will continue to carry out environmental improvements at run down locations, termed 'grot spots', to improve their appearance and usability as well as deter crime, vandalism and anti–social behaviour (See Case Studies)**.**

Case Study – St Marks Road Bridge Improvements

The London Underground Bridge which crosses St Marks Road required improving. The bridge side panels were rusty and paint was flaking off, the side walls were damp and dirty, and overall the bridge appeared neglected.

The Council worked in partnership with Metronet and Urban Eye (a local regeneration and public art charity) to improve the bridge. The work included installing specially designed side panels, pigeon proofing the bridge, cleaning the brick side walls and painting the underside of the bridge white. These improvements have really brightened up and the bridge the immediate area.

Before

After

Case Study – Westway improvements at St Marks Road and Bramley Road

The environment under the Westway at St Marks Road and Bramley Road was extremely dark, neglected, intimidating and unattractive and in need of improvement.

In partnership with TfL we are carrying out improvements to both junctions. These include painting the Westway structure white, installing new lighting and implementing streetscape improvements.

The painting of the Westway really brightens up both junctions, completely changing the area's ambience. We are currently improving the streetscape by removing street clutter and installing new York stone paving.

3.3.119. **Motorcycle security** – motorcycle theft is a problem in some areas of the borough. We will continue to ensure that all our motorcycle parking bays are located in well lit areas and consider options for providing more secure parking in visitor motorcycle bays.

3.3.120. **Cycle security** – cycle theft is also a significant problem in some parts of the borough – Colville ward in the north of the borough has the second highest incidence of cycle theft of all wards in London. We are therefore working in partnership with the police to educate cyclists on the most effective ways to secure their bikes. We will increase the number of cycle stands in the borough to reduce the need for cyclists to attach their cycles to street furniture which leaves the cycle more vulnerable to theft.

Table 3.3 – MTS Goals / Central Sub Regional Transport Plan Challenges / Delivery Packages Matrix

Mayor's Transport Strategy Goals	**Delivery Packages**																
	1. Development management	**2**. Rail and Underground	**3**. Buses	**4**. Accessibility	**5**. Travel planning	**6**. Cycling	**7**. Walking	**8**. Cleaner vehicles	**9**. Car clubs	**10**. Streetscape	**11**.Managing on–street parking	**12**. Road and footway maintenance	**13**. Smoothing traffic flow	**14**. Noise pollution	**15**. Road safety – education, publicity and enforcement	**16**. Road safety – engineering	**17**. Safety and security
Economic development / population growth	■	■	■		■	■	■		■		■	■	■		■	■	■
Quality of life	■	■	■	■	■	■	■	■	■	■		■	■	■	■	■	■
Safety and security	■			■	■	■	■			■	■	■			■	■	■
Transport opportunities for all	■	■	■	■	■	■	■		■		■	■	■		■	■	■
Climate change and resilience	■		■		■	■	■	■	■				■				
London 2012 Olympic / Paralympic Games		■	■	■		■	■			■		■	■				
Emerging Central London Sub–Regional Transport Plan Challenges																	
Reducing public transport crowding and improving reliability	■	■	■		■	■	■										
Supporting growth areas and regeneration	■	■	■			■	■			■	■	■	■				■
Ensuring capacity at rail stations and efficient onward distribution	■	■	■	■		■	■		■	■	■	■	■				
Improving the urban realm and promoting walking	■						■			■		■				■	■
Managing the different demands on streets	■		■			■	■		■	■	■		■		■	■	
Improving air quality	■		■		■	■	■	■	■				■				

3.4. Programme of Investment

3.4.1. Our high level Programme of Investment for the period 2011/12 to 2013/14 is summarised in Table 3.4.

3.4.2. The programme reflects the work packages set out in Section 3.3. Along with the policies, projects and initiatives identified in Section 3.3 it forms our proposals for achieving our LIP Objectives, and therefore the goals and challenges of the MTS and CLSRTP in a cost effective manner.

3.4.3. The programmes and amounts set out here are provisional only and we will confirm our detailed LIP funded proposals in our Annual Spending Submissions to TfL. We will change or adapt our annual programmes as necessary in response to changing priorities, funding availability – particularly the implications of the 2010 Comprehensive Spending Review on LIP and Council funding – and feedback from consultees.

3.4.4. Our proposals are based on the three full years of the LIP period as we recognise that it is not always feasible or efficient to fund, design and implement projects in a single financial year.

3.4.5. **Investment proposals on the TLRN** – TfL will support our Delivery Plan with the following key proposals and studies on the TLRN in the borough up to and including 2013/14 – as with our own proposals these are all provisional and subject to funding availability, changing priorities and consultation;

- A4, Knightsbridge / Albert Gate – pedestrian and cycle upgrades – design and build
- A3220, Edith Grove / Kings Road – safety scheme – design and build
- A4, Cromwell Road / Gloucester Road – safety scheme – design and build
- A4, Cromwell Road / Grenville Place – pedestrian facilities – design and build
- A4, Cromwell Road – Brompton Road to Thurloe Place – review of kerbside activity – investigate
- A4, West Cromwell Road / Warwick Road – safety scheme – design and build*****
- A4, West Cromwell Road – streetscape scheme – investigate, design and build*****
- A4, Cromwell Road / Earls Court Road – streetscape and cycling improvements – design & build*****

*****Schemes to be funded as one project from potential development

- A3212, Chelsea Embankment / Cheyne Walk – safety, walking and cycling improvements – design and build

- A3212, Cheyne Walk / Battersea Bridge – safety scheme with pedestrian improvements – design and build

- A3220, Earl's Court Road – safety scheme – design and build

- A3220, Ashburnham Road / Kings Road – safety scheme – investigate

- A4, Knightsbridge / Sloane Street – pedestrian improvements – investigate widening the pedestrian island

3.5. Timetable for delivery

3.5.1. Our Delivery Plan covers the financial years 2011/12, 2012/13 and 2013/14. The specific proposals set out in our Programme of Investment will be delivered by 2014 unless they are ongoing measures, for example Road safety education, training and publicity. Proposals marked with an asterisk (*) will be ongoing for the foreseeable future.

3.5.2. We will refresh our Delivery Plan every three years with the next one due by April 2014.

3.5.3. **Developing our Programme of Investment** – demand for particular interventions comes from a number of sources. Some of the projects we consider are in direct response to external factors, legislation or events – for example to support the Mayor's Cycle Hire Scheme or the Olympics. Some are clearly data–led, for example, Principal Road Maintenance and Local Safety Schemes. Others come from our residents and businesses through an established and accountable process via our Ward Councillors, who have an excellent grasp of local issues, to the appropriate Cabinet Member.

3.5.4. Officers then review the potential benefits of, and justification for, such proposals, taking into account the supporting evidence available, previous experience, funding availability and likely value for money as well as their public and political support before presenting them to the Cabinet Member for decision.

3.5.5. We developed our Programme of Investment by reviewing these potential interventions in light of the goals and challenges of the MTS and our emerging LIP Objectives. We ensured that the programme addresses the whole range of our Objectives and includes both physical improvements and educational or promotional activities targeted at locations where they will make a real contribution.

3.5.6. We aim to ensure that we maximise the benefits of our investment by contributing to a number of our Objectives with each proposal. This involves considering how we can deliver our Objectives and the needs of all road user

groups in each scheme we propose – for example by incorporating streetscape improvements or additional cycle parking into Local Safety or Bus Priority schemes.

3.5.7. We prioritised investment in transport areas and locations where there is evidence to suggest that the projects will make a contribution to our LIP Objectives and Targets. We then agreed these priorities with the Cabinet Member.

3.5.8. We will continue to review our priorities regularly throughout the LIP period through our annual work programmes and future LIP Annual Spending Submissions, adjusting them if necessary. We also review our work programmes each quarter to monitor progress and respond to changes in priority and circumstances. The Cabinet Member and his Lead Members are fully involved in this process.

3.5.9. There is a slight discrepancy between the total 2011/12 amounts for maintenance in Table 3.1 – Potential Funding Sources and Table 3.4 – Proposed Programme of Investment. This is because TfL ask boroughs to over programme schemes funded by their Principal Road Maintenance LIP allocations by 25 per cent in case of any under spend that may become available during the financial year.

Table 3.4 – Proposed Programme of Investment – Corridors and Neighbourhoods and Smarter Travel, Maintenance and Major Schemes.

