



TRANSPORT AND STREETScape POLICIES



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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Since the advent of Transport for London as a consequence of the Greater London Authority Act 2000, London boroughs have been regarded by government and

by the Greater London Authority as little more than instruments for implementing the Mayor of London's policies as set out in his statutory Transport Strategy. As a result, boroughs have not been encouraged to set out their own distinctive transport policies and it is now nearly a decade since they last did so in a single, local document.

However, this view of boroughs as mere tools of a higher power is not correct, either legally or politically.

Legally, London local authorities remain the highways authority for about 95 per cent of

London's roads. This role was created by earlier legislation and boroughs retain the legal right and duty to exercise their highways authority functions on behalf of local people and other road users.

Politically, the claim of London's boroughs to an autonomous policy-making role rests on their indubitable democratic legitimacy and their proximity to and knowledge of local needs in a way that no single-person authority operating across the whole of the capital can ever hope to match.

In collecting and publishing in one document its distinctive streetscape and transport policies and practices, therefore, the Royal Borough of Kensington and Chelsea is seeking to achieve a number of goals:

- to make it easy for our residents, businesses, landowners and visitors to establish what they can expect us to do on their behalf and to hold us to account over it;



- to champion the distinctive and innovative steps we have taken to improve our streetscape and to publicise our solidly professional approach to fulfilling our role as highways authority for the great bulk of the Royal Borough's roads;
- to explain and justify the improvements we would like to see across the entire transport network for the benefit of our residents, especially those for too long ill served by public transport, and so provide a coherent basis for our attempts to influence transport planning in the capital;
- to remind the government, the Greater London Authority and Transport for London of the indispensability of the contribution made by London's boroughs to the transport system and to support a case for funding to be made available once more to boroughs for their own local priorities and needs, unconstrained by the direction and bureaucracy of TfL.

In recent years, the Royal Borough of Kensington and Chelsea has established itself as one of the most admired highways authorities in the world and we regularly host visitors from, not only the rest of the United Kingdom, but all over the world, keen to learn from our innovation and our dedication to the highest quality of service and construction. We hope that the publication of this document will enhance our reputation, most especially with our local residents, whose interests and needs we are elected first and foremost to serve.

A handwritten signature in white ink on a dark background, reading "Jamie Mylman". The signature is fluid and cursive, with a horizontal line underneath the name.

FOREWORD





INTRODUCTION

This document summarises the Royal Borough's established transport and streetscape related policies. Where appropriate, reference is made to the relevant Committee Decision for older policies or Key Decision for more recent ones.

Whilst this compendium is not a vehicle for making new policies it will be reviewed regularly to reflect any new policies or changes to existing ones made through the governance process.

The current governance arrangements require new policies, changes to existing ones and schemes requiring capital expenditure to be approved by the appropriate Cabinet Member via the Key Decision process or by Cabinet. In most cases involving transport this currently means the Cabinet Member for Planning Policy, Housing Policy and Transportation. Copies of Key Decision reports can be obtained by emailing cabinet.coordinator@rbkc.gov.uk or by phoning the Council's Enquiryline on 020 7361 3000. Details of reports that are expected to be presented for approval can be found in the Forward Plan at www.rbkc.gov.uk/howwegovern/forwardplan.

Overview and Scrutiny Committees (OSC) hold the Cabinet to account and are able to ask for decisions to be reviewed. The OSC on the Public Realm is the most involved with transport related policy. Further information is available by emailing committees@rbkc.gov.uk or by phoning the Council's Enquiryline on 020 7361 3000.

Further details of the Council's Governance procedures and the Constitution can be found on our website <http://www.rbkc.gov.uk/howwegovern/yourcouncil/>.

The Council's Transport, Environment and Leisure Services latest Service Delivery Plan can be found at http://www.rbkc.gov.uk/EnvironmentalServices/general/service_delivery_tel.asp.



CHAPTER ONE
LOCAL TRANSPORT
CONTEXT



The Royal Borough of Kensington
and Chelsea
KENSINGTON
HIGH STREET W.8.

LOCAL TRANSPORT CONTEXT

The Royal Borough of Kensington and Chelsea is one of the smallest London boroughs being 1,213 hectares (five square miles) in area. It is also the most densely populated local authority area in England and Wales with 131 people per hectare (31,781 per square mile). This high population density together with the largely nineteenth century road network means that it is difficult to make changes to the road environment, such as allocating road space for specific road users. Furthermore, there are 36 conservation areas covering about 70 per cent of the borough and more than 4,000 buildings listed for their special architectural or historical interest.

The Royal Borough is categorised as an Inner London borough for the purpose of the national census, but as a Central London borough in the London Plan. It is situated in west London and is bounded by the City of Westminster to the east, the London Borough of Hammersmith and Fulham to the west and the London Borough of Brent to the north. The southern boundary is formed by the River Thames with the London Borough of Wandsworth on the southern side. The borough extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbrooke Grove up to Kensal Green in the north. It is bounded by Kensington Gardens to the east and by the West London Railway Line to the west.



High Street Kensington –
a busy Underground station



Market day in Portobello Road

Road hierarchy in the Royal Borough

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 per cent) are B roads and the remaining 169 km (105 miles, 81.6 per cent) are C roads or unclassified. Six per cent (12.5 km, 7.8 miles) of these roads are designated as part of the Transport for London Road Network (TLRN). Transport for London (TfL) is the Highway Authority for these routes, which 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

The Council is the Highway Authority for all other adopted roads. The plan on page 16 shows the road hierarchy in the borough.

Our Unitary Development Plan (UDP) defines and uses a road hierarchy. The major roads in the borough (strategic roads and London distributor roads) are intended to carry the main traffic flows and longer-distance movements. Heavy goods vehicles and coaches in particular should use these roads, unless they need access to specific premises in the borough. Minor roads (local distributor roads and local roads) are intended to provide access to residential and commercial premises, and therefore, are typically located in areas bounded by major roads or other significant barriers. These bounded local areas contain only minor roads.



The Natural History Museum –
South Kensington



Kensington Palace – a popular tourist
destination

Major roads

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

Minor roads

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

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



Road hierarchy in the Royal Borough



Access from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North/south through routes in the borough are restricted by the Westway, the Hammersmith and City Underground line, the Grand Union Canal, Holland Park and Kensington Gardens. Access into and out of the borough to the west is also restricted because of the West London railway line.

The restrictions on the available north/south or east/west routes mean that those routes that are available are heavily trafficked. These routes are also often major retail areas with heavy pedestrian flows, resulting in often heavy competition for road space.

The Royal Borough has a large volume of commuter traffic, both people travelling into the area and local residents travelling within and outside the borough. The area is relatively well served by the London Underground network with the Circle, District, Central, Piccadilly and Hammersmith and City Lines running through the borough, although there are areas with relatively poor Underground provision.

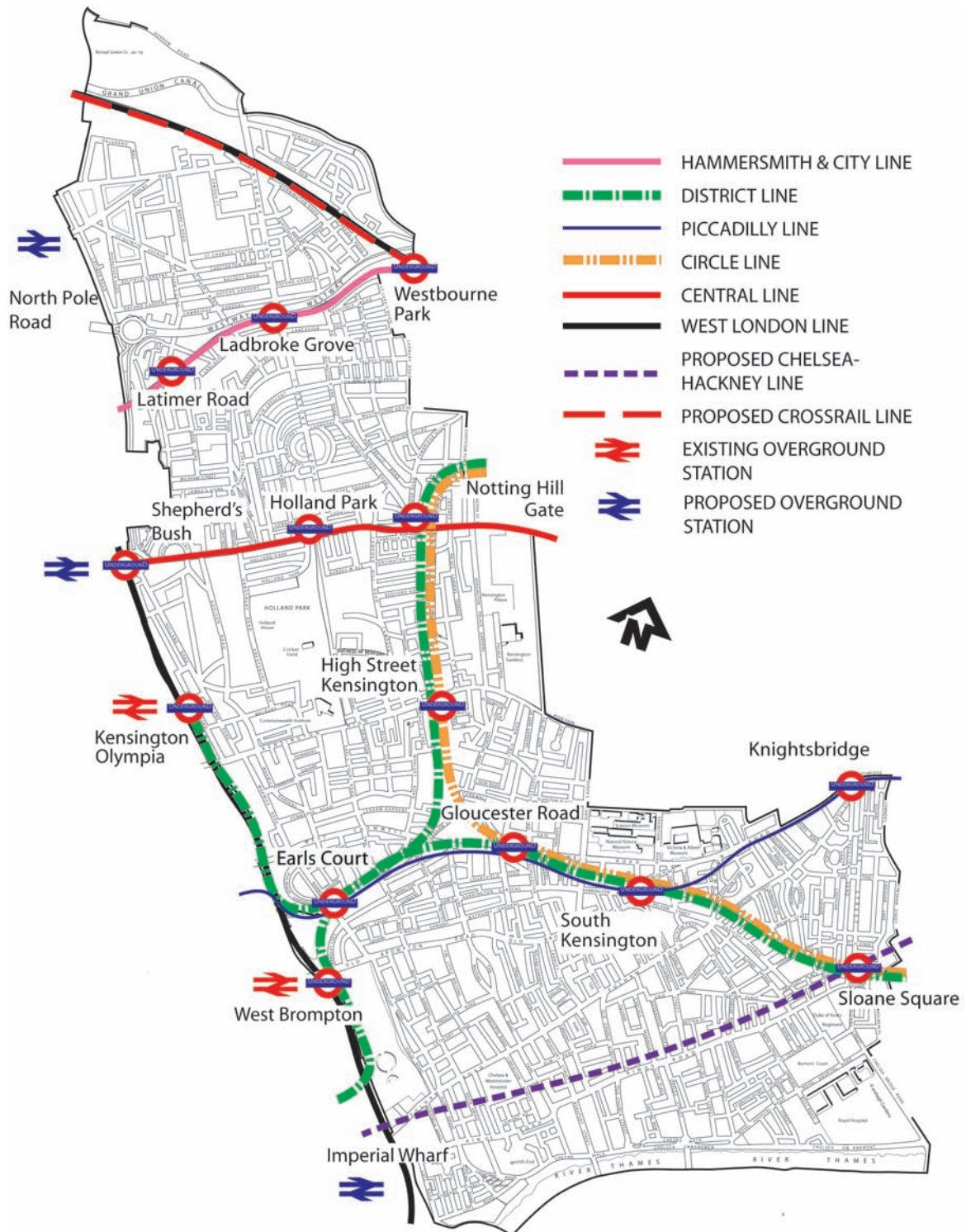
The West London Line runs along the western boundary of the borough with stations at Kensington Olympia and West Brompton. A new station at Shepherd's Bush is due to open in early 2008 and the Council also supports the construction of a station at Imperial Wharf. We would also like to see a new station in the North Pole Road area, where public transport links are relatively poor. The proposed Crossrail route between Brentwood and Maidenhead will run through the borough but no stations are proposed within the borough at present. We believe that a station near Ladbroke Grove would deliver huge benefits to North Kensington and will consider whether a business case can be made for such a station. In the south of the borough, we remain a keen supporter of the Chelsea-Hackney Line. The currently safeguarded route calls at Sloane Square and a new station on King's Road near Chelsea Old Town Hall. Links to London Underground and rail networks and journey planners can be found on our website at <http://www.rbkc.gov.uk/news/links/travelinformation.asp?id=7:GettingAround>.

Bus routes



There is an extensive bus network across the borough (though, again, some parts have relatively poor provision) and about ten per cent of journeys to and from work made by our residents are by bus. Details of bus networks and journey planners are available via our website <http://www.rbkc.gov.uk/news/links/travelinformation.asp?id=7:GettingAround>.

London Underground and rail network



However, an examination of public transport accessibility levels reveal that parts of the north of the borough (that have no Underground or rail links) and the far south along the Thames are still below the level that we would like to see.

Local residents rely heavily on the Underground for journeys to and from work with around 35 per cent of residents using this mode. The percentage of

residents driving to work is slightly lower than the Inner London figure with about 17 per cent of residents driving compared to 19 per cent for Inner London and 34 per cent for Greater London.

The transport infrastructure has changed relatively little since its major development in the nineteenth century. In contrast, the demands placed upon it have continued to change and the demand for movement of people, goods and services has increased.

Historically, as with most other local authorities, the Royal Borough's focus was on using traffic management techniques to increase traffic capacity on the existing road network. However, there is little scope to increase capacity further in this way. Therefore, we have moved away from trying to increase capacity towards demand management, encouraging the use of alternatives to the private car and improving access to alternative modes of travel.

Car or van availability or ownership in Kensington and Chelsea is fairly typical for an Inner London borough. In the 2001 census, half of all households reported they did not have access to a car or van, 39 per cent had access to one, eight per cent had access to two and two per cent had access to three or more cars or vans.

There has always been pressure on parking within the borough. The Council's Controlled Parking Zone covers the entire borough. With approximately 28,500 permit holders' parking bays and over 37,000 residents' parking permits issued, competition for parking spaces is high. There are about 5,800 bays available for short-stay visitors; these spaces are also in high demand although the demand for visitor parking has reduced following the extension of congestion charging. There are approximately 288 bays for holders of disabled badge holders (118 for Blue Badge holders and 170 for Purple Badge holders), 20 doctors' bays and 132 diplomatic bays. There are also approximately 10,000 'overnight' parking spaces on single yellow lines.



Earl's Court Exhibition Centre



Notting Hill Carnival – Europe's biggest street party

There are currently more than 1,600 parking spaces for motorcycles in the borough spread over 187 locations. In recognition of the recent increased use of this form of transport we have reviewed our approach to motorcycle parking and will increase the number of bays to 2,600 spaces in 2008. We will also install anchor points in approximately 1,300 of these spaces for use by residents with motorcycle parking permits.

Compared with neighbouring boroughs and the rest of London, a relatively high percentage of residents normally travel to work by motorcycle or scooter (1.9 per cent).

More than one in ten residents reported usually walking to work – a higher percentage than residents in neighbouring boroughs and London overall.

There are currently 925 bicycle parking stands in the borough providing some 1850 spaces and this number is increasing year on year. Compared with neighbouring boroughs and Inner London overall, a relatively low proportion of residents usually travel to work by bicycle (2.8 per cent). However, bicyclist numbers have increased in recent years, particularly on the east/west routes through the borough. Our most recent surveys suggest that numbers have further increased by 18 per cent with respect to the average numbers for 2004 to 2006 following the extension of congestion charging.

There are four London Cycle Network Plus (LCN+) routes running east/west through the borough and one running north/south. LCN+ route maps are available from the LCN+ project website – <http://www.londoncyclenetwork.org.uk/>. Links to route planners and other useful cycling resources can be found on the Council's website at <http://www.rbkc.gov.uk/news/links/travelinformation.asp?id=7:GettingAround>.

As with other inner London boroughs, traffic congestion is a constant problem in Kensington and Chelsea. As well as residents' vehicles on the streets, many coaches and taxis enter the borough because of the number of tourist hotels, museums and other international attractions such as the Earl's Court Exhibition Centre.

Congestion charging was extended to incorporate the majority of the borough in February 2007. While not all residents are in the extended zone, all residents in the borough qualify for the residents' discount. Surveys suggest that the number of vehicles travelling through the borough has generally decreased by about nine percent since congestion charging was extended across the borough.

The Royal Borough was declared an Air Quality Management Area in 2000 and, whilst the resultant Action Plans have been implemented effectively, the levels of nitrogen dioxide (NO₂) and particulate matter (PM10) still exceed the targets set by the Government. As would be expected, pollution levels are highest around main roads. The Council uses a variety of approaches to help mitigate pollution levels.

The main transport issues currently facing the Royal Borough

Streetscape

- realising the Council's internationally applauded approach to civilising our streetscape across the borough so as to promote walking, bicycling and access to public amenity space and to support the retail sector

Road safety

- achieving casualty reduction targets
- addressing environmental and road safety issues along the A roads and busy bus routes

Environmental impact

- achieving school and work place travel plan targets
- the impact of the extension of congestion charging into the borough
- improving air quality across the borough, with particular attention to hotspot locations, such as King's Road
- reducing the negative environmental and amenity impacts of major through routes, such as the Earl's Court One-Way System
- reducing the carbon footprint of the transport sector
- providing new housing and commercial development without increasing vehicle trips

Public transport

- improving public transport in the south-west of the borough
- improving north/south public transport links
- accommodating an increase in the number of buses while protecting residential amenity
- improving permeability between North Kensington and neighbouring boroughs
- reducing overcrowding on public transport and at Underground stations especially Earl's Court and High Street Kensington
- ensuring adequate public transport provision for the 2012 Olympics, particularly for access to Earl's Court Exhibition Centre, the venue for the volleyball competition
- mitigating the impact on public transport and through routes of any extension of Heathrow Airport
- ensuring the Chelsea – Hackney Line serves Chelsea
- securing a Crossrail station in North Kensington
- supporting service and infrastructure improvements to the West London Line

Accessibility

- improving pedestrian and bicycle facilities at busy junctions
- improving the accessibility of the Royal Borough's streets and transport facilities to people with disabilities
- experimenting with a barrier-free scheme at an appropriate junction

Parking and enforcement

- providing for the servicing needs of businesses in our shopping centres
- addressing the gap between the demand for, and supply of, residential parking
- meeting our obligations under the Network Management Duty



Staggered crossing –
Kensington High Street



Bicycle parking –
Kensington High Street



CHAPTER TWO
POLICY CONTEXT



The Royal Borough of Kensington
and Chelsea

CHELSEA
EMBANKMENT, S.W.

POLICY CONTEXT

Building a Better City Life

The Council launched our updated objectives in June 2006 under the heading “Building a Better City Life”. These objectives are listed below:

Responding to residents

- Putting residents first
- Listening to and responding to all of our residents
- Providing clear information on our services, activities and ambitions
- Recognising the diverse needs, ambitions and backgrounds of our residents
- Championing residents’ interests

Really good services

- Providing services that are well-led and well-managed
- Setting ambitious and clear goals
- Keeping well-informed, being willing to learn and ready to improve
- Working successfully with our partners

Renewing the legacy

- Delivering high quality buildings and public spaces – from schools and libraries to housing and parks
- Removing clutter from our streets and using high quality materials to improve our environment



The Council's Streetscape Guide



Annunciation by Andrew Burton – South Kensington

- Working with partners to make the borough more attractive
- Using our planning powers to protect the borough's character and improve its appearance

We are very proud of the environment we have inherited and have been at the forefront of streetscape design over recent years, most notably with the award-winning Kensington High Street improvements completed in 2003. The developing emphasis on streetscape issues reflected in the "Building a Better City Life" objectives is documented in the Royal Borough's Streetscape Guide.

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

- World's End Place – a great public space for West Chelsea
- Golborne Road – a great place to live, work and visit
- A Royal Borough standard in streetscape – more white lighting, more Yorkstone, less clutter, smarter street furniture, better design
- More public art
- Sloane Square – in recent years we have consulted three times on proposals designed by Stanton Williams to restore the historical crossroads to Sloane Square; early consultation exercises showed widespread support but the most recent consultation produced a negative result; the proposed improvements have been shelved, despite the difficulties the current layout of Sloane Square presents to both pedestrian and vehicular movement
- Exhibition Road – a world class streetscape
- Little Wormwood Scrubs – a greatly improved local park for local people
- Brompton Cemetery – owned and managed by Kensington and Chelsea
- A more beautiful South Kensington – a better station and a better setting
- Wornington Green – a chance to remodel a disadvantaged corner of the borough

The Council's transport and streetscape policies can be found in several documents including our Unitary Development Plan (UDP), Supplementary Planning Guidance notes, Local Implementation Plan (LIP), Streetscape Guide, Road Safety Plan, Environment Strategy, Equality Action Plan, Community Strategy, Parking and Enforcement Plan (PEP) and School Travel Plan Strategy. The aim of this document is to summarise them all in one volume.

The UDP also sets out the Council's current planning strategy but the law now requires us to develop a Local Development Framework (LDF) in its place. More details of the LDF development process can be found at http://www.rbkc.gov.uk/rbkcdirect/rdStreetScene/ss0512_story01.asp.

In terms of transport our principal aim is to ensure that people can move about the borough safely and efficiently as they wish, with minimal impact on the environment. We therefore aim to provide a transport system that:

- improves our streetscape
- is safe
- is accessible
- is efficient
- is environmentally acceptable
- provides for walking, cycling and public transport

Aims

To achieve this the Council has developed the following streetscape and transport related objectives:

- to improve the borough's streetscape
- to reduce the number and severity of road accident casualties
- to improve accessibility, especially for those with special mobility needs through the efficient use of the transport network
- to reduce the need to travel and, in particular, the number and length of motor vehicle trips by ensuring that development is located appropriately
- to reduce overall levels of road traffic in the borough
- to reduce air pollution from road traffic and the noise nuisance caused by transport
- to reduce transport related carbon dioxide emissions
- to increase the proportion of journeys made on foot, by bicycle and public transport
- to improve public transport so it is more convenient and reliable to use, is better able to meet demand and is attractive as an alternative to the private car

Design approach

The Council has developed an inclusive approach to developing and designing traffic schemes in which the needs of all road users are considered as being equal and are addressed accordingly. To make the transport system across the borough more accessible, we make use of current national standards and advice in conjunction with our own streetscape policies.

Engagement

For major projects we use our Streetscape Guide as a design framework and then establish local Advisory Groups consisting of ward Councillors and representatives of local residents, businesses and community groups to ascertain their needs and priorities. For smaller schemes we consult with local residents' associations as appropriate.

Action Disability Kensington and Chelsea (ADKC) is the main focus for consulting with disabled people in the borough. On larger, area schemes, we engage with disability groups including ADKC and the Guide Dogs for the Blind Association throughout the design process to ensure that any issues that may arise are considered at an early stage.

The Council has set up a Mobility Forum, comprising TfL, relevant Council departments, the Kensington and Chelsea Primary Care Trust and a number of groups that represent older people and people with disabilities. The Forum meets quarterly and its terms of reference are to:

- help us and TfL understand the needs of less mobile residents
- promote the sharing of information and opinion between those who represent people with additional mobility needs
- suggest actions that could be taken to improve accessibility in the borough
- provide a sounding board on proposals (including projects, schemes, and new policies) put forward by members of the Forum

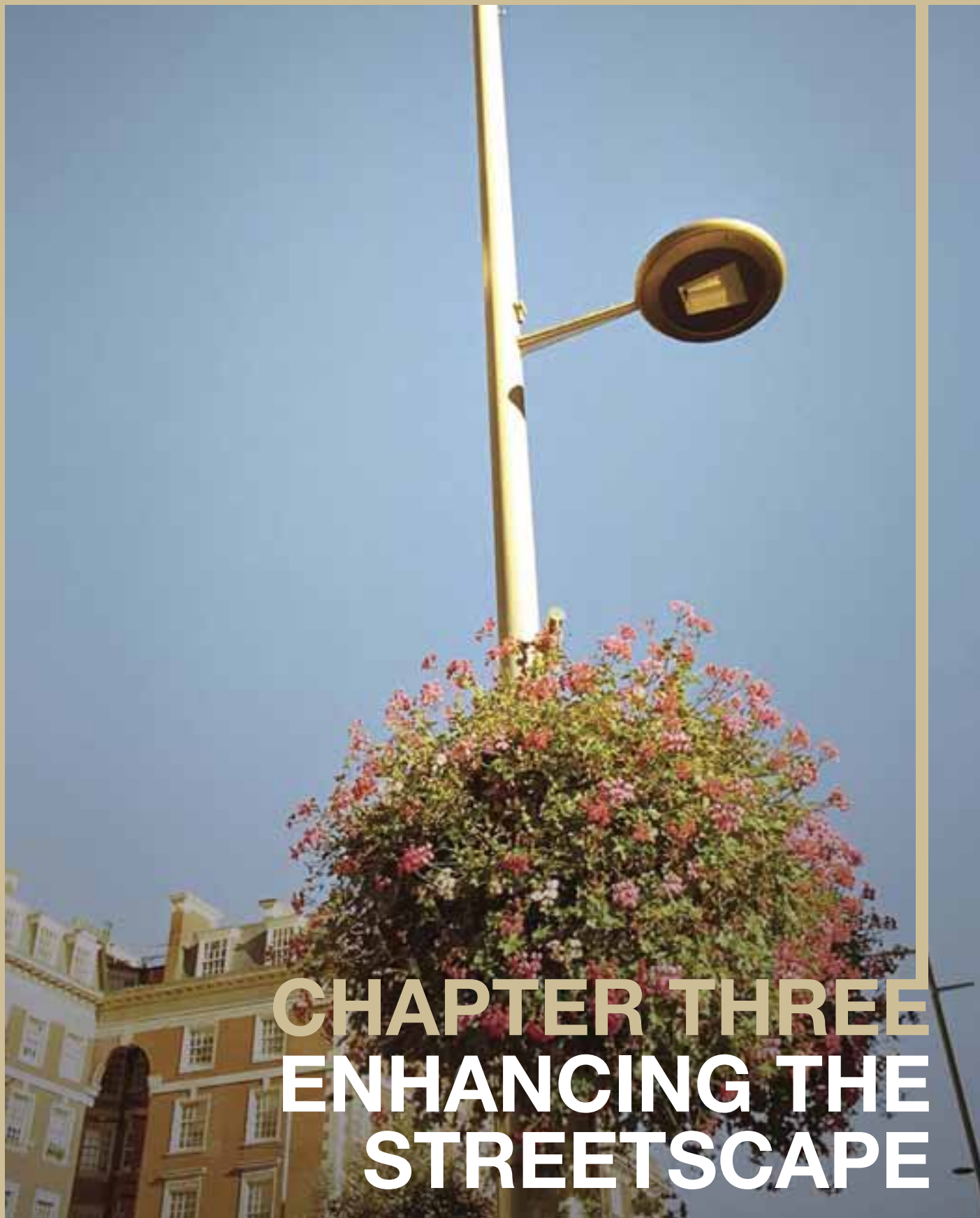
The following chapters set out how we aim to meet our transport and streetscape related objectives in more detail.



Unfurl by Elis O'Connell –
Kensington Gate



World's End plaza



CHAPTER THREE
ENHANCING THE
STREETScape



ENHANCING THE STREETSCAPE

Our principles

The Council has always exemplified high standards of street construction and maintenance. We recognise that the management and design of our streets and public space is a vital part of improving and maintaining the streetscape of the Royal Borough. We published our Streetscape Guide in July 2004 under the strapline “to protect and enhance for future generations”. An updated edition will be published in 2008.

Our main principles for streetscape design are:

- preservation of the historic fabric of the Royal Borough
- respecting and enhancing local character
- considered yet innovative design
- experimentation – a willingness to see what works
- reduction of clutter
- high quality materials
- 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

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

Our ward-by-ward Streetscape Review is a rolling programme of streetscape improvements.

Traffic signs and road markings

The Council considers that eliminating unnecessary signs and markings reduces visual clutter. We comply with the requirements laid out in the current edition of the Traffic Signs Regulations and General Directions, subject to the following criteria:

- signs and markings are kept to a minimum and are only used where they convey essential information
- the least number of signs possible is used
- the smallest variant and the simplest format of each sign is used
- signs are located on buildings, railings, walls, existing posts and lamp columns rather than on new posts
- designs and colours are coordinated

Signs are illuminated if there is a statutory requirement to do so. Our preference is for reflective signs as they are less bulky and less obtrusive at night.

We do not use backing boards on any new signs unless there is a proven need and consider removing existing backing boards when signing is renewed.

We do not automatically provide 'give way' signs at priority junctions unless there is a demonstrable need because in an urban setting the transverse give way road markings are usually sufficient.

We use yellow lines of the standard width of 50mm and in locations where the old standard of 100mm is still in place they will be replaced when the carriageway is resurfaced. There are exceptions to this, for example in cobbled mews, where paint adhesion may be a problem.

Non-regulatory directional and information signs are only used where there is clear evidence that these are essential for the public to be able to locate the destination. All the primary destinations in the borough are already signed and it is unlikely that any additional signs will be needed.



Keep left sign –
Kensington High Street



Minimal zig zag markings –
Kensington High Street

We resist the installation of large variable message signs because of the conflict between the possible effectiveness of the messages they deliver, their effect on the streetscape and the impact on adjacent residential properties.

Temporary signs are discouraged. When the Council permits signs they must conform to the regulations, be limited to the minimum required and removed immediately after they cease to apply. All temporary signs require authorisation from the Council before they are erected.

Supplementary worded road markings, such as 'left turn' and route destinations, are not used unless the existing arrow markings have proved insufficient.

Hatching at corners or in the centre of the carriageway is only used if there is a proven road safety problem. Yellow box markings are only introduced if there is a proven problem with traffic obstructing the junction.

School keep clear markings are only allowed at pedestrian entrances to schools. Vehicle entrances are only marked in this way if pedestrians also use them. Each case is looked at in detail to take into account the road layout and local conditions.

Centre line markings are only used on the approach to junctions. Elsewhere they are only used for reasons of safety.

For new pedestrian crossings the standard length for zig zag markings is limited to two marks unless restricted visibility requires that more be provided. Zig zags never extend across junctions or into side roads.

Ground surfaces

The Council considers that footway and carriageway surfaces should be a neutral carpet complementing the adjacent buildings.

In providing new footway and street surfaces we:

- invest in quality, both in materials and workmanship
- ensure that ground surfaces are related to the surrounding streetscape
- ensure that kerb lines are maintained and aligned generally parallel to building lines without nibs and build-outs
- ensure that the number of different materials used is limited
- ensure that historic paving is maintained and restored

When choosing materials consideration is given to future maintenance and the need to ensure that future supplies will be available. Traditional materials are used as, although more expensive, their increased durability, improvement with age and the option to recycle mean that in the long term they can offer better value for money.

When paving, we use large slabs laid in a staggered pattern to produce a smooth uninterrupted surface. Small modules or blocks are not used.

We always use Yorkstone rather than artificial stone slabs. Priority for Yorkstone is given to areas with high pedestrian use or which form part of an identified pedestrian route.

Where the presence of very shallow cellars under the pavement means that paving slabs cannot be used mastic asphalt is laid instead.

External access ramps are only permitted in very rare circumstances. We prefer internal level access to ensure that buildings are accessible to all users.

We provide dropped kerbs at pedestrian crossings whenever appropriate.

We have adopted the Department for Transport's (DfT) advice on the provision of tactile paving but have adapted it to suit local conditions. Tactile paving is laid in a simplified rectangular pattern consisting of two rows behind the kerb with no tactile tail to the back of the pavement. Tactile paving is always of the same material as the surrounding paving.

We enter into agreements with utility companies regarding future maintenance and costs when inspection covers are inset into the paving. Whenever possible inspection covers are aligned in the direction of the bond.

We preserve existing coalplates in the pavement whenever possible. When this is not possible new coalplates will be provided.

High quality 'quiet' asphalt is used to surface major routes and hot rolled asphalt on all side roads. Where traffic flows are exceptionally low, bound gravel is used where this is sympathetic to the character of the road. All surfacing, including anti-skid, is the same colour. No coloured road surfaces are used and any bus or bicycle lanes are delineated by road markings only.

All kerbing should normally be of granite and granite sett drainage channels are retained and relaid as part of maintenance programmes.

Kerb lines are usually aligned parallel to building lines. Any narrowing of the carriageway should be considered as an issue for the whole street, not restricted to small areas that would result in build-outs that detract from the building alignment.

All surviving original surface features of mews are kept and wherever possible, original surfaces surviving under a layer of bituminous material are restored.