Programme areas		Funding source	Ongoing scheme?	Funding (£,000s)				MTS goals						LIP objectives
				2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	Support the Olympics	
Corridors and Neighbourhoods	**Promoting Independent Travel* -** Borough-wide travel mentoring initiative to help older and disabled residents to use public transport and 'Out and About' mobility scooter scheme.	LIP allocation	✓	36	36	36	108			✓	✓			1, 2
	Air Quality* - Air quality monitoring at Cromwell Road and Earl's Court Road.	LIP allocation	✓	18	19	19	56		✓					4
	Local Safety Schemes* - Development and implementation of remedial measures at priority sites. We will incorporate streetscape improvements into all schemes implemented.	LIP allocation	✓	220	190	170	580		✓	✓	✓			8, 9
	Cycle Parking* - Installing cycle parking at key locations.	LIP allocation	✓	35	40	50	125	✓	✓	✓	✓	✓	✓	2, 4, 5, 8
	Sustainable Transport Training* - Cycling, pedestrian skills and scooter training in schools and cycle training for adults.	LIP allocation	✓	180	180	180	540	✓	✓	✓	✓	✓		2, 4, 5, 8, 9,
	Buses* - Bus stop accessibility and local bus priority measures.	LIP allocation	✓	95	95	100	290	✓	✓		✓			1, 2, 3. 4, 6, 7, 8
	Pedestrian Permeability - Identifying and implementing pedestrian improvements based on recommendations of TRL PERS studies on four key walking routes. Identify and commission further appropriate PERS studies. We will incorporate streetscape improvements into all schemes implemented.	LIP allocation		60	75	-	135	✓	✓	✓	✓	✓		1, 2, 4, 5, 7, 8, 9
	Cycling Permeability* - Continuing the programme of opening up one-way streets to two-way cycling, where appropriate, subject to DfT sign approval. We will incorporate streetscape improvements into all schemes implemented.	LIP allocation	✓	80	90	100	270	✓	✓	✓	✓	✓		1, 2, 4, 5, 7, 8, 9
	Pedestrian Improvements - Improving pedestrian facilities at the traffic signal controlled junctions of Pont Street, Walton Street and Beauchamp Place, Kensington Park Road with Elgin Crescent and at the priority junction of Pelham Street and Old Brompton Road. We will incorporate streetscape improvements into all schemes implemented.	LIP allocation Council capital	✓	490 250	- -	- -	490 250	✓	✓	✓	✓	✓		1, 2, 4, 5, 7, 8, 9
	Road Safety Improvements – Road safety improvements at several junctions along Ladbroke Grove and pedestrian and streetscape improvements at the traffic signal junction with Holland Park Avenue	Council capital	✓	165	-	-	165		✓	✓	✓			2, 8, 9

Programme areas		Funding source	Ongoing scheme?	Funding (£,000s)				MTS goals					Support the Olympics	LIP objectives
				2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change		
	Streetscape - Portobello Square - improvements to the open area between Portobello Road and Basing Street building upon the results of extensive local consultation 2010.	**LIP allocation**	✓	450	-	-	450	✓	✓	✓	✓			5, 8
	Streetscape - Streetscape and environmental improvements including the removal of street clutter in Talbot Road and Norland Road - subject to local consultation.	**LIP allocation**		150	650	-	800	✓	✓	✓	✓			5, 8
	Environmental Improvements – Improvements to Ladbroke Grove Network Rail Bridge to create a lively gateway into the borough from the north.	**LIP allocation**			160	300	460	✓	✓	✓	✓			5, 8
	Streetscape - Streetscape and environmental improvements including the removal of street clutter in Gloucester Road between Cromwell Road and Canning Place.	**LIP allocation**			200	175	375	✓	✓	✓	✓			5, 8
	Environmental Improvements – Environmental and street lighting improvements to the underside of the A40 Flyover along Malton Road and the section between Acklam Road and Portobello Road.	**LIP allocation**				60	60	✓	✓	✓	✓			5, 8
	Streetscape* – rolling programme of streetscape improvements including the removal of street clutter.	**Council capital** **LIP allocation**		250	150	200 300	600 300	✓	✓	✓	✓	✓		5, 8
	Transport Action Plans – Traffic management measures at priority sites	**Council capital**		-	250	250	500	✓	✓	✓	✓	✓		1, 6, 7, 8, 9
	Highway, Traffic Management, Streetscape and Environmental Improvements associated with developments	**Developer**		300	300	2,000	2,600	✓	✓	✓	✓	✓		1, 6, 7, 8, 9
Smarter Travel	**Road Safety Education, Training and Publicity* -** Campaigns to promote road safety awareness of and amongst cyclists, pedestrians and motorcyclists and the provision of 'Theatre in Education' in schools.	**LIP allocation**	✓	102	102	102	306		✓	✓	✓			2, 5, 9
	Schools* - Developing School Travel Plans including grants for teachers to attend school travel plan workshops, 'Walk Once a Week', promoting cycling and award ceremony for schools participating in sustainable travel and road safety programmes.	**LIP allocation**	✓	70	66	62	198		✓	✓	✓	✓		2, 4, 5, 9
	Workplace Travel* - Promoting workplace travel plans to businesses across the borough and 'Bikes for Businesses' covering cycle maintenance, grants for cycle facilities and cycle training to businesses with travel plans.	**LIP allocation**	✓	22	22	22	66	✓	✓	✓	✓	✓		2, 4, 5, 9

Programme areas		Funding source	Ongoing scheme?	Funding (£,000s) 2011/12	2012/13	2013/14	Total	MTS goals: Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	Support the Olympics	LIP objectives
	Travel Awareness - Marketing campaign targeting local communities to encourage residents to walk or cycle to local shops.	LIP allocation	✓	30	30	-	60	✓	✓	✓	✓	✓		2, 4, 5, 9
	Local Transport Funding - Contingency and local transport-related schemes to be confirmed	LIP allocation		100	100	100	300							To be confirmed
	Cycling Awareness Raising and Marketing project (CARMA) – promoting cycling in the borough.	Intelligent Energy Europe Fund	✓	80	104	-	184	✓	✓	✓	✓	✓		2, 4, 5, 9
Integrated transport total				**3,183**	**2,859**	**4,226**	**10,268**							
Maintenance	**PRM** - Fulham Road - Lucan Place to Draycott Avenue	LIP allocation		43			43	✓	✓	✓				7, 8
	PRM - Holland Park Avenue - Lansdowne Road to Ladbroke Grove	LIP allocation		61			61	✓	✓	✓				7, 8
	PRM - Holland Park Avenue - Eastbound Approach to traffic signal junction with Ladbroke Grove - Anti-skid	LIP allocation		5			5	✓	✓	✓				7, 8, 9
	PRM - Old Brompton Road - Junction with Queensgate	LIP allocation		32			32	✓	✓	✓				7, 8
	PRM - Notting Hill Gate - No 158 to Pembridge Road Eastbound	LIP allocation		51			51	✓	✓	✓				7, 8
	PRM - Notting Hill Gate - Eastbound Approach to pelican crossing near Hillgate Street - Anti-skid	LIP allocation		4			4	✓	✓	✓				7, 8, 9
	PRM - Fulham Road - Gunter Grove to Edith Grove Westbound	LIP allocation		29			29	✓	✓	✓				7, 8
	PRM - Fulham Road - Westbound Approach to traffic signal junction with Gunter Grove - Anti-skid	LIP allocation		3			3	✓	✓	✓				7, 8, 9
	PRM* – Priority Sites	LIP allocation			181	181	362	✓	✓	✓				7, 8
	Road and Footway Maintenance* – Priority sites	Council revenue		5,456	5,056	5,157	15,669	✓	✓	✓				2, 4, 5, 7, 8, 9
	Bridge Maintenance - Albert Bridge	LIP allocation	✓	1,760	-	-	1,760	✓	✓	✓	✓			7, 8
	Bridge Maintenance - General	Council capital		600	300	0	900							
		LIP allocation		-	-	-	-							
		Council revenue		91	93	95	279							
	Lighting repairs and improvements – Priority sites	Council revenue		1,189	1,213	1,237	3,639	✓	✓	✓	✓	✓		1, 8, 9
Maintenance total				**9,324**	**6,843**	**6,670**	**22,837**							
Major Schemes	**Exhibition Road Project** - Completion of major streetscape improvements.	LIP allocation	✓	1,550	-		1,550	✓	✓	✓	✓		✓	1, 2, 4, 5, 6, 7, 8, 9
		Council capital		4,711	500		5,211							
Major scheme total				**6,261**	**500**	**0**	**6,761**							

3.5.10. **Local consultation** – we consult local people before implementing significant schemes and changes. This can result in them being scaled up or down and can also of course lead to them being dropped completely. However, we find that such consultations are generally helpful in refining the detail of the scheme or initiative in question.

3.5.11. When considering major proposals such as Exhibition Road or large environmental improvements we tend to set up Advisory Groups. The Advisory Group meets regularly to help shape the proposals from the initial design right through to implementation and subsequent monitoring. Such groups comprise typically the Cabinet/Lead Members, local councillors, Council officers and representatives of local resident, amenity and accessibility associations and businesses.

3.5.12. For particularly disruptive works such as the refurbishment of Albert Bridge we post further information and regular updates on our website. For the Exhibition Road Project we also publish monthly newsletters (see Appendix B) to keep local residents and businesses up to speed with the programme and any developments. We also make use of increasingly popular social networking websites by posting updates on sites such as Twitter and Facebook.

3.5.13. **Major schemes** – The Exhibition Road Project is funded partly by TfL's Major Schemes programme. Once we have completed Exhibition Road in 2012, in readiness for the 2012 Olympic Games, we have no proposals for further Major Schemes during the three year LIP Delivery Plan period.

3.6. Managing risk

3.6.1. Risk is the threat that an event or action will adversely affect our ability to achieve our objectives. There are risks associated with delivering any project or programme. We need to consider these risks and manage them in a strategic and effective way to deliver our aims and objectives successfully. We also need to ensure that in focussing on mitigating risk we do not ignore new opportunities.

3.6.2. Effective risk management therefore requires a balance between the two extremes of being unaware of risks (potentially exposing us to unnecessary loss and being ill–prepared for events that may take us by surprise) and being obsessed by risks (for example stifling innovation and possibly over investing in control measures that bring no added value).

3.6.3. Our goal for managing risk is to identify and evaluate all significant risks, both threats and opportunities, inherent to our plans and proposals and control them cost effectively within acceptable levels of exposure as part of our normal business management process. We use the principles of PRINCE2 project management methodology in developing our projects – risk management is firmly embedded in this approach.

3.6.4. **Individual project and policy risks** – we manage risk at the scheme level throughout the development of a project in proportion to its size and complexity in line with the approach outlined above.

3.6.5. **Programme level risk –** as part of our risk management process we hold monthly progress meetings to help identify and address any risks or opportunities at an early stage. Table 3.6 identifies the range of risks and potential mitigation measures associated with delivering our LIP programme and achieving our Objectives.

Table 3.6 – Programme Risks and Mitigation

Risk	Mitigation
Policy compatibility	Ensure that we develop, prioritise and programme schemes in close consultation with Councillors.
Resources to plan, design and implement the programme	Plan work effectively with programme managers, consultants and contractors. Ensure that robust and flexible contracts are in place with a wide range of alternative consultants and contractors across the whole programme. Ensure that we and our consultants and contractors all have effective Business Continuity Plans in place. Identify a reserve list of schemes in order to ensure efficient use of resources if other schemes are delayed.
Delays to progress of work	Carry out effective project and programme management to ensure that timescales for delivery allow sufficient time to develop a detailed design, carry out appropriate consultation and address any risks or opportunities we identify. Consult with statutory undertakers as early as possible. Liaise closely with our legal advisors to ensure that contractual issues, required notices and Traffic Orders are built into the programme. Where a scheme experiences delays we consider reprogramming or transferring the budget to the next highest priority scheme.
Cost increases and/or budget reductions	Review project costs monthly and liaise and report any significant variations for appropriate mitigation. Consider transferring funds to other projects to ensure that we complete highest priority projects, while staying within the overall available budget.
Support of interested parties	Ensure that local Councillors, partners and other interested parties are involved at an early stage of scheme/programme development. Carry out appropriate consultation at an early stage to ensure public and political support and so that we can address any fundamental issues and incorporate them into the detailed design. Carry out appropriate consultation at the detailed design stage to ensure continued support from all interested parties and to identify and address any further issues.

4. Performance Monitoring Plan

4.1. Background

4.1.1. As part of the Performance Monitoring Plan we need to set local targets relating to the five mandatory LIP performance indicators below:

Indicator 1 – Transport Modal Share
- Target 1a – Walking Modal Share
- Target 1b – Cycling Modal Share

Indicator 2 – Bus Service Reliability
- Target 2 – Excess Waiting Time (EWT) for High Frequency Services

Indicator 3 – Road Traffic Casualties
- Target 3a – People Killed and Seriously Injured (KSI)
- Target 3b – Total casualties

Indicator 4 – Carbon Dioxide (CO_2) emissions
- Target 4 – Kilotonnes of CO_2 from Ground–Based Transport

Indicator 5 – Asset Condition
- Target 5 – Principal Road Condition

4.1.2. We have estimated our proposed mandatory targets in line with May 2010 TfL LIP Guidance and the July 2010 TfL Supplementary Guidance document "Setting targets for second Round LIPS". The guidance also sets the definitions of the target, baseline, milestones and trajectories for each indicator.

4.1.3. We have performed well in most of the mandatory indicator areas in recent years and the schemes and initiatives we plan to implement over the next three years will continue to improve our performance. However, the main factor affecting our future performance is the forthcoming removal of the WEZ.

4.1.4. TfL's Integrated Impact Assessment on the removal of the WEZ estimated that the removal of the WEZ will result in an increase of between six and 12 per cent in traffic and between 15 and 21 per cent in congestion. It also predicts an increase of up to five per cent in CO_2 emissions. In fact, more traffic on our roads may well have a negative impact, to varying degrees, on our future performance in all but the road safety mandatory indicator areas (TfL research suggests that the impact of the WEZ on road traffic casualties was not significant, so we assume that the impact of removing it will be minimal). TfL collects the data for each indicator at different intervals and expresses them differently, for example, as an average of three years' rolling data for the road safety indicators. The likely impacts of removing the WEZ will therefore become apparent in different milestone years for each indicator.

4.1.5. We have proposed interim and longer–term targets for each of the five mandatory indictors, taking into account the data available on past

performance, and the performance of neighbouring boroughs. We then assessed the potential impact of the schemes and initiatives we are likely to implement over the relevant years and factored in the likely effects of the removal of the WEZ. We also considered when those effects are likely to show for each indicator.

4.1.6. We will also report to TfL annually on 29 LIP output indicators covering the whole range of MTS goals under the following headings;

- Cycling
- Walking
- Road safety and personal security
- Buses
- Smarter travel
- Environment
- Local area accessibility
- Controlled parking and freight
- Cleaner local authority fleets

4.2. Targets

4.2.1. Table 4.1 summarises our proposed targets. It shows proposed targets that would see a worsening in performance against two of the seven indicators, an improvement against four of them, and one indicator showing no change in performance.

Table 4.1 – Summary of LIP Performance Monitoring Plan Targets

No	Target	Baseline	End 2013/14 Target
1a	Walking Modal Share	40 per cent	40 per cent
1b	Cycling Modal Share	4 per cent	4.5 per cent
2	Bus Service Reliability Excess Waiting Time for High Frequency Services	1.2 mins	1.3 mins
3a	Road Casualties – People Killed and Seriously Injured	116	106
3b	Total Road Traffic Casualties	812	784
4	Kilo tonnes of CO_2 from Ground–Based Transport	126.00 kt	120.00 kt
5	Principal Road Condition – percentage of network where maintenance should be considered	2.4 per cent	4 per cent

4.2.2. Sections 4.3 to 4.7 describe our proposed targets in detail and identify why we think they are both ambitious and realistic. It also details what we and our partners need to do to achieve them as well as the principal risks involved and how we will manage them.

4.3. Indicator 1 – Transport modal share

4.3.1. Target 1a – Walking Modal Share – Maintain the proportion of journeys made on foot by London residents originating within the Royal Borough at the 2006/07 to 2008/09 average of 40 per cent by the end of 2013/14