Quadrant kerb with stainless steel tactile paving – Kensington High Street



Original granite setts

Street furniture

Large amounts of street furniture result in a cluttered street environment. Therefore, we:

- plan ahead – all requirements for street furniture are considered at the preliminary design stage
- ensure that street furniture is kept to a minimum
- remove superfluous or redundant items
- ensure that designs and colours are coordinated and items thoughtfully positioned
- use historically accurate furniture and materials in preference to a heritage style

The aim of street lighting schemes is to provide uniform illumination along the street without dark areas but without causing light pollution.

The Council is gradually changing the light sources used in the borough from high pressure sodium to ceramic discharge to provide a white light under which colours are more accurately seen. This is important in reducing the perceived fear of crime and it also produces clearer CCTV pictures as well as an attractive night-time environment. Optical controls are used to minimise light pollution and sky glow.

Whenever possible lights are fixed to buildings to reduce the need for columns. Where columns are required their design and location will depend on the local context. Where possible, surviving historic light fittings are preserved and, if appropriate, reintroduced.

Historically, bollards have been used to discourage pavement parking or prevent vehicles damaging the footway. We avoid the installation of bollards whenever possible and they are only used where absolutely essential such as above cellars that need to be protected. Better enforcement and pavement strengthening is used to prevent pavement parking and damage to footways. When carrying out footway maintenance schemes we review whether existing bollards should be retained.



Seating – Kensington High Street



A typical mews

Where bollards are essential, we use designs that reinforce local character and distinctiveness. Distinctive and historic designs are restored and retained in their original locations whenever possible.

Street cabinet and feeder pillars are located off the highway whenever possible. Where this cannot be achieved they are sited at the back of the footway and painted to match an adjacent wall, the colour selected for the area or black.

Seating may be provided in areas that are well used by pedestrians provided that there is sufficient space to prevent them causing an obstruction. They must harmonise with the other items of street furniture and must have arms to prevent them being used for sleeping.

Although traffic signals are not the responsibility of the Council, every effort is made to reduce the number of signal heads to the minimum required. Whenever possible signal heads are mounted on lamp columns to reduce street clutter.

Litter bins are only provided wherever there is strong evidence that they are needed. They must coordinate with other items of street furniture in the area and are mounted on lamp columns or bus stop flagpoles.

Much of the recyclable waste in the borough is collected directly from premises. Recycling bins are therefore only provided following extensive public consultation and the exact type will be chosen carefully as even the best designs are difficult to integrate into the streetscape.

In the past, pedestrian guard railing was used as a means of deterring illegal waiting and loading in the absence of effective enforcement. Since the Council became responsible for enforcing waiting and loading restrictions, this use of guard railing has become unnecessary. We do not introduce guard railing unless it is essential at a specific site and remove it wherever possible without compromising safety. The Council believes that guard railing is unsightly, creates a hostile, caged environment for pedestrians and can encourage higher vehicle speeds. Less guard railing also improves the environment for wheelchair users because they can see the traffic instead of it being partially screened by the railings.

Traffic speeds on our roads are not high enough to justify the provision of static speed cameras. Any locations identified by the London Safety Camera Partnership as possible camera sites will be fully investigated. No site will be approved unless the reported personal injury accident data and speed surveys support the need for a camera. The Council will request that mobile enforcement cameras are used whenever possible and in response to local concerns.

CCTV cameras are mounted on buildings or existing street furniture whenever possible to minimise their visual impact and the number of new posts.

Street name signs are normally fixed to boundary walls, fences or buildings at the back of the footway. Signs are not placed on new posts. Where older signs survive they are retained and restored rather than replaced. Where appropriate, street name signs incorporate appropriate other signs such as 'no through road' signs to reduce the need for additional signs and posts.

The Council preserves and where possible, brings back into use historic street furniture such as post boxes, seats, drinking fountains, cattle troughs, monuments and cabmen's shelters.

Ideally all items such as bus stops, shelters, payphones and even public conveniences should be combined into a coordinated design. We consider the following points when selecting or commissioning new public amenities:

- fitness for purpose
- durability
- low maintenance
- visual amenity
- architectural amenity
- public safety
- appropriateness

The Council has set strict criteria that must be met before a licence to place tables and chairs on the footway will be issued (KD01420/03/P/A). This is to ensure the safety of pedestrians and amenity of local residents.

We are committed to planting new trees in continuation of the area's history of street trees. Careful consideration is given to all new sites for street trees and we recognise that the planting of new trees is not always appropriate. All new trees should complement the existing architecture in both colour and scale without obscuring important buildings or monuments. The strategic aim of our established Tree Strategy is to ensure that trees are planted, preserved and managed in accordance with current best arboricultural practice.

The Council encourages the introduction of suitable pieces of public art. When commissioning new works a brief is provided that takes into account the wider streetscape context as well as materials, durability, lighting, visibility from all directions and maintenance. Every care is taken to relate the piece to the size, scale and landscaping in which it sits.



Straight-across crossing
– Kensington High Street

Traffic schemes

The Council has a holistic approach to traffic schemes in which the needs of all road users are considered as being equal. The Royal Borough is committed to encouraging road user autonomy and responsibility by removing barriers and restrictions in the allocation of road space and has found that this can be achieved without compromising road safety.

Traffic schemes are carefully considered and are only implemented if there is a proven need or if they provide a positive benefit. We do not consider any schemes that would transfer traffic from one residential road to another.

The principles of streetscape design are applied to all traffic schemes that are implemented.

We only consider new traffic calming schemes where there is a record of speed related accidents. Where resurfacing works are programmed we will review whether existing traffic calming measures should be retained.

Whenever possible we install straight-across pedestrian crossings in preference to staggered crossings. Guard railing, tactile paving, road signs and markings are kept to a minimum. A central refuge beacon is only provided if there is a recognised problem of drivers failing to notice the refuge that cannot be rectified by improved lighting or other means of improving visibility.

We only consider the introduction of 20 mph schemes where high speeds are a constant problem. There will not be any physical speed reducing features such as speed humps or cushions and drivers will be informed by strategically positioned signs backed up by enforcement.

We introduce mini-roundabouts where needed and construct them with granite setts forming the central dome. White thermoplastic mini-roundabouts are replaced with granite setts during routine maintenance.

The Council considers that it is inappropriate to introduce pedestrianised areas given the variety of different functions most streets in the borough perform. We will, however, consider creating barrier-free areas where the street is open and available to both pedestrians and vehicles without physical divisions. In appropriate locations we will consider informal mini-roundabouts and other priority-setting measures.

We prefer to encourage a safe use of mixed road space rather than segregated traffic flows and consider that bicycle lanes can promote a false sense of security to bicyclists. Therefore, we do not provide segregated road space for bicyclists.

We extend the provision of bicycle parking wherever it is possible to do so without compromising the available pavement width or restricting pedestrian movement.

Given the development over recent years of traffic signal technology and the decriminalisation of parking that allows local authorities to focus parking enforcement at key locations or routes, the Council believes that there are alternatives to bus lanes. Therefore we see little scope for the introduction of new bus lanes and have recently removed some without any detrimental effect on bus journey times.



Crossing Kensington High Street to Holland Park – before and after improvements



CHAPTER FOUR IMPROVING ROAD SAFETY



IMPROVING ROAD SAFETY

It is the Council's statutory responsibility under Section 39 of the Road Traffic Act, 1988 to carry out a programme of measures designed to promote road safety.

Full details of our road safety activities can be found in our Road Safety Plan (KD02362/06/P/A and KD02609/07/P/A) which is reviewed annually.

The diverse land uses, heavy traffic and large numbers of pedestrians in the borough give rise to conflicts between road user groups. One of our aims, therefore, is to raise the profile of road safety issues within the Royal Borough so that the improvements in road safety achieved over the past few years can be built upon to continue to provide an environment where all our road users can travel in safety.

Accidents

There is a legal requirement that all road traffic accidents that occur on the public highway involving personal injury must be reported to the police. There is no corresponding requirement for damage-only accidents and so for accident monitoring and prioritising remedial measures only reported personal injury accident (PIA) data are used.

A definition of a road accident given in the Royal Society for the Prevention of Accidents' (RoSPA) Road Safety Engineering Manual is 'A rare, random, multi-factor event always preceded by a situation in which one or more road users have failed to cope with the road environment'.

Accidents are random in time and location and it is not possible to predict when and where an accident is going to happen. However, by investigating longer time periods, usually three or more years, it is possible to identify locations where more accidents than could be expected are happening. These are the locations that are investigated with a view to identifying local safety schemes to help reduce situations in which road users have failed to cope with their environment. However, it is not possible to engineer out all road traffic accidents because of their multi-factorial nature.

Research carried out by the Transport Research Laboratory (TRL) during the 1970s and 1980s showed that the majority of road accidents (95 per cent) involve some aspect of road user error. This ranges from simple lapses (such as taking the wrong lane at a roundabout) through errors of judgement (such as trying to cross a road when there is an insufficient gap in the traffic) to deliberate decisions to violate traffic regulations (such as driving while under the influence of alcohol or drugs or disobeying a red traffic signal). Our casualty reduction programmes therefore focus on a data-led long-term programme of road user education, training and publicity to address the element of human error.

Targets

In 1987, the then Department of Transport (DOT) published Road Safety: The Next Steps. Within this document, the Government set targets to reduce the total number of road accident casualties by one third from the 1981-85 average casualty figures by the year 2000. This target was achieved across the United Kingdom in general, but in London, only three of the 33 Local Authorities were successful. In the Royal Borough, the reduction was 22.7 per cent, significantly better than the average reduction of 14.1 per cent achieved across all inner London Authorities. (Data from Towards the Year 2000: Monitoring Casualties in Greater London, Issue 11, published by TfL in October 2000).

In 2000, the then Department of Transport, Local Government and the Regions (DTLR) published Tomorrow's Roads – Safer for Everyone, in which the Government set new targets for casualty reduction to be achieved by the year 2010. These new targets, detailed below, are reductions from the average casualty figures for the years 1994 to 1998:

- 40 per cent reduction in the number of people killed or seriously injured in road accidents
- 50 per cent reduction in the number of children killed or seriously injured
- 10 per cent reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

The DfT has not yet issued guidance on how to quantify the million vehicle kilometres and so at present we use casualty numbers and not casualty rates to monitor slight casualties. This is in accordance with the approach used by the London Road Safety Unit.

In addition to the national targets, the Mayor of London in London's Road Safety Plan, published in November 2001, set additional targets for London. These targets are to achieve a 40 per cent reduction in the number of people killed or seriously injured in the following road user categories:

- pedestrians
- pedal cyclists
- motorcyclists

As with the national targets these were to be achieved by 2010 and are reductions from the average casualty figures for the years 1994 to 1998. However, as good progress was being made towards many of these targets in March 2006 the Mayor of London announced revised targets. The London targets are now:

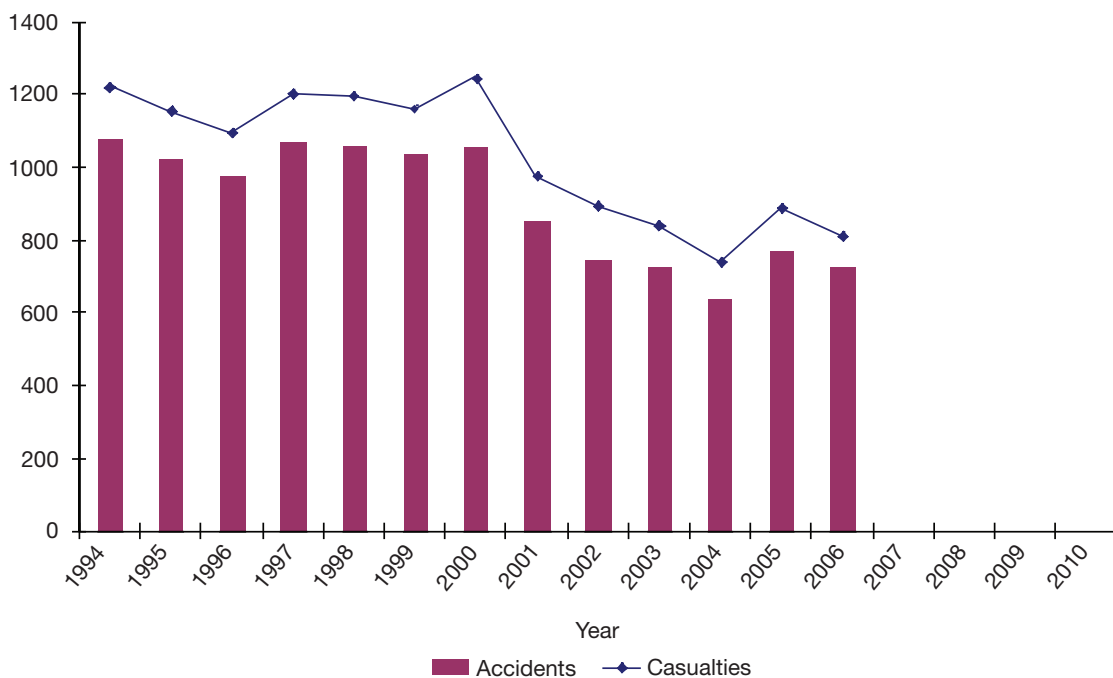
- 50 per cent overall reduction in killed or seriously injured
- 50 per cent reduction in killed or seriously injured for pedestrians
- 50 per cent reduction in killed or seriously injured for pedal cyclists
- 40 per cent reduction in killed or seriously injured for motorcyclists (unchanged)
- 60 per cent reduction in killed or seriously injured for children
- 25 per cent reduction in the slight casualty rate

The Council's progress on the national targets is monitored annually by the Audit Commission via the National Performance Indicator system and so forms part of our Corporate Performance Assessment. Details of the progress to the end of 2006 are shown in Table 1.

Casualty reduction

Progress

There has been an average of six fatalities a year in the Royal Borough for the past three years, ranging from three in 2006 to ten in 2005. In 2006 in the Royal Borough there were a total of 728 accidents resulting in 813 casualties. This is a continuation of the general downwards trend in the accident and casualty figures as illustrated in the graph below.



We are making good progress towards many of the targets as shown in Table 1 below. However, it is important that progress is made towards those targets where we are not performing so well and that existing successes are built upon.

If the targets that have not already been met are to be achieved by 2010 we will need to ensure that the number of casualties in each target group is reduced by the amounts shown in Table 1.

Table 1: Targets to be Achieved by 2010 and Progress to 2006						
Target Group	1994-98 average casualty figure	Target Source	Percentage Reduction	Target Figure	2006 Casualty Figure	Annual Reduction Required for Target
Killed or seriously injured	171	National	40%	103	114	3
		London	50%	85		8
Children killed or seriously injured	11	National	50%	6	3	Met
		London	60%	5		Met
Slight casualties	1005	National	10%	904	699	Met
		London	25%	754		Met
Pedestrians killed or seriously injured	72	London	50%	36	31	Met
Bicyclists killed or seriously injured	18	London	50%	9	22	4
Motorcyclists killed or seriously injured	31	London	40%	19	42	6

Progress against each of the targets and the casualty trends for other road user groups is monitored annually when the reported personal injury accident and casualty data for the full year becomes available.

The Council's approach

The Council uses the three 'Es' approach to casualty reduction:

- Education, training and publicity
- Enforcement
- Engineering

We will carry out a series of more in-depth accident analyses of various road user groups to help inform priorities for engineering and road safety education, training and publicity initiatives. These include:

- Older road users
- Motorcyclists
- Under 16 year olds
- Car drivers
- Young people (16 to 19 year olds)
- Accident contributory factors (a subjective assessment of the main accident cause)

We, along with many other local authorities, have already implemented many successful local safety schemes to reduce road accident casualties.

There is often pressure from local residents, head teachers and school governors to implement measures at locations where there is a perceived road safety problem that is not supported by the reported PIA data. While the Council is sympathetic to these concerns, we have already implemented schemes at most locations where there is a history of treatable reported PIAs. This is reflected by the reduction in the number of reported personal injury accidents since 1990 illustrated in the graph on page 47 and the progress being made to achieve the national and London casualty reduction targets as shown Table 1.



On-street bicycle training



Local police at a road safety event

The Council therefore believes that education, training and publicity are now the main tools to be used in improving road safety. We believe in encouraging better road user behaviour, an increased sense of responsibility from all road users and reducing the false sense of security that an over-engineered road environment can cause.

Education, training and publicity activities are also data-led with a focus on those road user groups that are over-represented in the casualty figures.

Children

The number of children injured in road accidents in the Royal Borough each year is fortunately low with the number falling steadily and no children have been killed since 1999. We work closely with schools to ensure that the borough's young people are encouraged to develop a positive attitude towards road safety. We do, however, recognise that for younger children the responsibility for their safety lies with their parents or carers.

We research and purchase or develop our own appropriate road safety resources and programmes for use in our schools. It is intended that by making these available and raising awareness of what is available, more teachers will include aspects of road safety within their lesson plans. We focus these resources on issues that are of particular concern. These include the risks associated with increasingly independent travel as children move from primary to secondary schools and preparing young people for safe riding and driving.

The Council sponsors the provision of theatre-in-education (TIE) productions for our schools. Feedback from both staff and pupils has indicated that this is an effective and well-received means of promoting road safety and encouraging positive behaviour and attitudes. We will investigate extending its availability.



Councillor Merrick Cockell, Leader of the Council, judging a road safety artwork competition



The Mayor, Councillor Andrew Dalton and Councillor Mrs. Priscilla Frazer at the 2008 Road Safety Calendar awards

School Travel Plans

The Government has set a target that all schools should have a school travel plan by 2010 and the Mayor of London has set a target of achieving this by 2009. The 2010 target is included in the Council's Local Area Agreement covering the period April 2006 to March 2009.

The Council has a school travel plan programme to encourage all schools in the borough to complete a travel plan aimed at improving road safety, reducing the number of children taken to and from school by private car and encouraging more walking and bicycling. Where there are identifiable barriers to either walking or bicycling we will consider the provision of appropriate measures to overcome them.

A travel plan is a document resulting from the whole school community looking at making the home-school journey more environmentally sustainable by reducing the use of the private motor car. In 2004/2005 a joint initiative between the DfT and the Department for Education and Skills (DfES) resulted in all local authorities being allocated funding for two years to pay for staff to help schools develop their travel plans. This funding has been extended until March 2010. In addition to the funding for local authorities, all state schools that develop an approved travel plan can apply for capital grant funding to help implement aspects of their plan.

Additional funding is also available from TfL, including an equivalent to the state school grant for independent schools. Further details can be found in the Royal Borough's School Travel Plan Strategy (KD02362/06/P/A and KD02609/07/P/A).

Priority for road safety ETP is given to those schools that have developed a school travel plan to ensure that the resulting modal shift is achieved without an increase in casualties.

Adults

The Council aims road safety education, training and publicity at all age groups, not just children, where appropriate.

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

We will work with local businesses to reduce the number of work related road accidents, linking this whenever possible to the development of workplace travel plans.

Research has shown that, nationally, young inexperienced drivers are twice as likely to be involved in an accident as older drivers. We encourage all secondary schools in the borough to carry out pre-driver education with pupils in Year 11 (15/16 year olds) to try and reduce their risk of accident involvement once they learn to drive. Other approaches to reducing the number of casualties in this group will be investigated.



The Council supports the concept of driver improvement courses for drivers who have been charged with driving without due care or a speeding offence.

The Council supports national and London campaigns such as those for drink driving, speeding, driving whilst tired and mobile phone use. We also develop local campaigns in partnership with the Metropolitan Police, local police officers and the Traffic Unit, neighbouring boroughs and TfL as appropriate.

The number of people using motorcycles and scooters is increasing and there has been a corresponding increase in the number of PIAs involving this road user group. However, the number of casualties, particularly fatalities and serious injuries remains disproportionate to the numbers riding. This trend has been identified nationally, across London as a whole and within the borough.

The Council supports campaigns aimed at reducing accidents involving this road user group and we develop our own ones where appropriate. We will investigate the provision of appropriate engineering measures to reduce motorcyclist casualties where they can be identified. However, research suggests that many such accidents feature behavioural issues for both riders and other vehicle drivers and so improvements are likely to rely mainly on education, training and publicity measures.

The Council promotes advanced rider training, including offering a discount on the price of a residents' motorcycle parking permit for riders who have passed an advanced riding test (KD02655/07/P/A). Bikesafe and Scootersafe rider assessment courses run by the Metropolitan and City Police Services and TfL are also promoted across the borough.

The Council recognises that bicyclists need to be confident when riding in traffic and so we provide free training for adults and children who live, work or study in the borough. The bicyclist training programme will be expanded as required to meet demand.

While we recognise that there are currently few horses ridden within the borough, we are sympathetic to riders' unique needs. Should the demand for facilities for horse riders increase, we will consider installing appropriate measures, such as Pegasus crossings, whenever feasible.

Enforcement

The enforcement of moving traffic offences is currently the responsibility of the police. We liaise closely with the local traffic police regarding enforcement across the borough.

The Council holds regular meetings with local traffic police. They provide a forum where requests for speed enforcement at locations where speeding is causing accident problems can be raised.

We will ask the traffic police to target enforcement at locations where the reported injury accident data indicates a high risk to motorcycle riders as a result of road users committing traffic offences such as speeding or failing to give way. This enforcement will be aimed at all road users whose behaviour is inappropriate and not just powered two wheeler riders.

The police and Police Community Support Officers (PCSOs) enforce bicycling on the pavement and other similar offences across the borough.

The Council will also investigate how the role of the PCSOs and other enforcement officers could be expanded to address road safety needs.

We promote and take part in multi-agency enforcement initiatives targeting offences such as bicycling on the pavement, speeding, drink driving and the evasion of Vehicle Excise Duty.

The Council enforces the waiting and loading and pavement parking restrictions in the borough, including school keep clear markings. Reducing illegal parking improves visibility for pedestrians wishing to cross the road and reduces the need for bicyclists to pull out towards the centre of the carriageway.

We are a member of the London Safety Camera Partnership (LCSP). There are currently no sites on borough roads that meet the criteria for static speed cameras at present. We do however make use of the LCSP's mobile cameras for targeted enforcement at locations where there is evidence of excessive speeds.

Engineering

The implementation of local safety schemes will continue to be data-led. Using casualty data focuses our engineering efforts at locations with higher than expected levels of road traffic accidents, particularly those involving the target road user groups. We review PIA data across the highway network annually to identify any remaining locations where engineering measures may be required.

We carry out a site visit with the police following any fatal accident and work closely with them to investigate the exact circumstances of each fatality in the borough. The aim is to identify whether a treatable pattern is emerging and any potential remedial action. Understandably, there is often pressure to act following a fatality but unless a clear pattern of treatable accidents can be identified, engineering measures are not usually an appropriate or effective response.

Accident reduction measures are also included in other traffic schemes whenever possible. As with all works on roads that are our responsibility, all local safety schemes are designed in accordance with the principles laid out in the Council's Streetscape Guide.

As with other local authorities we use the first year rate of return (FYRR) calculation to establish whether an engineering scheme provides good value for money. This calculation takes the estimated casualty saving multiplied by a value of a casualty accident and divides it by the total scheme cost. The value of a casualty accident is calculated each year by the DfT and published in Highways Economic Note 1, a copy of which can be downloaded from www.dft.gov. Achieving a FYRR of at least 100 per cent is considered to be good practice.

We review road safety around all our schools annually and whenever treatable problems are identified, appropriate remedial action is considered.

Where appropriate, changes to the road environment may also be made following completion of school travel plans to improve safety. However, the emphasis in school travel plans is on developing non-engineering solutions, such as education and publicity measures, to solve problems identified by the school community.

The Council recognises that 20 mph zones can reduce casualties, however on many of the roads in the borough speeds are already around this level. We therefore only consider the introduction of traffic calming measures where there is a clear history of speed related PIAs. Enforcement and education are our preferred measures for reducing speeding.

When interpreting speed surveys the 85th percentile speed is generally quoted rather than the average speed. This is because the 85th percentile speed is used to determine speed limits. If a residential road subject to a 30 mph speed limit has an 85th percentile speed of less than 30 mph then we consider the speed limit to be appropriate. Therefore, in the absence of speed related PIAs, traffic calming measures cannot be justified.

Monitoring

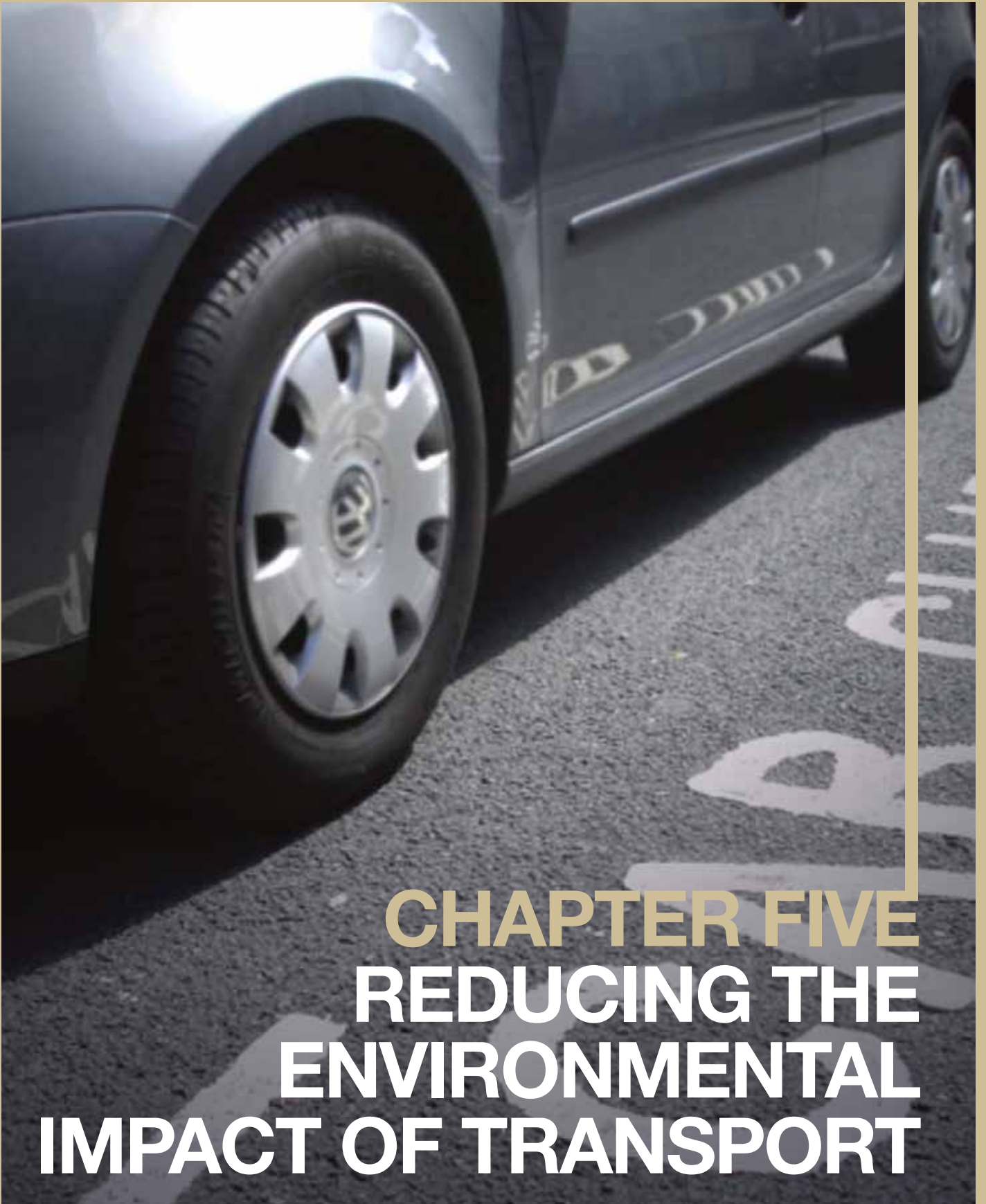
The Council monitors progress via the annual review of accident and casualties, through road safety education and training questionnaires and feedback forms and in the annual report on the performance of traffic management schemes.

We also monitor our performance against the relevant National Performance Indicators annually.

In addition, annual reports on casualty trends and traffic management schemes are submitted to the Council's Overview and Scrutiny Committee (OSC) on the Public Realm.



Improvements outside Christ Church School identified in their School Travel Plan



CHAPTER FIVE
REDUCING THE
ENVIRONMENTAL
IMPACT OF TRANSPORT



REDUCING THE ENVIRONMENTAL IMPACT OF TRANSPORT

The Council recognises the negative impacts that motorised traffic can have on the environment and health. These include road safety problems, the effects of vehicle emissions, traffic noise and the lack of exercise resulting from the increased use of private vehicles. We therefore have a number of policies and initiatives aimed at reducing these adverse effects.

Car clubs

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

The Council is an enthusiastic supporter of car clubs and believes that they offer great potential to reduce both traffic congestion and on-street parking stress. We were a founding member of the London City Car Club which was launched in 2002. In 2007 we expanded the established network of on-street car club vehicles from seven to 97, in a competitive market of three operators. There is now at least one dedicated car club parking bay within a five minute walk of virtually every household in the borough (KD/02499/06/P/A).



Parking bays reserved for car club vehicles

In addition, to encourage residents to consider purchasing more environmentally friendly vehicles, we will be introducing a graduated pricing structure for residents' parking permits in April 2008. This will be based on existing Vehicle Excise Duty banding as this relates directly to the vehicle's effect on the environment. At the same time we will introduce a supplementary charge for second and subsequent parking permits in a household to discourage high levels of car ownership (KD02656/07/P/A).

Development control

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

The Council requires that applicants for all large developments in the borough submit a traffic impact assessment with the planning application. Our emerging LDF is likely to also require full safety audits for all large developments that have new accesses onto the public highway.

The implementation of some developments may create a need for a particular transport facility or improvement or they may have a damaging impact on the highway or transport networks if capacity increases or other improvements are not secured. When these matters cannot be resolved by alterations to the planned development the Council has the power to enter into a legal agreement with the developer to ensure that they undertake certain activities, or make contributions, as part of a planning consent. These Section 106 agreements can include, for example, the development of travel plans to reduce the level of motorised vehicular access required or a financial contribution for junction improvements to ensure that road safety or capacity is not compromised. The Council will continue to negotiate Section 106 agreements whenever possible to ensure that developments do not compromise road safety, increase congestion on the roads or public transport or increase demand for on-street parking. The Council will continue to seek contributions for streetscape improvements that provide benefits both to the development and to the wider community.

Permit-free development

One means of controlling the demand for parking and private car use is for the Council to designate as part of their planning consent new residential developments that are either:

Permit-free - where the right to a future residents' parking permit is removed although on-site parking may be available, or;

Car-free plus permit-free - where there is no on-site provision for car parking and where the residents have no right to a residents' parking permit.

These conditions are set through Section 106 agreements with the landowner which in turn is applied to the land deeds and hence subsequent occupiers. (See Chapter ten – Emerging issues).

We introduced Supplementary Planning Guidance setting out how we expect to see provision made for permit-free and car-free plus permit-free residential developments in 2003. The guidance states that we will consider the level of parking stress within the local area of the proposed development, both before and as a result of the proposed development. Where there is or will be a high level of parking stress the Council will expect the development to become permit-free or even car-free plus permit-free. (See Chapter ten – Emerging issues).

Travel information and assistance

There is an interactive travel map on our website that allows users to search for the following:

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

The Council's website provides links to various external journey planning sites.

In addition to the information on the website, the Council regularly sends travel information out to local libraries and schools for children to take home to their parents or carers. Translation services are available if required.

The Council recognises that increasing the level of walking and bicycling would have a positive effect on the environment. We actively promote the development of travel plans by schools and local businesses and are working towards the target of all schools having a travel plan in place by 2009.

Travel awareness campaigns in schools have been carried out for several years and the Royal Borough was among the first London boroughs to sign up to Walk on Wednesdays/Walk Once a Week (WoW). We now have almost 5,000 children regularly receiving the monthly badge.