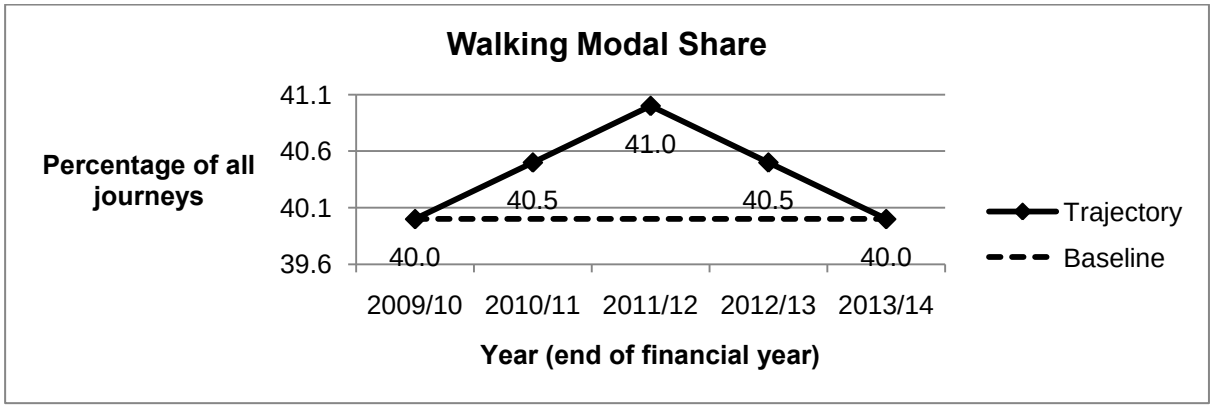
Rationale	Monitoring the proportion of personal trips by transport mode gives a broad indication of the general travel behaviour of households within the Royal Borough.
Definition	Percentage of personal walking trips originating within the borough by London residents.
Evidence	1. Our baseline figure of 40 per cent is the joint highest of all London Boroughs – Kensington and Chelsea is a relatively small, flat borough with excellently maintained footways and is well suited to walking. There is no comparable data available for analysing past trends. 2. We have already implemented most of the 'quick wins' in terms of pedestrian crossings and other engineering improvements though our continuing work on improving the streetscape will help to make walking even more attractive. 3. The removal of the WEZ is likely to have a negative impact on walking levels, though as the indicator is measured retrospectively over three year averages this will not show until the later milestone years. There is also the risk that future increases in cycling levels may be at the expense of walking rather than other modes. 4. Due to the time lag between the delivery of our projects and awareness campaigns and achieving changes in modal use as well as the backward looking approach to measuring the indicator we feel that a higher target than maintaining current levels is unrealistic over the interim timeframe. 5. In the longer term, once the effects of the removal of the WEZ and our and TfL's proposals have settled in, we anticipate an increase.
Data Source	London Travel Demand Survey – published annually by TfL
Base	2006/07 to 2008/09 three year average – 40 per cent
Interim Target	End 2013/14 – 40 per cent (2010/11 to 2012/13 three year average)
Long–term Target	End 2031 – 43 per cent
Key Actions – Council	1. Encourage more walking through school and workplace travel planning and educational campaigns 2. Implement pedestrian crossing, route and wayfinding improvements 3. Implement road safety improvements and campaigns 4. Secure new streets and footpaths resulting from new developments 5. Carry out streetscape initiatives including helping to reduce crime and fear of crime 6. Carry out street lighting improvements to make walking more attractive at night 7. Continue to maintain our footways to a high standard – the 2010/11 budget was approximately £4.3 million

Key Actions – Other	1. Local partners in Education, the Primary Care Trust (PCT) and businesses – help to deliver travel planning initiatives 2. TfL – carry out footway maintenance and pedestrian improvements on the Transport for London Road Network (TLRN) 3. Police – work with the Council to help carry out enforcement and education initiatives and to reduce crime and the fear of crime
Links to Objectives	**Objective 5 – to increase the proportion of journeys made on foot and by bicycle** is closely linked to this particular target. Objectives 1, 2, 4 and 8 will also help us achieve it.
Risks	1. Reduced funding 2. The impact of removing the WEZ and general increases in traffic levels is greater than that forecast 3. Modal shift from walking to cycling

Milestones

Base 2006/07 to 2008/09 three year average	**End 2010/11** 2007/08 to 2009/10 three year average	**End 2011/12** 2008/09 to 20010/11 three year average Impact of WEZ removal starts to show	**End 2012/13** 2009/10 to 2011/12 three year average Impact of WEZ removal increases	**End 2013/14** 2010/11 to 2012/13 three year average Impact of WEZ removal peaks
40.0 per cent	40.5 per cent	41.0 per cent	40.5 per cent	40.0 per cent

Trajectory – no historical data available



4.3.2. Target 1b – Cycling Modal Share – Increase the proportion of cycling trips made by London residents originating in the Royal Borough from the 2006/07 to 2008/09 average of 4.0 per cent to 4.5 per cent by the end of 2013/14

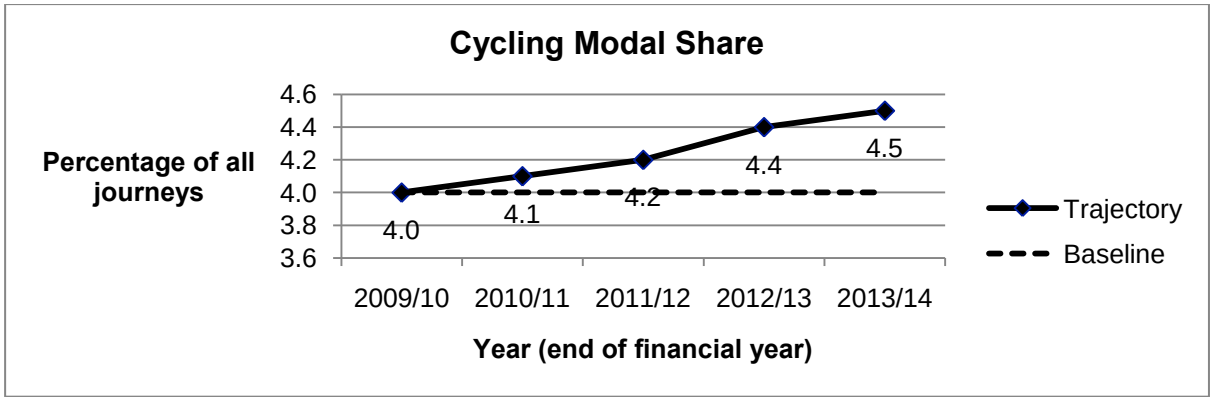
Rationale	Monitoring the proportion of personal trips by transport mode gives a broad indication of the general travel behaviour of households within the Royal Borough.
Definition	Percentage of personal cycling trips originating within the borough by London residents.
Evidence	1. Our baseline figure of 4.0 per cent is the joint highest of all London Boroughs – Kensington and Chelsea is a relatively small, flat borough with excellently maintained carriageways and is well suited to cycling. 2. Although we have no comparable historical data for modal share, our own surveys show an increase in cycling in recent years. For example, snapshot annual surveys at seven main road sites show that average cycle flows have increased by 13 per cent between 2008 and 2010. 3. Our streetscape improvements, travel planning, cycle training and the introduction of the WEZ have all contributed to this increase. 4. The removal of the WEZ is likely to have a negative impact on cycling levels, though as the indicator is measured retrospectively over three year averages this will not show until the later milestone years. This also applies to major recent or future initiatives that will have a positive effect on cycling rates such as the Mayor's Cycle Hire and Cycle Superhighway schemes. 5. Due to the time lag between the delivery of our projects, training and awareness campaigns and achieving changes in modal use as well as the backward looking approach to measuring the indicator we feel that a higher target than a relatively small increase on current levels is unrealistic over the interim timeframe. 6. In the longer term, once the effects of the removal of the WEZ and our and TfL's proposals have settled in, we anticipate a larger increase.
Data Source	TfL – London Travel Demand Survey – published annually
Base	2006/07 to 2008/09 three year average – 4.0 per cent
Interim Target	End 2013/14 – 4.5 per cent (2010/11 to 2012/13 three year average)
Long – term Target	End 2031 – 6.0 per cent
Key Actions – Council	1. Encourage more cycling through school and workplace travel planning and educational campaigns 2. Carry out road safety improvements and campaigns 3. Implement cycling permeability improvements for example allowing cyclists to use more one–way streets in both directions 4. Continue to support the Mayor's Cycle Hire scheme 5. Continue to maintain our carriageways to a high standard – the total 2010/11 budget was approximately £1.8 million 6. Install more cycle parking 7. Intelligent Energy Europe funded Cycle Project – increase the level of residents cycling by improving the image of the bicycle, improving the

	image of Kensington and Chelsea as a place to cycle and reducing barriers to cycling (£274,000 funding over 2010/11 to 2012/13)
Key Actions – Other	1. Local partners in Education, the Primary Care Trust (PCT) and businesses – help to deliver travel planning initiatives 2. TfL – carry out carriageway maintenance and cycling improvements on the TLRN and implement Cycle Hire, cycle parking and Cycle Superhighway projects 3. Police – carry out enforcement and education and help to reduce crime and the fear of crime, especially cycle theft
Links to Objectives	**Objective 5 – to increase the proportion of journeys made on foot and by bicycle** is closely linked to this particular target. Objectives 1, 2, 4 and 8 will also help us achieve it.
Risks	1. Reduced funding 2. The impact of removing the WEZ and general increases in traffic levels are greater than those forecast

Milestones

Base 2006/07 to 2008/09 three year average	**End 2010/11** 2007/08 to 2009/10 three year average	**End 2011/12** 2008/09 to 20010/11 three year average Impact of WEZ removal starts to show	**End 2012/13** 2009/10 to 2011/12 three year average Impact of WEZ removal increases	**End 2013/14** 2010/11 to 2012/13 three year average Impact of WEZ removal peaks
4.0 per cent	4.1 per cent	4.2 per cent	4.4 per cent	4.5 per cent