The promotion of workplace travel plans is still in its early stages, but we believe that our own staff travel plan will provide an example that other local businesses can follow. The Council has taken part in Walk to Work week for the past three years by encouraging our own staff to walk to and from work and for journeys made while at work. We will encourage other local employers to take part in future

years through the development of workplace travel plans. The Council provides and promotes bicyclist training for children and adults and 'Dr Bike' bicycle maintenance sessions. These are available to anyone who lives, works or studies within the Royal Borough.

Air quality

The Council was declared an Air Quality Management Area (AQMA) in 2000 and we published our Air Quality Action Plan (AQAP) in 2003. The AQAP is reviewed annually and sets out the steps we are taking towards meeting statutory air quality targets.

The Council is fully committed to delivering improvements in air quality. However, we find it difficult, on the basis of the information presented by TfL, to support its Low Emission Zone (LEZ). We believe that the marginal benefits offered by the LEZ scheme, compared with the improvements that TfL predict will occur without an LEZ, make it impossible to justify the significant costs to vehicle operators.

The Council supports the promotion of the Best Practicable Environmental Option principle for managing all types of waste. We are committed to supporting and investing in waste transport options that minimise emissions and congestion by maximising the use of existing waterway and rail networks.

The Royal Borough is a member of the Western Riverside Waste Authority (WRWA). The bulk of WRWA waste is transported by barge along the River Thames to the Mucking landfill site near Thurrock, Essex. This environmentally sound transportation method saves many thousands of lorry movements across London every year.

The environmental performance of our contractor's refuse fleet is of particular local importance. The specification for the contract sets out a series of onerous expectations on the contractor. These requirements will reduce the immediate nuisance of smoky emissions and the less obvious risks to health associated with small particulates.



Walk to School campaign



Bicycle training instructor

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

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

The Council recognises the growing demand for electric vehicles but does not believe that these are more environmentally-friendly than walking, cycling or public transport. Six charging points were installed in the Council's own car park beneath Kensington Town Hall and we are working with partners to achieve the provision of further off-street charging points. We do not believe that it is appropriate to designate on-street parking bays for the exclusive use of electric vehicles. Nor do we believe that we should offer free or discounted visitor parking to electric vehicles, as this would risk increasing the demand for parking spaces that are already in short supply. It might also have the effect of encouraging modal shift from more sustainable modes.

We reduce the environmental impact of our and our contractors' vehicle usage by minimising usage in the first place and then choosing the cleanest appropriate vehicles available.

Congestion charging

The Council does not support the idea that congestion charging is the most appropriate way to reduce traffic levels. We believe that the western boundary of the congestion charging zone should be the West London Line rather than the Earl's Court one-way system.

In autumn 2007, the Mayor of London consulted on proposals to link congestion charging to vehicle emissions. The Council opposes plans to remove the residents' discount from Band G vehicles and increase the charge from £8 to £25 for such vehicles. We believe this policy proposal is disproportionate and unreasonable. The Council also opposes the proposal to end the Alternative Fuel Discount (AFD) and replace it with a Low 'CO₂' discount. The new Low CO₂ discount would not apply to about half of the cars currently receiving the AFD. Owners of such cars, who had bought them with the Mayor of London's tacit encouragement, would, if the proposals were confirmed, face a daily charge of £8 or even £25 (KD02729/K/A).

Noise

Noise from vehicles is particularly intrusive in densely populated urban areas and the Council supports measures to reduce noise nuisance caused by transport.

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 ban or linking it to engine noise levels as engine noise is only one factor in peoples' perception of nuisance from lorries. We will work with London Councils on the review of the London Lorry Control Scheme.

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

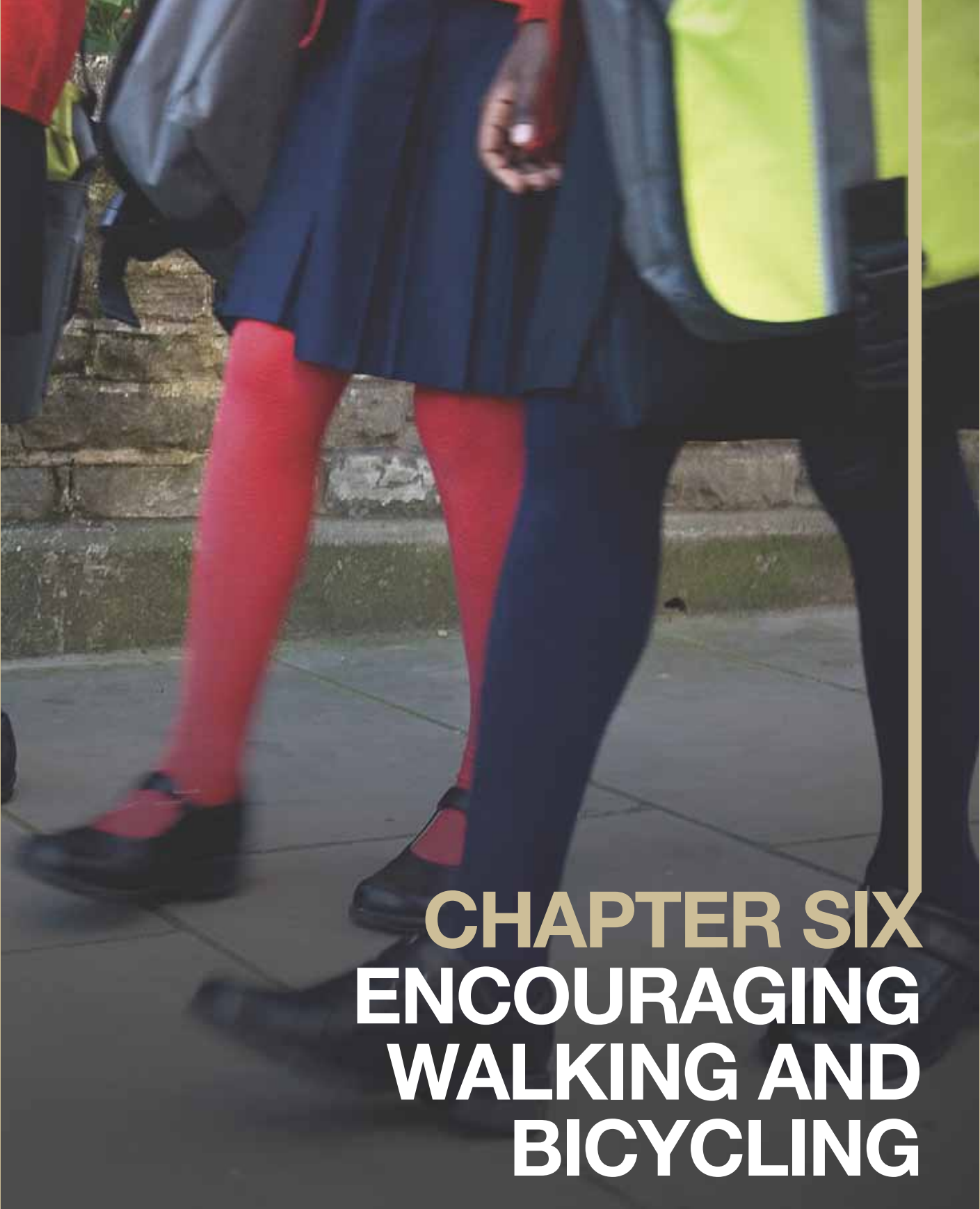
Noise impact assessments are carried out when developing major schemes.

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

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

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

We are very concerned about the environmental impacts of the recently announced expansion plans for Heathrow. We are a member of the recently formed 2M Group which represents some two million people affected by the plans and is committed to challenging them. (See Chapter ten – Emerging issues).



CHAPTER SIX
ENCOURAGING
WALKING AND
BICYCLING



ENCOURAGING WALKING AND BICYCLING

Pedestrians

Walking is the most environmentally sustainable and healthy mode of travel and for many people the most convenient and pleasant way of getting around London. Most of our major roads and some of our minor ones can create significant barriers to pedestrian movement. The heavy flows of traffic and the width of many roads can require pedestrians to divert from their most direct route to use crossing facilities or may even deter them from crossing at all. Many of the footways in the borough are also narrow and in busy areas, such as some shopping streets, large numbers of pedestrians sometimes make it difficult to walk unimpeded. Illegally parked cars, street furniture and high kerbs add to the problems that pedestrians, particularly those with special mobility needs, can face.

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

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

The Council recognises that pedestrians are a vulnerable road user group and that historically their needs have not been at the forefront when traffic schemes have been designed. As a result they have attracted rather little interest in terms of national government policy. However, in recent years we have reversed this trend and now focus on the removal of barriers that restrict pedestrian movement and improvements such as replacing staggered crossings with straight-across ones.

The Council understands that all road users are pedestrians at times and that one of the main barriers to encouraging people to walk more often is an environment that is perceived to be threatening and dominated by motorised road users. The street environment can be particularly daunting, especially for older people, those whose mobility is impaired, such as wheelchair users, those for whom walking is either permanently or temporarily restricted, people with young children, including those with pushchairs or buggies, those who are visually or hearing impaired and people with learning difficulties. For all these people an uncluttered street environment that is 'easy to read' is very important. Our approach to streetscape addresses these issues.

Pedestrians require a pavement free from unnecessary street furniture and the provision of straight-across pedestrian crossings whenever possible. Our aim is to provide a barrier-free environment with minimal guard railing to facilitate pedestrian movements and autonomy.

In addition to reducing clutter caused by street furniture, the Council controls the location of tables and chairs on the pavement via the issuing of licences. This is to ensure that a sufficient pavement width is maintained for pedestrians. We also ensure that advertising 'A' boards, rubbish sacks left out on non-collection days and other obstacles do not block pavements.

We are committed to changing the perception of streets in the Royal Borough and have demonstrated award-winning innovation with our approach to a barrier-free streetscape as exemplified by Kensington High Street. The lessons learnt in the development of the Kensington High Street scheme were used in the development of our Streetscape Guide. These principles are now well established and are being implemented in schemes across the borough.

We will ensure that all traffic signal junctions have pedestrian facilities where justified and appropriate in terms of traffic flows and junction capacity. Dropped kerbs and tactile paving are provided at all pedestrian crossings where appropriate. All traffic light controlled crossings should have either an audible bleep or a rotating tactile cone to inform visually impaired pedestrians when the green man is illuminated.

Most locations in the borough that require informal or formal pedestrian crossings already have them. New crossings introduce a point of conflict between pedestrians and traffic and can therefore create accidents. However, we investigate any requests for new crossings on their own merit. In doing so we balance the level of demand from pedestrians to cross relative to vehicle speeds and flows with the history of pedestrians being injured in the vicinity and the potential impact of any resulting crossing on the streetscape and parking availability.

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

When the Council is promoting innovative schemes using approaches not previously used in the Royal Borough, we seek the views of representatives of older peoples' and disability groups. We also carry out rigorous monitoring of innovative schemes including detailed accident analysis and video monitoring to observe road user behaviour. The results of this monitoring are reported to the Cabinet Member, ward Councillors and the appropriate OSC.

We will ensure that all existing rights of way are safeguarded over public and private land and will seek opportunities to create additional rights of way and pedestrian routes. The Council recognises that while 'gated developments' may be attractive for some prospective residents due to their perceived safety benefits, gating can result in a reduction in the perceived safety of surrounding areas and can reduce the social cohesion of new developments. Therefore, in the interests of promoting security in the public realm and ensuring access for all to their local

environment, the Council believes that development proposals should not create 'gated communities' that deny public access to new or existing roads. For the same reasons the Council generally resists attempts from residents and developers to privatise existing public roads.

The Council is committed to ensuring that all roads have a good level of street lighting. We ensure that white light is used in all refurbishment of street lighting. The use of white light is considered important in reducing the fear of crime and so encouraging walking during the hours of darkness as it provides road users with more accurate colour perception and produces clearer CCTV pictures.

The Council carries out an annual review of reported personal injury accident data to identify any possible locations for local safety schemes. Pedestrian casualties are specifically considered as we recognise that pedestrians are vulnerable road users.

Fortunately, our casualty record for pedestrians is good and we have already exceeded the 40 per cent target of reducing the number of pedestrians killed or seriously injured by 2010, having achieved a 57 per cent reduction by 2006. Casualty numbers have fallen steadily over recent years and there was a 29 per cent decrease in the total number of pedestrian casualties from 275 in 2000 to 195 by 2006. It is therefore becoming increasingly difficult to identify locations with a poor history of pedestrian casualties that have a cost-effective or practicable engineering solution.

As it is now difficult to identify engineering measures to improve pedestrian safety, the Council increasingly places a greater emphasis on education, training and publicity.

The Council promotes walking as part of our School Travel Plan development programme and also promotes walk to school weeks and the Walk once a Week (WoW) initiative in schools. Improvements to the pedestrian environment are considered whenever they are identified in a school's travel plan. We are also beginning to work with local businesses on developing workplace travel plans and promoting initiatives such as walk to work week. Travel plans aim to reduce the use of single occupant car journeys and replace them with more sustainable transport choices. Travel plans should include an action plan of measures that mitigate car use that are to be investigated. Responsibility for most of the measures identified lies with individual schools or businesses, but some may require support or action by the Council.

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

Bicycling

The Council recognises bicycling as a convenient, low cost and non-polluting form of transport. It improves health and fitness and is often far quicker than alternative means of transport, especially in congested urban areas. Our approach to bicycling is to encourage a safe mix with other traffic and not to provide separate road space. Measures such as high quality road surfaces combined with the generally low traffic speeds within the borough have resulted in a steady decline in bicyclist casualties on borough roads whilst bicycle use has increased.

With most journeys being fewer than five miles, provision for cycling plays an important part in attempting to reduce motorised road traffic levels. The London Cycling Strategy (LCS) sets targets to double bicycle use by 2002 and to double it again by 2012. The Mayor of London has set targets of a 200 per cent increase in cycling in London by 2020 and at least an 80 per cent increase by 2010 in the London Cycling Action Plan (LCAP). There are also targets for employers to provide facilities at the workplace for at least ten per cent of their employees to bicycle to work by 2012 and that provision for customers by retailers and service providers should be similar.

Our busy road network and densely populated area means that it is impractical to allocate road space specifically to bicyclists. Therefore, cycling measures that are appropriate in larger outer London boroughs with less demand on the available road space are not generally practical or appropriate in central London. In addition, the Council considers that advisory bicycle lanes and lead-in lanes to advance bicycle stop lines at traffic lights can promote a false sense of security to bicyclists. They encourage bicyclists to restrict their riding position to the extreme nearside of the carriageway where they are at risk from vehicle doors being opened and being caught by left-turning heavy goods vehicles, the main cause of bicyclist fatalities in London. Mandatory bicycle lines are also impractical as we have to balance the needs of other road user groups for example in terms of on-street parking and loading requirements and the need for regular bus stops.



Both adults and children can benefit from bicycle training

We have therefore developed more subtle approaches to providing space for bicycles that are in keeping with our approach to streetscape. For example, the inside lane along the refurbished section of Kensington High Street is wider than standard to give bicyclists additional space without a formal bicycle lane. The main contributions that we can make to assist bicyclists are to provide: a smooth, debris-free running surface through our high quality street maintenance and cleansing regimes; abundant, appropriately located, high quality bicycle parking; and our well established bicycle training programme. The needs of bicyclists are taken into account in the design of all traffic and streetscape schemes. This approach has resulted in bicyclist numbers increasing on Kensington High Street without a corresponding proportional increase in the number of reported personal injury accidents (PIAs) involving bicyclists.

Our streetscape principles rule out the use of coloured road surfacing, commonly used for bicycle lanes elsewhere.

The number of bicyclists killed or seriously injured has risen by 22 per cent from the 1994-1998 average figure of 18 to 22 in 2006, though the total number of casualties has fallen from an average of 161 to 139 in the same period. It should be noted that the numbers of people bicycling in the borough have increased significantly over the same period.

In the annual reported PIA review to identify possible local safety schemes, accidents involving bicyclists are specifically investigated in order to identify any locations remaining where this vulnerable road user group are experiencing difficulties.

The Council supports national and London-wide publicity campaigns to improve bicyclist safety. A good example is the recent campaign to draw bicyclists' attention to the dangers of long vehicles and coaches turning left across their path.



Innovative use of space for bicycle parking

It is now difficult to identify engineering measures to improve bicyclist safety, so we place greater emphasis on education, training and publicity measures. This includes providing free training for adults or children who live, study or work within the Royal Borough. School children can take advantage of a course of eight, hour-long training sessions whereas adults have access to one, two hour-long one-to-one training session.

There is concern across the borough from residents regarding antisocial bicycling such as riding on the footway and through red traffic signals. Bicycling on the footway ranked as the fifth highest issue of concern in a 'Safer Neighbourhoods' police survey in one of the Royal Borough's wards. The Council understands these concerns and enforcement is carried out, where necessary, by the police and PCSOs. All bicycle routes are therefore generally accommodated in the carriageway. Shared use, either segregated or unsegregated, is strictly limited to routes across open spaces for which we are responsible such as the route across Holland Park and on discrete areas of the footway around toucan crossings.

The Council supports national and London-wide initiatives to promote all road users' awareness of each other such as the 'Share the Road' campaign.

The Council consults the local branch of the London Cycling Campaign (LCC), Kensington and Chelsea Cyclists (KCC) on traffic schemes. KCC members meet with the Cabinet Member responsible for transport and relevant council officers on cycling issues and the impact of major schemes on cyclists as the need arises.

The Council supports TfL, DfT, the police and other organisations' efforts to promote bicycling. We distribute bicycling guides and other bicycling literature. Our website promotes cycling particularly with respect to school travel.

There appears to be little current demand in the borough for bicycle hire schemes. However, the Council will consider such schemes should the need arise.

We work with British Waterways, the south-west London transport partnership SWELTRAC and the sustainable transport charity Sustrans on improving facilities and access for bicyclists and pedestrians along the Paddington Branch of the Grand Union Canal through the north of the borough.

The Council has recently reviewed the network of LCN+ routes across the borough. Conditions on individual routes will be thoroughly investigated to confirm route alignment, identify barriers to cycling and recommend potential solutions. Any resulting measures will be designed in line with our streetscape guidelines.

We are investigating options to allow bicyclists to use one-way streets in both directions to improve accessibility. (See Chapter ten – Emerging issues).

We will publish an updated map of bicycle routes across the borough which will include details of bicycle parking locations.

The Council provides bicycle parking facilities at key locations and in response to requests from local residents and businesses whenever it is possible to do so without compromising the pavement width available for pedestrians. In new schemes, consideration is given to providing bicycle parking in the centre of the carriageway where it causes no obstruction to other road users. We are currently investigating the innovative provision of bicycle parking at the edge of the carriageway rather than on the footway where appropriate (See Chapter ten – Emerging issues).

The UDP contains generous standards with respect to the provision of bicycle parking and bicycle access to developments. The forthcoming LDF is likely to strengthen these standards even further (See Chapter ten – Emerging issues).

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

The Council supports the ‘Take a Stand’ scheme through our business travel planning initiatives. This scheme provides employers with up to 40 free Sheffield bicycle stands. The aim is to encourage local businesses to provide bicycle parking on their premises for their employees to help promote cycling and increase bicycle security.

We also promote the ‘Immobilise Bicycle Crime’ campaign which encourages bicyclists to register their bicycle model, make and frame number with the police. This helps the police reunite recovered stolen bicycles with their owners.



Computer generated image of the proposals for Exhibition Road



CHAPTER SEVEN

ENCOURAGING THE USE OF PUBLIC TRANSPORT



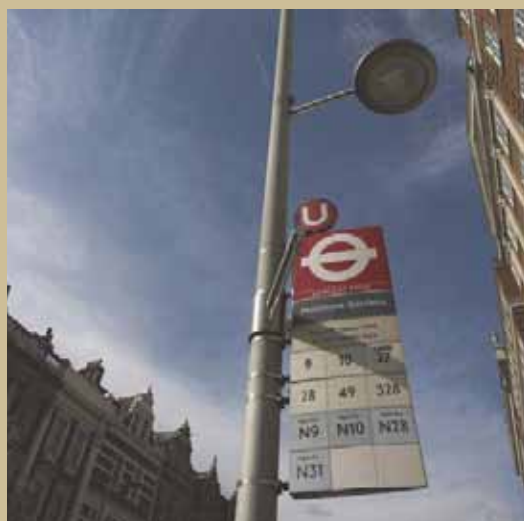
ENCOURAGING THE USE OF PUBLIC TRANSPORT

Buses

Buses are the main means of public transport for short trips but also serve a significant proportion of medium and longer distance trips. For most people, buses are also the nearest public transport service. Improvements in the quality of bus services can be achieved 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.

In 2006, the Mayor of London set boroughs a target to reduce or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes. We will continue to work closely with TfL and London Buses to achieve this target.

There is limited scope for introducing specific bus priority measures such as bus lanes or bus gates in the Royal Borough. We recently reviewed all existing bus lanes following concerns that the benefits to buses were limited. The reviews resulted in the removal of two lengths of bus lane and the halving in length of another. The data collected proved that these lanes were of little or no benefit to bus journey times and reliability.



We believe that buses can usually best be helped by traffic management measures and parking controls 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. This approach was demonstrated by our recent successful Local Public Service Agreement work on reducing bus journey times and improving reliability.

The Council lobbies for increases in bus services in areas with low levels of access to public transport and has to some extent been successful with the introduction of new and extended bus routes.

We would like to see the increased use of quieter and cleaner buses. We will also continue to lobby TfL and the bus companies to develop new routes and services in closer liaison with us to take more account of our residents' views and concerns on issues such as noise, vibration and the suitability of some residential streets for bus services.

We are a member of the London Bus Priority Network partnership (LBPN) and will work with other members on bus priority issues as they arise.

We have audited all bus stops on our roads and have a programme to improve those that are not already accessible. Bus stop accessibility is also considered in the design of all schemes in keeping with our inclusive approach.

There are a number of bus stands on our roads. When considering requests for further stands at appropriate locations we will take into account the potential impact on local residents, for example noise, road safety concerns, hours of operation and the availability of necessary facilities for bus drivers.

We acknowledge the benefits of coaches as well as the problems they bring and that need to be managed. We ensure that coach servicing and parking needs are properly addressed in planning applications.

We require, where appropriate, coach facilities for the dropping-off and picking-up of passengers at new hotel developments and at extensions to existing hotels. We also encourage the provision of coach parking at off-street locations sufficiently convenient for major hotels and public attractions and resist the loss of existing off-street coach parking.

We support restrictions on coach movements in local residential areas.

Underground

The Council is very concerned about the consistently poor reliability of the Circle Line and has urged TfL to address this problem. We will consider very carefully any proposals to reconfigure the interaction between the Circle, District and Hammersmith and City Lines.

The Council would like to see early progress on the review of the proposed Chelsea – Hackney Line and strongly believes that the line must serve Chelsea. We also believe there is scope for improvement upon the current safeguarded route, for instance by serving Imperial Wharf and Clapham Junction.

We support London Underground's programme of improving accessibility within Underground stations to facilitate step-free platform access for those with restricted mobility wherever possible.

The Council has put forward plans to improve access at South Kensington, Westbourne Park, Knightsbridge (Hans Crescent) and Latimer Road Underground stations. These all contain elements which should also help to improve personal safety such as improved street lighting.

Rail

The Council strongly supports increased capacity on West London Line (WLL) services and will resist any attempt to remove existing WLL services to Gatwick Airport and Brighton (See Chapter ten – Emerging issues). We are also keen to see improvements to, and increased frequency of, WLL local passenger services, including the provision of new stations. In the long term, we believe that a full outer orbital service would be an effective way of reducing the need to travel into crowded central London termini stations.

The Council wishes to see the new Shepherd's Bush station on the WLL brought into use as soon as possible and we are working with the London Borough of Hammersmith and Fulham to secure agreement that would allow the construction of Imperial Wharf station. While neither of these proposed stations are in the borough, they would improve accessibility to public transport in areas of the borough that are currently not well served. The construction of a new station in the North Pole Road area in the north-west of the borough would also improve accessibility for an area that is poorly served.

West Brompton and Kensington Olympia are the only two national rail stations in the borough and both are located to the west on the boundary with Hammersmith and Fulham. The Council supports Hammersmith and Fulham's proposals to improve access to the station through the North Orbital Rail



Partnership (NORP) of which the Royal Borough is also a member. We will also support any proposals that Hammersmith and Fulham bring forward to improve access to Kensington Olympia Station that are in line with our streetscape policy.

The Council supports the use of rail for passenger and freight movement as well as the development of new rail links around London to release capacity in London for local services.

We support Crossrail and would like to secure a station in North Kensington.
(See Chapter ten – Emerging issues)

The Council has always been of the view that TfL's West London Tram scheme could not be built without severe negative traffic and environmental impacts and note that the proposal now appears to have been abandoned.

Taxi

The borough is already well served with taxi ranks and so there is little demand for increased provision. The Council liaises with the Public Carriage Office (PCO) regarding changes to or the provision of new taxi ranks.

We are concerned at the increasingly apparent difficulties in recruiting taxi drivers and the problems of finding a black cab at night in parts of the borough.

We welcome the licensing of private hire vehicles or minicabs and recognise them as attractive and convenient alternatives to black cabs.

The Council's Community Safety Team works with the police to promote the safe use of all public transport including taxis and private mini cabs.

We support the use of the River Thames and other waterways for passenger services such as river taxis.



Community transport

The Council recognises the many difficulties that certain groups such as children, older people and those with impaired 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 in the established public transport networks and provide affordable tailored services to fill them.

The Council's Public Transport Advisory Group and Mobility Forum act as focuses for consultation, particularly for older public transport users, and for liaison with TfL and public transport providers.

We spend over £6m a year providing subsidised transport services to certain groups of residents. We do this in two main ways. Firstly by meeting part or all of the cost of residents' travel on public transport and by taxi, through initiatives such as Freedom Pass and Taxicard and secondly, by providing transport through contractors to and from places such as day care centres.

The Council provides transport to schools, nearly all outside of the borough, for children with special educational needs. We offer London Transport travelcards (children already travel free on London Buses) to Royal Borough children living further than a specified distance from their school. We also charter vehicles to transport children to and from play and youth centres and for some excursions during school holidays.

The Council provides transport to day care centres within the borough for clients who could not otherwise attend these centres. We also allocate transport related grants to voluntary organisations providing services that meet social services objectives as well as providing ad hoc transport.

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

WCT operates subsidised Door-to-Door Shopper Services on behalf of the Council under a renewable annual Service Level Agreement (SLA). The scheme enables clients to lead more independent lives by providing access to local shops and supermarkets.

WCT also operates a Door-to-Door Community Car Scheme in partnership with the Council. The car scheme enables clients to lead more independent lives by providing access to an assisted one-to-one, affordable and safe transport service. Particular attention is given to those individuals living in deprived areas of the borough and to those who need to travel at night.

Our specifications for such door-to-door services require contractors to ensure their drivers have the necessary Criminal Records Bureau checks in place and to train them in disability awareness and in assisting clients where appropriate.

The Council will resist proposals to merge Taxicard with Dial-a-Ride and bring both services under TfL's control, because we believe this will inevitably lead to a poorer service for our residents who are Taxicard members. We also believe it is important that we should continue to provide the full range of accessible transport services to our residents.

The Council's 'Out and About' scheme was set up in 2005 to provide an electric scooter loan service to individuals living and working in the borough. The scheme is managed by WCT and provides powered scooters in different areas of the borough on different days and was the first of its kind in central London.

Mobility equipment is also provided through an integrated community partnership between the Council and Kensington and Chelsea Primary Care Trust (PCT) called Kensington, Chelsea and Westminster Wheelchair Service. The service provides mobility equipment to children and adults who live in the borough and have serious and permanent difficulties in walking.



Westway Community Transport – one of our partners



The Council's 'Out and About' electric scooter hire scheme



CHAPTER EIGHT MANAGING TRAFFIC AND PARKING



MANAGING TRAFFIC AND PARKING

Engineering measures

Local safety schemes

The Council carries out an annual review of the reported personal injury accident (PIA) data to ensure that as the pattern of PIAs changes, locations that would benefit from engineering measures are identified. However, identifying locations where effective measures can be implemented is becoming more difficult as most locations with significant, treatable accident problems have already been dealt with.

Traffic management schemes

The Council implements measures to improve traffic flows. These include modifications to waiting and loading restrictions, installing or altering the timing of traffic signals as well as other appropriate measures.

Given the huge demand on road space resulting from high traffic levels combined with the network of narrow, largely residential roads we have inherited, it is not generally possible to allocate specific road space to specific vehicles such as buses or bicycles. We have therefore adopted an holistic approach to encouraging all vehicle modes to mix within the same road space. This approach is working well in Kensington High Street, where motorised and non-motorised vehicles mix and will be applied in upcoming major schemes such as Exhibition Road.

The impact on the streetscape is considered in the development of all schemes and the final design reflects the best possible balance between the needs of different road user groups.

The Council is investigating the suitability of removing all forms of traffic control at a junction and introducing a barrier-free environment in accordance with the principle used in similar schemes in Europe. The aim is to remove the sense of ownership of road space and replace it with a shared feel that promotes eye contact and interaction between all road user groups.

The Council recognises the growing public resistance to traffic calming measures and we only consider them at locations where there is a demonstrable benefit and that have a high level of support from local residents. The Council therefore only considers the provision of such measures at locations where there is clear evidence of unacceptable numbers of speed related reported PIAs already occurring.

In instances where there are strong objections from local residents to existing traffic calming measures, consideration is given to reviewing them during programmed road maintenance works.

There is currently no justification for the introduction of any 20 mph zones in the borough. However, the Council experimented with the introduction of a 20 mph speed limit in Russell Road. The results were inconclusive but we will consider their use in other sites where justified on road safety grounds.

Parking

In July 1994 the borough was designated as a Special Parking Area (SPA) and the Council took over enforcement responsibilities. The whole borough was contained within a Controlled Parking Zone (CPZ) by May 1997. All kerbside space has either single or double yellow lines or is designated as a specific type of parking bay. This has been very effective in discouraging commuting into the borough by car.

The entire borough comes under a single CPZ rather than being split into zones as found elsewhere. This means that a residents' parking permit holder may park in any residents' parking bay. This is very popular with residents and encourages them to make local trips inside rather than, generally longer trips, outside the borough. Investigations and opinion surveys suggest that this system appears to work effectively despite the severe parking stress in high demand areas. There are therefore no plans to change this.



The whole borough is covered by a single controlled parking zone



Using existing railings to reduce street clutter

There are several types of parking bay reserved for specific groups; residents, diplomats, doctors, disabled persons, motorcycle/moped and pay and display. Demand from the above groups for kerbside space means that there is no scope for specific business use bays or permits in the borough.

Residents' parking

The hours of operation of residents' parking bays vary across the borough, reflecting local parking pressure and residents' needs.

Residents' parking permit charges are reviewed annually and will increase at least in line with inflation rounded to the nearest pound.

We will be introducing a graduated pricing structure for residents' parking permits in April 2008, based on Vehicle Excise Duty banding as this relates directly to the vehicle's effect on the environment. At the same time we will introduce a supplementary charge for second and subsequent parking permits in a household to discourage high levels of car ownership (KD02656/07/P/A).

The Council has recently completed a comprehensive review of motorcycle parking across the borough. The proposals will increase the capacity of visitor motorcycle parking bays and will introduce additional dedicated resident motorcycle parking permit holders bays across the borough. In the long-term, this should encourage resident motorcyclists to park in motorcycle bays rather than residents' permit bays (KD01712/04/P/A, KD02374/06/P/A and KD02655/07/P/A).