Trajectory – no historical data available



4.4. Indicator 2 – Bus service reliability

4.4.1. Target 2 – Limit any increase in average Excess Waiting Time from 1.2 minutes in 2009/10 to 1.3 minutes or less by 2012/13

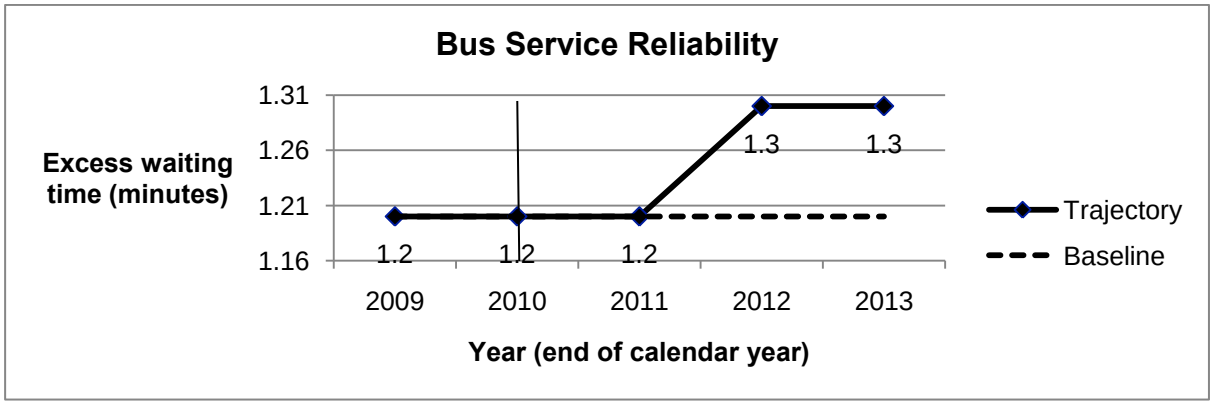
Rationale	This target reflects the Mayoral priority of improving public transport reliability. Boroughs have a limited role to play in improving bus service reliability but they can contribute, particularly in terms of management of their road network and providing measures to assist the movement of buses and access of both buses and passengers to bus stops.
Definition	Excess Waiting Time (EWT) experienced by passengers over and above what might be expected of a service that is always on time for all high–frequency services running within the borough. High frequency services are those which have a frequency of five or more buses per hour.
Evidence	1. Our baseline figure of 1.2 minutes currently places us in the bottom quartile of all boroughs. However the total range for all boroughs of 1.0 to 1.4 minutes or 1.0 to 1.3 minutes for Inner London Boroughs is very narrow. Between 2008/09 and 2009/210 our performance has fluctuated between 1.4 and 1.0 minutes averaging out at 1.2 minutes. 2. Congestion on major bus routes and major street works by utilities can all have a negative impact on EWT and there is very limited space or scope for specific bus priority measures such as bus lanes in the borough. 3. The removal of the WEZ is also likely to have a negative impact on EWT which will become apparent in the later milestone years. TfL estimate increases of between six and 12 per cent in traffic and between 15 and 21 per cent in congestion. 4. As acknowledged above, boroughs have only a limited influence on improving bus service reliability and we therefore feel that, particularly in view of the removal of the WEZ, a realistic target is for a slight increase in EWT over the three year interim timeframe. In the longer term, once the effects of our and TfL's proposals have settled in, we anticipate an improvement.
Data Source	TfL – Quality of Service indicators (QSI) / iBus data
Base	Average EWT 2008/09 – 1.2 minutes
Interim Target	End 2013 – Average EWT – 1.3 minutes (2012/13 value)
Long–term target	End 2031 – 1.2 minutes
Key Actions – Council	1. Continue to carry out our Network Management Duty and work with utility companies to minimise, expedite and coordinate street works 2. Improve access to bus stops for both passengers and bus drivers by reviewing waiting and loading restrictions and bus stop layouts 3. Continue to work directly with bus operators to identify local problem areas and target them for improvements 4. Continue to enforce waiting and loading restrictions on bus routes effectively

Key Actions – Other	1. Bus operators – work to improve bus scheduling and bus driver behaviour in dealing with inner London routes 2. TfL – maintain the TLRN to a high standard, work with the Council and utility companies to minimise, expedite and coordinate street works and enforce waiting and loading restrictions on TLRN bus routes effectively 3. Utility companies – work with TfL and the Council as above 4. Police – carry out effective enforcement
Links to Objectives	**Objectives 3 – to improve the quality, accessibility and reliability of public transport** and **7 – to improve journey time reliability for all road users** are closely linked to this particular target. Objectives 2, 6 and 8 will also help us achieve it.
Risks	1. Reduced funding 2. The impact of removing the WEZ and general increases in traffic levels are greater than those forecast

Milestones

Base 2008/09 value	**End 2010** 2009/10 value	**End 2011** 2010/11 value Impact of WEZ removal starts to show	**End 2012** 2011/12 value Impact of WEZ removal peaks	**End 2013** 2012/13 value
1.2 mins	1.2 mins	1.2 mins	1.3 mins	1.3 mins

Trajectory – no historical data available



4.5. Indicator 3 – Road traffic casualties

4.5.1. Target 3a – Reduce the number of people killed and seriously injured (KSI) on all roads within the Royal Borough by 8.6 per cent by the end of 2013/14, compared with the 2006 to 2008 average

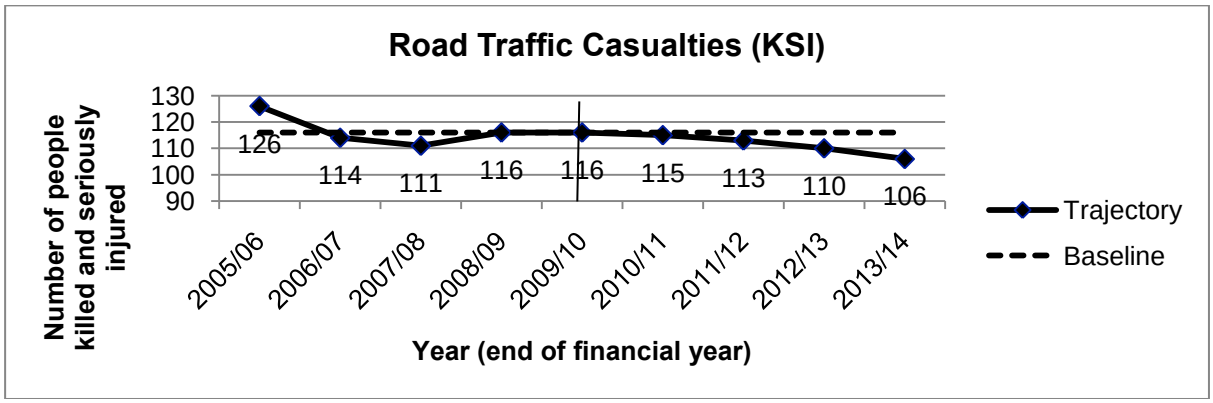
Rationale	This target reflects the Mayoral priority of improving road safety. Road traffic casualties have fallen significantly in London in recent years. However there is still progress to be made and boroughs have a significant role to play in improving road safety through encouragement, education, enforcement and engineering. The Department for Transport (DfT) is likely to set a target for all local authorities to reduce both the number of people killed and seriously injured by at least 33 per cent by 2020.
Definition	The percentage change in the number of KSI casualties during the calendar year compared to the previous year. Figures are based on a three year rolling average up to the current year. Includes casualties on the TLRN which is not our direct responsibility.
Evidence	1. Our performance has been shown a steady downwards trend in recent years with a 32 per cent reduction from the 1994–1998 average to the 2006–2008 average though this puts us in the bottom quartile amongst all London Boroughs. 2. We have implemented most of the 'quick win' local safety engineering schemes already and are finding it increasingly difficult to identify effective new ones. 3. TfL research suggests that the impact of the WEZ on road traffic casualties was not significant so we will assume that the impact of removing it will be minimal. 4. We will continue to investigate potential new local safety schemes but aim to continue and improve upon our performance by focussing on education, enforcement and encouragement initiatives. 5. We therefore feel that a realistic target for KSIs is to reflect the expected DfT target trajectory by the end of the interim LIP target period (2010/12 average) – a reduction of 8.6 per cent on the base figure. 6. Extending the proposed DfT target to the end of 2030/31 gives us a long – term target of 53.
Data Source	London Road Safety Unit (TfL)
Base	2006 – 2008 three year average – 116 KSIs
Interim Target	End 2013/14 – 106 KSIs (2010 to 2012 three year average)
Long–term target	End 2031 – 53 KSIs (2027 to 2029 three year average)
Key Actions – Council	1. Continue to use a data–led approach to prioritising expenditure on all road safety initiatives 2. Implement a range of education, training and publicity, enforcement, encouragement and engineering measures focussing particularly on pedestrians, cyclists and motorcyclists in line with our forthcoming Road Safety Strategy 3. Ensure that we take road safety into account in the design and implementation of all traffic engineering and streetscape schemes

	4. Embed road safety firmly in all our school, workplace and residential travel planning and walking, motorcycle and cycle training initiatives
Key Actions – Other	1. TfL – work with the Council to support our road safety initiatives and implement projects and initiatives to reduce casualties on the TLRN 2. Police – work with the Council to support our and joint road safety initiatives and carry out appropriate enforcement of their own 3. Education, local schools, training providers – work with the Council to deliver road safety education and travel planning projects
Links to Objectives	**Objective 9 – to reduce the number and severity of road accident casualties** is closely linked to this particular target.
Risks	1. Reduced funding 2. Delays to the implementation of local safety schemes and road safety projects. We will review accident data and programmes continuously to ensure that expenditure is targeted effectively.

Milestones

Base 2006 to 2008 Average	**End 2010/11** 2007 to 2009 Average	**End 2011/12** 2009 to 2010 Average	**End 2012/13** 2009 to 2011 Average	**End 2013/14** 2010 to 2012 Average
116	115	113	110	106

Trajectory



4.5.2. Target 3b – Reduce the total number of casualties from road traffic accidents in the Royal Borough by 3.4 per cent by the end of 2013/14 compared with the 2006 to 2008 average

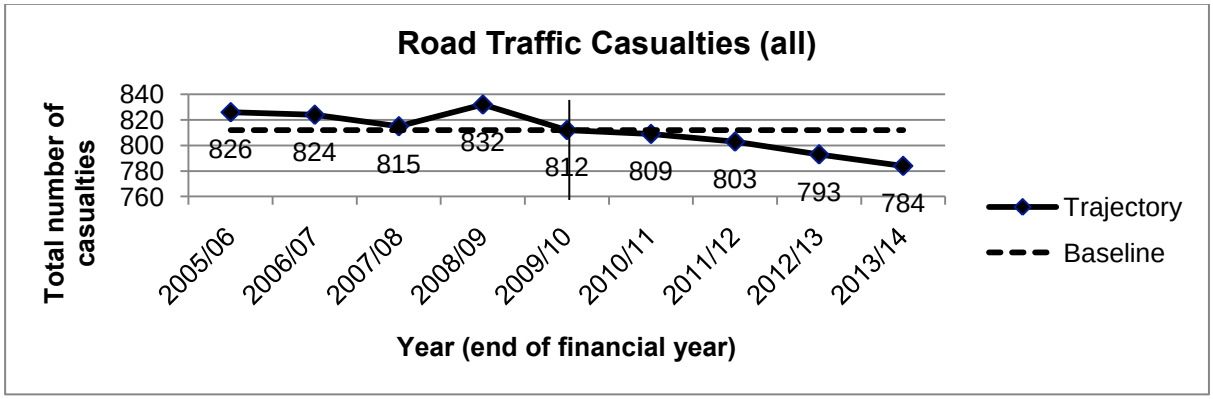
Rationale	This target reflects the Mayoral priority of improving road safety. Road traffic casualties have fallen significantly in London in recent years. However there is still progress to be made and boroughs have a significant role to play in improving road safety through encouragement, education, enforcement and engineering. The Department for Transport (DfT) is likely to set a target for all local authorities to reduce both the number of people killed and seriously injured by at least 33 per cent by 2020.
Definition	The percentage change in the total number of casualties during the calendar year compared to the previous year. Figures are based on a three – year rolling average up to the current year. Includes casualties on the TLRN which is not our direct responsibility.
Evidence	1. Our performance has been shown a steady downwards trend in recent years with a 31 per cent reduction from the 1994–1998 average to the 2006–2008 average which puts us in the third quartile amongst all London Boroughs. 2. We have implemented most of the 'quick win' local safety engineering schemes already and are finding it increasingly difficult to identify effective new ones. 3. TfL research suggests that the impact of the WEZ on road traffic casualties was not significant so we will assume that the impact of removing it will be minimal 4. We will continue to investigate potential new local safety schemes but aim to continue and improve upon our performance by focussing on education, enforcement and encouragement initiatives. 5. Whilst we feel that the expected DfT target is realistic for KSIs, past experience shows us that it is proving harder to target the slight casualties which make up the balance of this indicator. We therefore feel that a more appropriate interim target for total casualties is to reflect the likely DfT target trajectory for KSIs and factor in a 10 per cent reduction in slight casualties by 2020. This gives us a target to reduce the number of total casualties by 3.4 per cent from the base figure by the end of the interim LIP target period (2010/12 average). 6. Extending this methodology to the end of 2030/31 gives us a long – term target of 632 for total casualties.
Data Source	London Road Safety Unit (TfL)
Base	2006 – 2008 three year average – 812 total casualties
Interim Target	End 2013/14 – 784 total casualties (2010 to 2012 three year average)
Long–term target	End 2031 – 632 total casualties (2028 to 2030 three year average)
Key Actions – Council	1. Continue to use a data–led approach to prioritising expenditure on all road safety initiatives 2. Implement a range of education, training and publicity, enforcement, encouragement and engineering measures focussing particularly on pedestrians, cyclists and motorcyclists in line with our forthcoming Road

	Safety Strategy 3. Ensure that we take road safety into account in the design and implementation of all traffic engineering and streetscape schemes 4. Embed road safety firmly in all our school, workplace and residential travel planning and walking, motorcycle and cycle training initiatives
Key Actions – Other	1. TfL – work with the Council to support our road safety initiatives and implement projects and initiatives to reduce casualties on the TLRN 2. Police – work with the Council to support our and joint road safety initiatives and carry out appropriate enforcement of their own 3. Education, local schools, training providers – work with the Council to deliver road safety education and travel planning projects
Links to Objectives	**Objective 9 – to reduce the number and severity of road accident casualties** is closely linked to this particular target.
Risks	1. Reduced funding 2. Delays to the implementation of local safety schemes and road safety projects. We will review accident data and programmes continuously to ensure that expenditure is targeted effectively.

Milestones

Base 2006 to 2008 Average	**End 2010/11** 2007 to 2009 Average	**End 2011/12** 2009 to 2010 Average	**End 2012/13** 2009 to 2011 Average	**End 2013/14** 2010 to 2012 Average
812	809	803	793	784

Trajectory



4.6. Indicator 4 – Carbon dioxide (CO_2) emissions

4.6.1. Target 4 – Reduce the CO_2 emanating from ground–based transport from 126 CO_2 equivalent kilotonnes per year in 2008 to 120 by the end of 2013