We recognise that the residents' parking permit application process may appear to be onerous, but it is necessary to ensure that only bona fide residents are issued with permits. The market value of a residents' parking permit is markedly higher than the amount charged to local residents and so it is important that any opportunity for fraud is minimised. We therefore prosecute anyone attempting to obtain a residents' parking permit fraudulently.

Diplomatic parking

Applications for diplomatic parking bays are made through the Protocol Division of the Foreign Office. There is a charge of £2,000, collected by the Foreign and Commonwealth Office that is then forwarded to the relevant London borough together with details of the requested bay. All requests require Cabinet Member approval before being implemented. If a bay is refused, at any stage, the £2,000 is refunded.

Unlike residents' parking bays the restrictions in diplomatic bays apply 24 hours a day, seven days a week and so are not available for use by any non-diplomatic vehicles. The Council's Parking Attendants (PAs) will issue a Penalty Charge Notice (PCN – parking ticket) to any vehicle without diplomatic plates parked in a diplomatic bay.

Doctors' parking

The Council can provide a single parking bay for each general practitioner's (GP) surgery within the borough if a need can be demonstrated and the current criteria met. However, we prefer to issue GPs who do not qualify for a residents' parking permit with a doctors' residents' permit, which enables them to use any residents' parking bay in the borough.

Disabled persons' parking

The Council recognises the special needs of those residents who have restricted mobility and we have our own Purple Badge scheme for disabled residents. As with residents' parking permits there are set criteria that have to be met in order for a Purple Badge to be issued. In certain circumstances we will consider issuing a badge to a person who does not live in the borough but who is either in permanent employment or studying here.

If the applicant is the only person who drives their vehicle and they have a disabled person's Purple Badge, they will not need a residents' parking permit. However, if the disabled person's 'nominated' driver lives in the borough and does not have off-street parking available to them, they must also buy a residents' parking permit.

In addition we provide dedicated disabled bays for some Purple Badge holders with severely limited mobility, usually located outside their homes. Due to the heavy parking pressure in the borough, the provision of these is strictly controlled. Only people who meet the Council's criteria are eligible, with each application being carefully considered following an assessment by an occupational therapist supported by the applicant's doctor.

We also issue Purple Badge holders with a European Blue Badge for use outside the borough in the areas covered by the national scheme.

We provide concessionary parking bays for all Blue Badge holders in popular locations throughout the borough. These can be found at strategic locations, such as near hospitals, hotels and places of interest. Additional Blue Badge bays are provided where appropriate in response to specific requests.

Owing to severe parking pressure, the Royal Borough, along with the other central London areas (Westminster, City of London and part of Camden), has different rules than in the rest of the country regarding the European Blue Badge Scheme. These four boroughs have recently agreed a package of measures to help Blue Badge holders park in the area. These include a significant increase in the overall amount of disabled parking space, improving the information available and, to reduce uncertainty, a harmonisation of concessions available to Blue Badge holders in all four boroughs.

Motorcycle and moped parking

The Council recognises the need to provide parking for motorcycles and mopeds as use of this popular mode increases, both by residents and by those travelling into the borough, particularly in response to the existing congestion charging zone and the recently introduced western extension.

We provide free motorcycle parking bays around the borough. A number of these have secure ground anchors for a chain or other locking system.

Residents can apply for a residents' parking permit for a motorcycle, which currently allows the machine to be parked in any residents' parking bay. In response to increased motorcycle use we have reviewed parking provision accordingly to provide dedicated residents' motorcycle parking bays with ground anchors (KD01712/04/P/A, KD02374/06/P/A and KD02655/07/P/A).

The number of motorcycle rider casualties has shown an increasing trend nationally over the past decade and this is reflected in the casualty figures for the Royal Borough. To encourage safer riding we offer a discount on the price of a residents' motorcycle parking permit for riders who have passed a recognised advanced riding test (KD02655/07/P/A).



The Council provides motorcycle parking for residents and visitors

Visitor parking

We provide pay-and-display parking bays to enable visitors to park on-street in specific locations. The charges and maximum time that a vehicle is permitted to stay varies depending on the location of the bay within the borough.

A pay-and-display bay may be used, free of charge, outside controlled hours which may vary across the borough. However, the need for charges to apply at weekends in certain areas, particularly around shopping centres, is currently being reviewed.

Limiting the maximum stay period and reviewing charges annually discourages non-essential trips whilst increasing the opportunity for motorists to find a vacant space without excessive searching.

The Council is investigating a trial of new technology that allows motorists to pay for on-street parking using their mobile phones (see Chapter ten – Emerging issues).

Suspending parking bays

The Council can suspend any type of parking place so that necessary work can be carried out by the public utilities (gas, water and electricity companies). The service is also available as appropriate to allow private companies and individuals to carry out certain specified works and services. These include facilitating building works, furniture removals, filming or special events. A charge is made for suspending a parking bay.

Where possible the nearest pay-and-display bays are suspended to reduce the amount of inconvenience to resident permit holders. The conditions were amended recently to discourage long-term suspensions to free up valuable parking space for residents and visitors (KD02587/07/P/A).

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

There is also a searchable database of upcoming parking bay suspensions on the parking section of our website.

Vehicles engaged in removals can currently park without applying for a parking suspension if a parking space is available or on a single yellow line provided that it is not causing an obstruction. The unloading and loading must be taking place continually or the vehicle will be liable for a PCN.

Off-street parking

The Council owns and leases out the Kensington Town Hall and Young Street car parks and the charges levied for these car parks are subject to Council approval. We have no control over existing, privately owned off-street car parks.

We restrict the development of new off-street public car parks through our planning policies to discourage car use, particularly for commuting.

Coach and taxi parking

The limited amount of kerbside space available and the lack of appropriate space off-road mean that coach parking in the borough is restricted. The parking of coaches on borough roads is prohibited at all times. However, there are coach bays on the TLRN and two off-street coach parks in the borough.

The provision of taxi ranks for use by black cabs is the responsibility of the PCO and we are legally very restricted on the level of control we have over the positioning of taxi ranks. However, we work closely with the PCO and support the provision of appropriate places for taxi cabs to wait wherever it is feasible to do so, especially at locations such as stations and places of public interest.

Inter-borough cooperation

We maintain regular contact with our neighbouring boroughs to ensure coordination in parking matters. This includes cooperation on permit fraud, discussions on operational and enforcement issues, parking policies and meetings between the borough's heads of parking operations. We are a member of the Parking in Partnership (PIP) group which is led by the City of Westminster.

Generally, we ensure that our hours of control and tariffs in the areas bordering other boroughs match or are similar to those of the neighbouring authorities. We also ensure that neighbouring boroughs are consulted when any changes are proposed.

We have a formal boundary streets parking agreement with the City of Westminster that applies to all boundary streets except Queen's Gate. The agreements allow a residents' parking permit holder to park on either side of a boundary road.

The planning process and development control

The Council has the power to control building developments within the borough and expects developers to comply with its planning policies when proposing a new development. These include parking, transport and access requirements. Details of the transportation and parking standards that we require developers to meet are set out in specific Supplementary Planning Guidance (SPG) documents.

The standards for provision of parking and servicing are based on the requirement to restrain the growth in traffic by providing spaces for only those vehicles considered to require essential access to a site. Development proposals should not provide more off-street parking for vehicles and servicing for non-residential uses than the maximum specified in the standards adopted by the Council.

With residential development we require off-street parking to supplement the restricted on-street provision except in certain circumstances. Parking provision should be made available to, and permanently retained for use by, residents of the development. The Council recognises that in some cases proposals for residential development, such as conversions of houses into multiple units, will not include off-street parking, or adequate off-street parking to accommodate the demand for parking from residents. In such cases, the additional demand for on-street parking spaces may preclude the granting of planning permission. These measures are essential because of the existing over-demand for on-street parking and the need to ensure that new developments do not create even greater parking pressure.

The Council can designate as part of their planning consent that new residential developments must be either permit-free or car-free plus permit-free. (See Chapter ten – Emerging issues).

Standards for parking and servicing spaces for non-residential development are based on the need to restrain traffic and take into account the general availability of public transport and on-street and off-street visitor parking. The number of spaces in non-residential developments will normally only allow for essential servicing and parking needs.

Parking enforcement

The Council is responsible for enforcing waiting and loading restrictions and compliance with parking bays on all the non-TLRN roads within the borough and has contracted out the enforcement activities to a private company. We also enforce the obstruction of dropped kerbs used for vehicular access.

The main aims of the enforcement contract are to ensure the free flow of traffic, address obstructive and hazardous parking, enable shoppers to park on pay-and-display bays and allow residents a reasonable chance of being able to park somewhere close to their home. To achieve this we ask our contractors to operate a firm but fair system. Whilst the contract does not contain targets relating to PCNs issued by individual PAs, it clearly has to include a number of agreed key performance indicators.

Infringements of parking regulations are dealt with by PAs issuing PCNs or where appropriate, additionally recommending clamping or towing a vehicle away. PAs authorise vehicles for clamping and removal and specially trained PAs travel on the clamping vans and removal lorries in order to verify the authorisation before enforcement action is taken. We recently reviewed our approach to clamping (KD02589/07/P/A) and removals (KD02691/07/P/A) to ensure a fair and proportionate approach to on-street parking enforcement.

Our award-winning ‘Side-by-Side’ approach to parking enforcement means that PAs are able to access support from the police when needed and can report any suspicious activities that they have observed.

The Council has, as part of a pilot study, extended the role of our PAs to act as the ‘Eyes and Ears’ of the Council. The PAs use their handheld computer, which

is a combination radio system and a global positioning system, to report a variety of problems by simply pressing a button. These include highway maintenance issues such as: potholes and blocked gullies; cleansing and enforcement matters such as abandoned vehicles and graffiti; parking matters such as missing signs or faulty pay and display machines and antisocial activities such as cycling on the footway or untaxed vehicles. The PAs are not expected to act as an enforcement agent for these matters but simply to report them for others to take action. However, the Council is investigating the possibility of extending the enforcement role for a number of PAs to enable them to take action on areas for which the Council is the enforcement agency – for example rubbish bags left on the street.

Enforcement of moving traffic offences

A pilot programme in which TfL and a small number of London boroughs took over the enforcement from the police of selected moving traffic offences, such as failure to keep a box junction clear or making a banned turn, was completed in early 2005. The Royal Borough was not part of the pilot programme and has no plans to take on the enforcement responsibility for moving traffic offences. Such offences do not currently cause major problems and local traffic policing is generally very good. Furthermore, there are currently relatively few measures or sites in the borough that would benefit from increased enforcement, either by Council-employed attendants or by cameras.

Any transfer of the enforcement responsibility would have to be for all the offences covered in the legislation and would be irreversible. As the offences would be decriminalised the police would not be able to enforce any of the offences transferred. We would therefore have to build up our enforcement resources to cover what is currently carried out by the police. Should we decide to take on such enforcement activity in the future, funding and staff resources would need to be carefully considered.

The Council does not currently use roadside cameras to enforce parking or moving traffic offences. We have our own streetscape guidelines and are concerned about the impact of such cameras on the streetscape as well as that of the cameras recently erected across the borough by TfL associated with the extension of congestion charging. We continue to be interested in the results and impact of camera enforcement elsewhere in London but cannot currently justify the introduction of roadside camera enforcement on borough roads.

Metropolitan Police

The Metropolitan Police currently enforce all traffic offences within the borough apart from contravention of waiting and loading restrictions and pavement parking. They are responsible for the enforcement of dangerous and obstructive parking and parking on the zig zag markings on the approaches to, and exits from, pedestrian crossings.

The Council works with both the traffic police and local borough-based police officers to ensure a high level of enforcement of traffic offences is achieved.

Speed enforcement

Speeding and excessive speed (driving too fast for the road environment but not necessarily exceeding the speed limit) is of concern to local residents. The Council addresses the problems of speeding and excessive speed via education, training and publicity measures, linked to enforcement at specific locations where speeding has been identified as a particular problem. The Council asks that speed enforcement is carried out either by police officers when resources allow or by mobile enforcement cameras at locations where speed surveys confirm that speeding is an issue. Evidence that excessive speed is an actual rather than a perceived problem has to be provided to the police before they will agree to carry out any speed enforcement.

Speed and red light enforcement cameras

The London Safety Camera Partnership (LSCP) covers the whole of London and is one of many that cover most of England. London Councils is a member of the partnership and represents all 33 London boroughs. Fine revenue is retained by the Treasury. The partnership claims back its operational, publicity and road safety education costs and there is no financial responsibility for the boroughs.

Permanent enforcement cameras are only installed at locations with a specified number of killed or seriously injured reported personal injury accidents where either speeding or red light jumping has been identified as a contributory factor. The number of accidents set out in the criteria changes as sites with the highest numbers have cameras installed and resources become available to provide cameras at locations with lower numbers. There are currently no locations on borough roads that meet the present criteria and it is unlikely that any such locations will be identified in the foreseeable future. We will investigate any location on borough roads that the LSCP identify as a possible camera site and obtain Council approval through a Key Decision before any camera is installed.

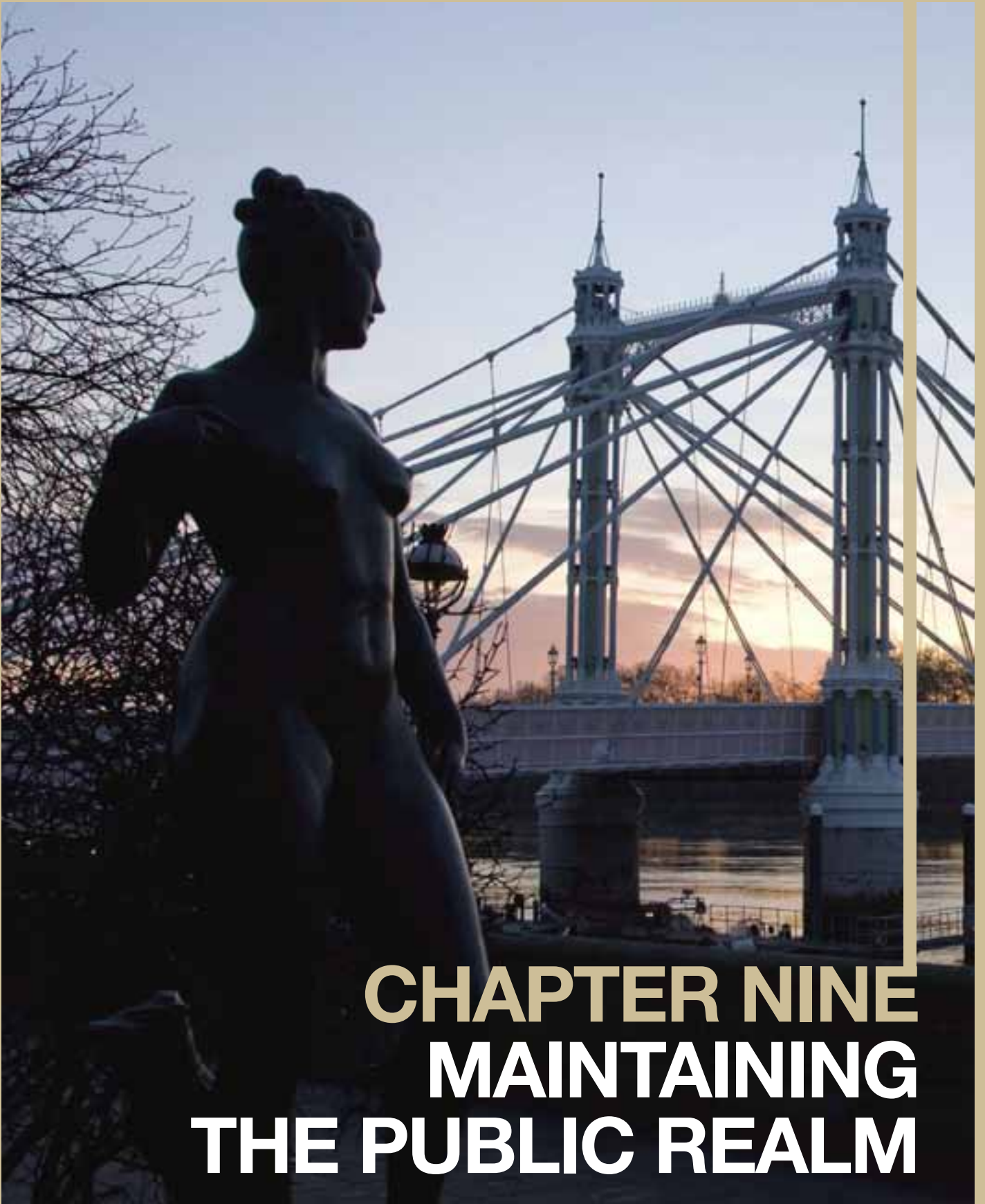
The deployment of temporary cameras is subject to less rigorous standards. The Council requests the use of temporary cameras at locations where local residents have raised concerns over the speed of vehicles and where speed surveys show that speeding is a problem.