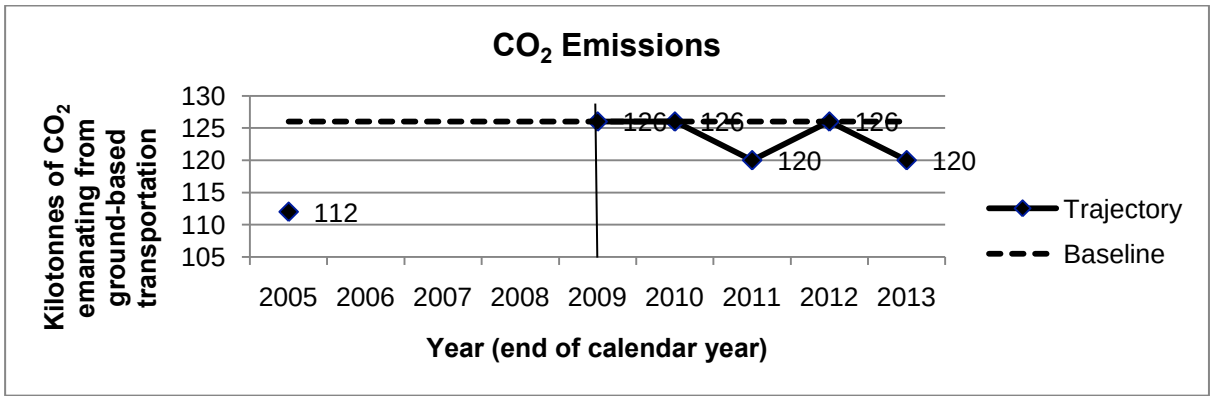
Rationale	CO_2 is a primary cause of climate change. This target reflects the Mayoral commitment to reduce CO_2 emissions in London by 60 per cent from 1990 levels by 2025. TfL have produced an indicative trajectory for each borough to achieve this. The trajectory for Kensington and Chelsea would show a reduction from 126 kt to 105 kt but this has not taken into account the impact of removing the WEZ.
Definition	Kilotonnes (kt) of CO_2 emanating from ground–based transport per year. Where applicable this includes emissions emanating from trunk roads, motorways, railways and airports (ground based aviation)
Evidence	1. Our baseline figure of 126 kt is currently the third lowest of all London Boroughs. 2. However, it is 12 per cent higher than the 112 kt figure for 2005, the most recent previous data available. 3. TfL's Integrated Impact Assessment of the removal of the WEZ estimates that it will increase transport based CO_2 emissions by five per cent which will become apparent in the later milestone years. 4. Our relatively low baseline figure and the latest trend, coupled with the impact of the removal of the WEZ mean that meeting TfL's indicative interim trajectory is very unlikely. However, our and TfL's proposals to mitigate the impact of the removal of the WEZ should lead to improvements in the longer term.
Data Source	GLA London Energy and Greenhouse Gas Inventory (LEGGI) and made available by TfL
Base	2008 value – 126.00 CO_2 equivalent kt
Interim Target	End 2013 – 120.00 CO_2 equivalent kt (2012 value)
Long–term target	End 2025 – 70.00 CO_2 equivalent kt
Key Actions – Council	1. School, Workplace and Residential Travel Planning 2. Encourage more walking and cycling 3. Continue to demand resident parking permit–free and car–free development 4. Encourage the location of developments to minimise the need to travel 5. Continue to support Car Clubs across the borough 6. Investigate the provision of further electric vehicle charging points 7. Continue to work towards cleaner vehicle fleets 8. Continue to work with TfL to reduce traffic emissions by smoothing traffic flow and optimising road network efficiency
Key Actions – Other	1. TfL – work to mitigate the impact of removing the WEZ, Smarter Travel initiatives and support to encourage cycling and walking, continue to work with us to reduce traffic emissions by smoothing traffic flow and optimising road network efficiency, continue to work towards cleaner vehicle fleets, encourage bus operators to introduce cleaner buses 2. Council Contractors and Partners – continue work towards cleaner

	vehicle fleets
Links to Objectives	**Objective 4 – to reduce transport – related air pollution and carbon dioxide emissions** is closely linked to this particular target. Objectives 2, 3, 5, 7 and 8 will also help us achieve it.
Risks	1. Reduced funding 2. The impact of removing the WEZ and general increases in traffic levels are greater than those forecast

Milestones

Base 2008 value	**End 2010** 2009 value	**End 2011** 2010 value	**End 2012** 2011 value Impact of WEZ removal shows	**End 2013** 2012 value Impact of WEZ removal decreases
126.00	126.00	120.00	126.00	120.00

Trajectory



4.7. Indicator 5 – Asset condition – principal roads

4.7.1. Target 5 – Ensure that the proportion of the Royal Borough's Principal Road Network where maintenance should be considered does not rise above 4.0 per cent compared with the 2009/10 baseline of 2.4 per cent

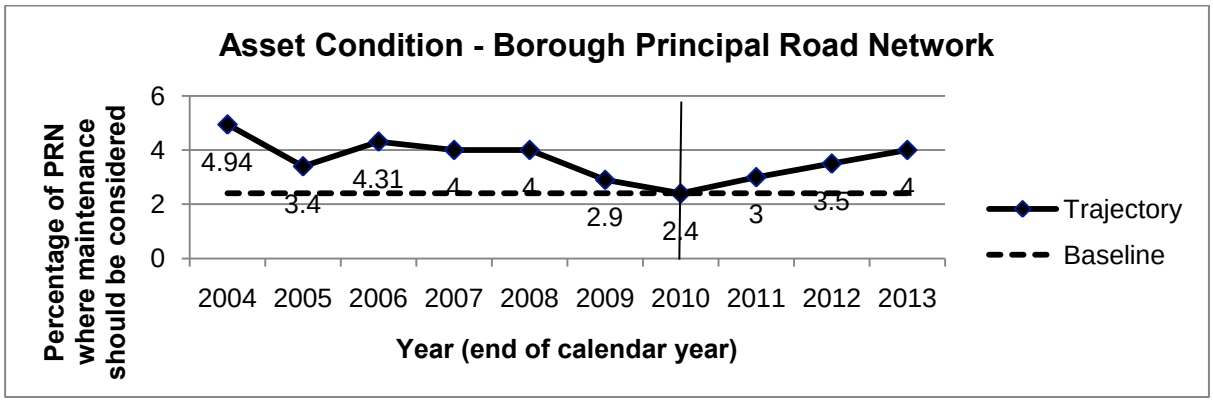
Rationale	This indicator monitors the proportion of principal road carriageway where maintenance should be considered. This is a significant indicator of the state of the highways asset.
Definition	This indicator measures the percentage of our Principal Road Network where maintenance should be considered. It is derived from Annual Detailed Visual Inspection (DVI) survey data. 2009/10 data is already available so there is only a three year trajectory for this indicator rather than four for all the others.
Evidence	1. Our figure has historically been low and our baseline of 2.4 per cent is the lowest of all London Boroughs. This reflects our ongoing high level of attention to, and Council investment in, principal road maintenance as good performance results in less annual TfL LIP funding. 2. Working with the utility companies to coordinate street works also contributes. However the baseline data does not take into account the severe winter of 2009/10 which had an impact on principal road condition. Heavier traffic following the removal of the WEZ is also likely to have a negative impact. TfL's Integrated Impact Assessment on the removal of the WEZ estimates increases of between six and 12 per cent in traffic and between 15 and 21 per cent in congestion. 3. Starting from such a low base we therefore feel that a realistic target would be to limit any increase to recent years' levels of around 4.0 per cent over the interim LIP target timeframe. In the longer term, we anticipate a return to near current levels.
Data Source	TfL
Base	2009/10 value – 2.4 per cent
Interim Target	End 2013 – 4.0 per cent or less (2012/13 figure)
Long–term target	End 2031 – 2.0 per cent
Key Actions – Council	1. Ensure that we continue to prioritise our principal roads maintenance programme to reflect the results of the annual DVI surveys 2. Continue to maintain our carriageways to a very high standard – our total principal road maintenance budget for 2010/11 was £468,000 3. Ensure that maintenance is carried out effectively and on programme 4. Continue to work with utility companies to minimise, expedite and coordinate street works wherever possible 5. Ensure that we have an appropriate maintenance strategy in place to cope with further severe winters and other extreme conditions such as flooding
Key Actions – Other	1. TfL – proposals to mitigate the impact of removing the WEZ, work with us and utility companies to minimise, expedite and coordinate street works and distribute the annual DVI survey data promptly 2. Utility companies – work with Council as above

Links to Objectives	**Objective 8 – to improve the appearance and efficiency of our streets and places, and make them inclusive for all** is closely linked to this particular target.
Risks	1. Reduced funding – good performance results in less TfL grant funding 2. Further severe weathers which may cause increased levels of damage 3. The impact of removing the WEZ and general increases in traffic levels is greater than that forecast

Milestones

Base 2009/10 figure	**End 2010** 2009/10 figure	**End 2011** 2010/11 figure	**End 2012** 2011/12 figure	**End 2013** 2012/13 figure
2.4 per cent	2.4 per cent Same as base figure	3.0 per cent Impact of WEZ removal starts to show	3.5 per cent Impact of WEZ removal peaks	4.0 per cent Impact of WEZ removal decreases

Trajectory



Appendix A

Equalities Impact Assessment

1. Introduction

1.1. Our population is one of the most diverse in London. We have a clear policy setting out our commitment to promoting equality and respecting diversity by delivering fair, accessible and relevant services to all groups regardless of age, disability, race, faith, gender and sexual orientation. We also have a duty to carry out Equality Impact Assessments (EIAs) on plans such as our LIP under current national race, disability and gender legislation.

1.2. Our aim for Equality Impact Assessments is to make them:

- an integral part of our decision making process
- proportionate to the level of impact or risk
- focused on improvements for our residents, service users and staff

1.3. We carried out an initial screening assessment of our LIP Objectives to ensure that they do not discriminate against any target equality groups and that equality is promoted wherever possible. We carried out the screening in accordance with the Council's guidance on EIAs. This involved assessing whether our Objectives would have a positive or negative impact on the following main equality areas;

- ethnicity
- gender
- disability
- age
- faith
- sexual orientation

1.4. In particular we aimed to identify whether delivering our Objectives may encourage particular equality groups to make use of or benefit from them, discourage them or actively exclude them.

1.5. We did not identify any negative impacts and as a result we did not need to carry out a full assessment. The findings of our initial screening are summarised in Table A1 and described further in Section 2.

1.6. We recognise that whilst the overall impact of our Objectives is positive, elements of individual schemes may have small and often temporary negative impacts on some target equality areas – for example the disruption caused during improvement works.

1.7. We consider equality impacts during the development of every scheme and, where necessary, carry out a full EIA, as we did for the Exhibition Road Project. Where we do identify any potential negative impacts we work to minimise them through early engagement with representative groups,

consultation, high quality design and where necessary, the incorporation of mitigating measures into the final design.

1.8. We will consider the views of stakeholders and representatives of target groups further as part of the wider statutory and public consultation on the Consultation Draft LIP in January 2011.

Table A1 – Equality Impact Assessment Risk Screening

Equality Strands	**Ethnicity**			**Disability**			**Gender**			**Age**			**Faith / Belief**			**Sexuality**		
Indicate for each area (✓) whether there may be positive or negative impacts, or whether the service / proposal would have no impact.	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative
Local Implementation Plan Objectives																		
1: Improve accessibility to places and services, especially for those with special mobility needs		✓		✓				✓		✓				✓			✓	
2: Make it easier for residents to choose walking, cycling and public transport over private car ownership and use		✓		✓				✓		✓				✓			✓	
3: Improve the quality, accessibility and reliability of public transport		✓		✓				✓		✓				✓			✓	
4: Reduce transport – related air and noise pollution and carbon dioxide emissions		✓		✓				✓		✓				✓			✓	
5: Increase the proportion of journeys made on foot and by bicycle		✓			✓			✓		✓				✓			✓	
6: Manage on–street parking and loading to achieve a better balance between the competing demands on kerb–side space		✓		✓				✓			✓			✓			✓	

Equality Strands	**Ethnicity**			**Disability**			**Gender**			**Age**			**Faith / Belief**			**Sexuality**		
Indicate for each area (✓) whether there may be positive or negative impacts, or whether the service / proposal would have no impact.	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative	Positive	No Impact	Negative
7: Improve journey time reliability for all road users		✓			✓			✓			✓			✓			✓	
8: Improve the appearance and efficiency of our streets and places and make them inclusive for all		✓			✓			✓		✓				✓			✓	
9: Reduce the number and severity of road accident casualties		✓			✓			✓		✓				✓			✓	

2. Main findings

The main findings of the EIA screening of our **LIP Objectives** are summarised below;

2.1. **Objective 1**: Improve accessibility to places and services, especially for those with special mobility needs

- reducing the need and/or distance to travel as well as improving accessibility will have a high positive impact for older people and those with reduced mobility

2.2. **Objective 2**: Make it easier for residents to choose walking, cycling and public transport over private car ownership and use

- encouraging walking and cycling by improving the attractiveness of the pedestrian and cycling environment and providing appropriate training will have a high positive impact on younger people and those without access to a car

2.3. **Objective 3**: Improve the quality, accessibility and reliability of public transport

- this objective will have a high positive impact on older people and those with impaired mobility

2.4. **Objective 4**: Reduce transport – related air and noise pollution and carbon dioxide emissions

- this objective will have a high positive impact on children and older people who are generally more susceptible to respiratory problems

2.5. **Objective 5**: Increase the proportion of journeys made on foot and by bicycle

- measures to increase walking and cycling will have a positive impact on younger people and those without access to a car

2.6. **Objective 6**: Manage on–street parking and loading to achieve a better balance between the competing demands on kerb–side space

- ensuring adequate parking provision for ‘blue badge’ holders will have a high positive impact for people possess them

2.7. **Objective 7**: Improve journey time reliability for all road users

- we identified no high specific positive or negative impacts for this objective

2.8. **Objective 8**: Improve the appearance and efficiency of our streets and places, and make them inclusive for all

- making our streets and places more inclusive will have a high positive impact on older people, children and those with impaired mobility or sight

2.9. **Objective 9**: Reduce the number and severity of road accident casualties

- targeted road safety education campaigns will have a high positive impact on older people and children

exhibition road newsletter

Issue 8: October 2010

Keeping you informed

Exhibition Road – the future

Earlier this year we asked you to tell us your hopes and aspirations for the new public spaces in South Kensington and we are using those views to help us shape the way the area will look and how it will be used in the future.

Now we are considering the future of Exhibition Road, north of Cromwell Road.

Such a large and significant space will develop its own character over time. But we want to include local residents, businesses and visitors to the area in a discussion on how the nature of the road might change, and what interventions might help it to become London's best public space.

What atmosphere would you like Exhibition Road to have during the day? Should it be relaxed? Buzzy? Exclusive? Family friendly? Elegant? Edgy? All of these? Something else?

What feel should this area have in the evening?

What would you like to see in Exhibition Road?

What would you not want to see?

We have already had lots of suggestions – from pop-up shops to festivals so **visit our website and tell us what you think.**

Computer generated image of the finished scheme

We have opened a new area on our website **www.rbkc.gov.uk/yourexhibitionroad** where you can post your response. Or, if you prefer, you could send an e-mail to **exhibitionroad@rbkc.gov.uk** or write to Shirley Long, The Royal Borough of Kensington and Chelsea, Room 114, Council Offices, 37 Pembroke Road, London, W8 6PW.

We look forward to hearing from you.

exhibitionroad@rbkc.gov.uk
Shirley Long – 020 7361 3238
www.rbkc.gov.uk/exhibitionroad
www.twitter.com/RBKC_ExRd

THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Tree works

We have had to remove the six Lime trees outside Montrose Court. Our arboriculturist told us that the trees were in poor condition and would not last much longer so we decided to replace them with younger, healthier trees.

We promise to plant back at least as many trees as we remove; we're hoping that we will be able to plant eight in this location. The new trees will be London Planes which are hardier and do not attract the aphids that are responsible for the sticky deposits under Lime trees. We'll try to plant the new trees in the current planting season, which ends in March, but we may have to plant some of them next season.

South Kensington joins Cycle Hire Scheme

Transport for London will open a new 14 cycles docking station for the Barclays Cycle Hire scheme outside numbers 24 to 30 Thurloe Street in early November. We know that many visitors look for directions to the museums and other places of interest, so we are including a local map on the terminal. The map will be part of a wider way-finding system that will cover the whole of the Exhibition Road area eventually.

Since the Barclays Cycle Hire Scheme was introduced in July, it has proved popular with Londoners and more than 100,000 of us have already signed up as members. Around 20,000 journeys are now being made every weekday on Barclays Cycle Hire bikes, and Transport for London expect the numbers to increase dramatically when the scheme is opened up to casual users and visitors later this year. For more information on the cycle hire scheme see **www.rbkc.gov.uk/cyclehire**

A face on the street

This month we feature a member of the design team. This is Sarah Rubinstein from Dixon Jones Architects. She may be familiar to some of you from residents' meetings where she discussed the design as we were developing the scheme. Sarah is originally from Rhode Island, New England where she worked as a sculptor before getting her Masters Degree in Architecture. She joined Dixon Jones over six years ago specifically to work on the Exhibition Road project.

Over the years Sarah has collaborated with many designers and specialist consultants to arrive at the scheme we're building today. Now she is keen to pass on that knowledge and is frequently asked to talk about the project to groups of professionals both in the UK and abroad. Sarah is passionate about her work and has a lifelong interest in public space. She will remain with the project until its completion so she can see her early designs for Exhibition Road transformed into reality.

Telling you what's happening

There is so much going on in Exhibition Road at the moment, not only our work but National Grid is replacing a major gas main. Situations change quickly on such a busy site; sections of the road are opened or closed, traffic is re-directed and parking spaces moved on almost a daily basis. We know the works disrupt your lives and we thank you all for your patience. To keep you informed of these changes we have created a new area on our website that will be updated frequently **www.rbkc.gov.uk/exhibitionroadupdates** or follow us on Twitter at **www.twitter.com/RBKC_ExRd**

This newsletter is delivered to all homes, businesses and organisations in the Exhibition Road area. Every month we will let you know how the project is progressing, as well as introducing you to some of the people and the work they are carrying out on this £25 million project.

MAYOR OF LONDON

City of Westminster

English
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Arabic
يمكن توفير المعلومات التي وردت في هذا المستند بصيغ بديلة ولغات اخرى. إذا كنت في حاجة إلى مزيد من المساعدة، الرجاء استخدام بيانات الاتصال الواردة أدناه.

Farsi
اطلاعات حاوی در این مدارک به صورتهای دیگر و به زبانهای مختلف در دسترس می باشد. در صورت نیاز به کمک بیشترلطفا از جزئیات تماس ذکر شده در ذیل استفاده کنید.

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Somali
Macluumaadka dokumentigan waxaa lagu heli karaa qaabab kale iyo luuqado kala duwan. Haddii aad u baahan tahay caawinaad intaas dhaafsiisan fadlan isticmaal xiriirka faahfaahinta hoose.

Spanish
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