Traffic Management Orders

All waiting and loading restrictions, parking bays and other regulatory changes, such as speed limits and one-way streets, require that a Traffic Management Order (TMO) be made. This is the legal process required in order to effect any such change. It is a legal requirement that we advertise our intentions to implement such an order to enable the public and other organisations to make representations to us about the proposals. We advertise all proposed TMOs in the local press and for localised schemes via notices placed on lamp columns in the area affected.

Further details of the Council's approach to parking and enforcement can be found in our Parking and Enforcement Plan (KD02362/06/P/A and KD02609/07/P/A).





CHAPTER NINE
MAINTAINING
THE PUBLIC REALM



MAINTAINING THE PUBLIC REALM

The Council is committed to providing a high standard of maintenance and:

- cherishes historic features
- carries out regular inspections and takes prompt action when required
- ensures that stringent monitoring and enforcement takes place to maintain standards
- reviews maintenance systems to ensure that they accord with streetscape principles

Highway maintenance

Our highway maintenance routines and standards exceed those set out in the Code of Practice for Maintenance Management 2005, published by the UK Roads Board. We inspect principal roads and heavily used footways monthly and minor roads every six months. The inspection records the condition of the footway, carriageway, street furniture and any other potential hazard to road users. Defects requiring urgent attention are repaired or made safe within 24 hours.

We have comprehensive annual programmes of footway improvements. The programme is developed following condition surveys to ensure that any deterioration is detected and remedial action taken if necessary. All works are carried out in accordance with our streetscape principles using high quality materials and workmanship whilst removing unnecessary street clutter.

We ensure that utility companies reinstate their excavations to match the existing surfaces as is required under current legislation.

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

Street lighting

Night-time inspections are conducted every two weeks in winter and every three weeks in summer to identify faults such as failed bulbs. In addition, there is a rolling programme of structural and electrical inspections that is used to decide on the annual maintenance and renewal programmes.

We are gradually changing the light sources used in the borough from high pressure sodium to ceramic discharge to provide a white light which is brighter and shows more true colours. More light is directed downwards reducing light pollution at night and obtrusive lighting. We prioritise areas recommended by the police and community groups and at rail stations.

We also ensure that all lighting columns are in good condition and are free from graffiti.

Street cleansing and enforcement

The Council collects household rubbish and recycling twice weekly and commercial waste up to three times a day, seven days a week. Following a modernisation of the refuse collection programming software more than 75,000 of our residents now have a three times weekly domestic collection. This will reduce even further the length of time that rubbish is left on the highway awaiting collection. If necessary, the Council takes enforcement action against people or businesses that repeatedly leave rubbish on the highway outside published collection times.

Street cleansing and refuse collection are very important in making an area attractive. We therefore require our contractor to deliver exceptionally high standards of street cleansing, well in excess of those in the national Code of Practice on Litter and Refuse. In effect, this specification requires constant cleansing 24 hours a day. In addition to regular cleaning, principal streets have gum removed and receive a thorough washing every three months.

We have also established a voluntary code in which some shops and businesses wash the pavements outside their premises.

An experimental street washing initiative at Portobello Market on Friday and Saturday evenings after the market has closed has been established.

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

The presence of graffiti and fly posters is unsightly and contributes towards the perception that an area is unsafe. We therefore carry out extensive graffiti and fly-poster removal and take preventative measures where appropriate.



Gum removal and street cleansing

We have established strong enforcement teams to help keep the streetscape uncluttered. One team focuses on action against refuse bags dumped on the highway whilst the other deals with obstructions and nuisances such as abandoned vehicles, A-boards on the footway and unlicensed tables and chairs.

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

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



The Council's contractor delivers exceptionally high standards of street cleaning



Graffiti removal

Winter maintenance

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

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

If the Meteorological Office warns of frost or snowfall or there is an imminent snowfall or sub zero temperatures, our contractor is required to inspect:

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

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

We operate a priority system with all roads and footways in the priority one list being salted first, then priority two through to four. Gritting routes are prioritised with main roads and vulnerable points being attended to first. Vulnerable points include pedestrian crossings, access to schools, hospitals and social services properties. Priority one roads include all major roads, all major bus routes and hilly exposed areas including bridges. Once all the priority roads have been salted consideration is given to salting any roads that are not included in the priority list. Priority is also given to salting the footway outside vulnerable locations such as around bus stops, bus shelters and outside tube stations that are not included in the carriageway priority one list. TfL is responsible for maintaining the TLRN but we are still contracted to grit footways on the TLRN.

Bridges

The Council is responsible for maintaining five bridges and has a term consultant who inspects and reports on all bridges and a term contractor who carries out general maintenance and any necessary repair works. Inspections are carried out in accordance with national guidelines.

Albert Bridge over the River Thames was opened in 1873 and has a three tonne weight limit. As with Chelsea Bridge, superficial inspections are carried out weekly and involve noting the general condition of the deck and procedures for monitoring bridge movements. Every six months a general inspection of the bridge structure including the bridge deck, towers, suspension system, prop supports, joints, piers and underside of deck is carried out. A detailed inspection and general refurbishment is carried out every eight years.

Ladbroke Grove Canal Bridge over the Grand Union Canal, Stanley Bridge which spans the railway at King's Road and the Acklam Road foot bridge over the railway all have superficial inspections at monthly intervals, a general structural inspection every two years and a principal inspection every eight years.

The Traffic Management Act and Network Management Duty

The Government introduced the Traffic Management Act (TMA) in 2004. The TMA sought to tighten up the existing legislative framework within which organisations such as utility companies carry out works on the road network. The aim was to give more powers to local authorities so they are able to coordinate works and other activities to minimise disruption to the flow of traffic. The TMA was intended to provide better conditions for all road users through the proactive management of the road network.

The TMA also placed a new Network Management Duty on local traffic authorities to keep traffic moving and help keep roads clear.

The Council appointed a Highway Network Manager in January 2005 to lead on our Network Management Duties who acts as the focal point for all highway

works and activities to be coordinated and approved. The Highway Network Manager works very closely with TfL, other boroughs, statutory undertakers and the emergency services.

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

We publish a weekly street works bulletin on our website. It informs readers of all current and planned highway works and includes details such as location, type of works, who is responsible, duration, working hours and diversionary routes. Readers can also search the street works database by street name.

Asset management

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



CHAPTER TEN
EMERGING ISSUES



EMERGING ISSUES

This chapter looks at the policy issues we expect to consider in 2008. Others may arise in due course.

Parking standards and permit-free development

Until now, the Council has required new residential development to provide off-street parking up to our maximum parking standards. Where developers have been unable or unwilling to do this, the Council has insisted that the developments be permit-free – that is, that occupants of the development not be eligible for a residents' parking permit. This was to avoid new development increasing on-street parking pressure.

We now wish to move to a policy of requiring that all new development be permit-free, irrespective of whether off-street parking is provided to standard. This is because the parking pressure generated by a development is not necessarily confined to the immediate vicinity because residents of one part of the borough with a parking permit may use that permit to park in a different part.

One consequence of this comprehensive application of permit-free agreements would be that it would no longer be necessary or desirable to require developments to provide off-street parking up to existing maximum standards. The Council therefore intends firstly, to end the policy of requiring that off-street parking be provided to meet maximum standards and secondly, that where off-street parking is provided, this should be to no more than 66 per cent of the current maximum standards. We would welcome innovative proposals to reduce car use when considering the levels of parking that we would accept.

We will be consulting on this new policy through our revised Supplementary Planning Document on Transportation in 2008.

Heathrow

The Council will consider the evidence carefully before responding to the DfT consultation on the proposed expansion of Heathrow. However, we oppose major increases in capacity at Heathrow as we believe this will inevitably have serious environmental impacts, in particular increased noise disturbance, for very many of our residents.

Allowing bicyclists to use one-way streets in both directions

Allowing bicyclists to use local one-way streets in both directions would significantly improve bicycle accessibility. DfT Traffic Signs Regulations do not permit a straightforward 'no entry' sign to be used in conjunction with a supplementary plate that exempts bicyclists. The conventional method of permitting a bicyclist to enter a road against the traffic flow therefore involves the use of a splitter island to provide a separate entry lane for bicycles, adjacent to the no entry signs. It is also normal practice to mark out a contraflow bicycle lane along the length of the one-way street. All this additional paraphernalia not only has streetscape implications but is also costly to implement and increases our maintenance liability.

We are therefore investigating experimenting with alternative layouts to allow bicyclists to use one-way streets in the opposite direction safely with minimal signing and without the need for splitter islands.

Bicycle parking in the carriageway

The provision of secure bicycle parking is important in encouraging greater bicycle use. We have an established programme of providing bicycle parking at main attractions, shopping areas and in response to individual requests. To date we have nearly 2,000 bicycle parking places located around the borough. Most of these are located on footway areas where they do not obstruct pedestrian movements. In Kensington High Street many stands have been located along the central reservation.

There is now limited scope to provide many more bicycle racks on the footway so we are investigating the innovative provision of bicycle racks on the carriageway. The intention would be to use underused pay and display bays at locations where there is also a heavy demand for bicycle parking.

Bicycle parking standards

The UDP contains generous standards with respect to the provision of bicycle parking and bicycle access to developments. The forthcoming LDF is likely to strengthen these standards even further. Businesses will be encouraged to provide bicycle parking, lockers, showers and changing facilities through the business travel planning process, with the Council leading by example.

West London Line

The Council has always supported greater use of the West London Line in general terms and has supported the construction of new stations on the line. Recently we have needed to make explicit our position that the Watford to Brighton services that use the line should be maintained or, that at the very least, these services should reach as far south as Gatwick Airport. In Autumn 2007, it became clear that the DfT's wish to take dual-voltage trains from the WLL services to operate on Thameslink would lead to WLL services terminating at Clapham Junction, where the relevant platforms are already crowded and interchange is difficult and potentially hazardous.

Crossrail

The Council welcomes the news that Crossrail will be built and is very keen that this important transport link should provide direct benefits to that part of North Kensington through which it will run. Through our work to consult on and develop a North Kensington Area Action Plan, we will examine the potential for a station serving Ladbrooke Grove and the implications that this would have for the local area.

Parking – payment by mobile phone

The Council is investigating a trial of new technology that allows motorists to pay for on-street parking using their mobile phones. The system requires the driver to make a short phone call informing us where they wish to park and how long they intend to stay. The relevant parking fee is then deducted from their credit card or debit card. The system also provides an option for a text message reminder of expiry of paid parking time.





CONTACTS



UNDERGROUND



UNDERGROUND



EARL'S



COURT



STATION

CONTACTS

General correspondence

Royal Borough of Kensington and Chelsea
Transportation and Highways
Room 317
Town Hall
Hornton Street
London W8 7NX

Traffic management

020 7361 2209/3589
020 7361 3156 – Fax
traffic@rbkc.gov.uk

Transportation policy and public transport

020 7361 3399
020 7361 3156 – Fax
transportation@rbkc.gov.uk

Road safety engineering

020 7361 3766/2104
road.safety@rbkc.gov.uk

Road safety education, training and publicity

020 7361 3628/3741
road.safety@rbkc.gov.uk

School travel

020 7361 2521/3741
school.travel@rbkc.gov.uk

Accident and casualty data

020 7361 2104/3766
road.safety@rbkc.gov.uk

Highway maintenance

020 7361 3001 – Streetline
020 7370 5723 – Fax
020 7341 5285 – Road repairs or defects
020 7341 5258 – Street lighting defects
020 7373 6099 – Out of hours emergencies
highways@rbkc.gov.uk

Parking operations and enforcement

020 7361 3004 – Parking line 9am to 5pm

020 7361 4381 – Permit enquiries 8.30am to 5.30pm

020 7795 8888 – Automated PCN payment

020 7376 3721/8402 – Clamp payments 8am to 8pm Monday to Saturday

020 7351 1203 – Clamp payments out of hours

020 7361 3949 – Vehicle retrieval enquiries 8am to 8pm Monday to Saturday

020 7747 4747 – TRACE (Central information for removed vehicles in the Greater London area)

www.rbkc.gov.uk/parking

parking@rbkc.gov.uk

Parking policy

020 7361 2553

traffic@rbkc.gov.uk

Key decision reports

020 7361 2254

cabinet.coordinator@rbkc.gov.uk

Overview and Scrutiny Committee

020 7361 3000

committees@rbkc.gov.uk

Issues on the Transport for London Road Network (red routes) in the Royal Borough

Customer Services,
TfL London Streets,
84 Eccleston Square,
London
SW1V 1PX

0845 305 1234 – 8am to 8pm Monday to Friday

020 7918 4435 – 8am to 8pm Monday to Friday – Textphone

020 7027 9914 – Fax

londonstreets@tfl.gov.uk

www.tfl.gov.uk – General

www.tfl.gov.uk/roadusers – Fault reporting

A wide river flows through a city, with a suspension bridge spanning across it in the background. The bridge has two tall white towers and numerous cables. In the foreground, several boats are on the water, including a small sailboat on the left and a larger boat in the middle. The sky is a pale, hazy blue, and the water reflects the light. The word "GLOSSARY" is written in large, bold, white capital letters at the bottom right of the image.

GLOSSARY



GLOSSARY

Abbreviation	Full text
ADKC	Action Disability Kensington and Chelsea
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
BVPI	Best Value Performance Indicator
CA	Corporate Assessment
CCZ	Congestion Charge Zone
CLP	Central London Partnership
CPZ	Controlled Parking Zone
DETR	Department for the Environment, Transport and the regions (now DfT)
DfES	Department for Education and Skills
DfT	Department for Transport
DOT	Department of Transport (now DfT)
DTLR	Department for Transport, Local Government and the Regions (now DfT)
GP	General Practitioner
HAMP	Highways Asset Management Plan
KCC	Kensington and Chelsea Cyclists
LBI	London Bus Initiative
LBPN	London Bus Priority Network
LCAP	London Cycling Action Plan
LCC	London Cycling Campaign
LCN	London Cycle Network
LCN+	London Cycle Network Plus
LCS	London Cycling Strategy
LDF	Local Development Framework
LEZ	Low Emission Zone

Abbreviation	Full text
LIP	Local Implementation Plan
LoBEG	London Bridge Engineering Group
LPSA	Local Public Service Agreement
LSCP	London Safety Camera Partnership
NORP	North Orbital Rail Partnership
PCN	Penalty Charge Notice
PCO	Public Carriage Office
PCSO	Police Community Support Officer
PCT	Primary Care Trust
PEP	Parking Enforcement Plan
PIP	Partnership in Parking
SPA	Special Parking Area
STP	School Travel Plan
SWELTRAC	South West London Transport Conference
TfL	Transport for London
TIE	Theatre in Education
TLRN	Transport for London Road Network
TMA	Traffic Management Act
UDP	Unitary Development Plan
WCT	Westway Community Transport
WLL	West London Line
WoW	Walk on Wednesday/Walk Once a Week
WRWA	Western Riverside Waste Authority

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The Royal Borough's Transport Policy Reference Group



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KENSINGTON
AND CHELSEA

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