

London Borough of Richmond upon Thames Road Safety Plan 2021



EXECUTIVE SUMMARY

The safe movement of people walking, cycling and driving throughout the London Borough of Richmond upon Thames is of the highest importance to the Council as well as those who live, work, visit and travel through the area.

This document outlines the methods used by the Council to uphold its duties regarding road safety and the reduction of personal injury collisions. It identifies how these methods complement the Mayor's goals of reducing 'road danger' and achieving 'Vision Zero' as detailed in the Mayor's Transport Strategy 2018 (MTS).

In support of this, the Council's Local Implementation Plan (LIP), consulted on in November 2018, identifies the following links between the MTS and LIP projects:

- Introduction of a borough-wide 20mph speed limit;
- Safety Schemes to address collision hotspots;
- Safety supporting measures – awareness campaigns, rotation of Speed Indicator Devices (SIDs), collision investigation;
- Working with schools, offering cycle and motorcycle training to empower residents and local employees with the skills they need so they can make safe decisions while travelling;

In support of the above, Richmond's Active Travel Strategy aims to support and encourage people to walk, cycle and use public transport and reduce their dependency on cars.

Whilst the Borough has not seen a reduction in the number of casualties, overall since 2009 the number of collisions occurring are low and trends are increasingly harder to identify.

It should be noted that from November 2016, a new reporting system for collisions was put in place across London which resulted in an apparent increase in serious collisions. However, this was not the case in practice and was due to changes in the method of reporting. Moreover, with its low collision rate Richmond is still considered to be one of the safest Boroughs in London.

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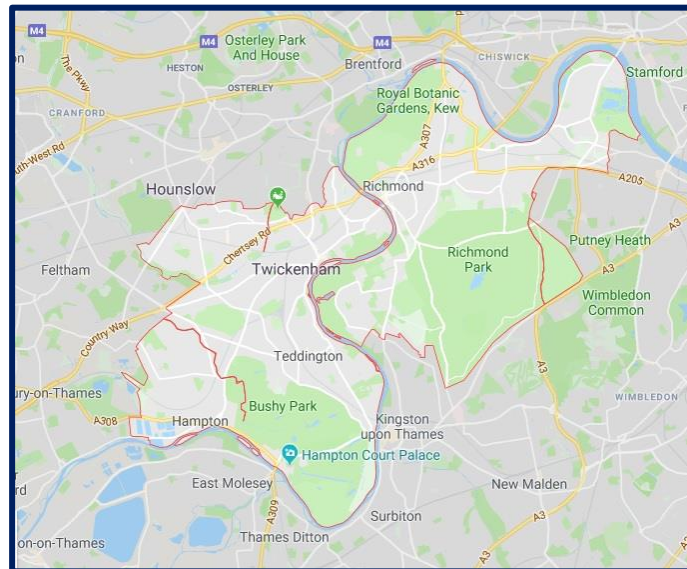
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1. INTRODUCTION

1.1 Overview of the Borough

1.1.1 Richmond upon Thames is in southwest London and is bordered by the London Borough of Hounslow to the north, the London Borough of Wandsworth to the east, the Royal Borough of Kingston upon Thames to the south, and Surrey County Council to the west.



Map 1: Borough Boundary

- 1.1.2 There is a total of 393 kilometres of public highway within the Borough, including 13 kilometres of the Transport for London Road Network (TLRN).
- 1.1.3 Richmond has a residential population of 196,904 and has many popular tourist attractions. Refer to **Appendix A** for details of the population breakdown according to the 2018 census data.
- 1.1.4 Locations such as Richmond Park, Twickenham Stadium, Hampton Court Palace, and the Royal Botanical Gardens play a part in drawing 4.5 million visitors to the Borough each year.
- 1.1.5 The Borough is composed of 18 wards each with its own distinctive personality and local facilities. There are six main centres which include Richmond, Twickenham, Teddington, East Sheen, Hampton and Whitton, as well as many smaller local centres; all with good public transport connections.
- 1.1.6 Richmond has the highest cycling levels in outer London and walking is also popular for local trips. It is due to this that Richmond also has a high level of collisions involving cyclists and/or pedestrians when compared with other London boroughs.

- 1.1.7 Car ownership has been steadily increasing since 2001. In 2017 there were a total of 77,273 vehicles which is a rise from 76,543 vehicles in 2010.
- 1.1.8 Motorcycle ownership in 2017 was 4,631 which is showing a slight decline since 2010 when ownership levels were at 4,691.
- 1.1.9 The safe movement of people walking, cycling and driving throughout the London Borough of Richmond upon Thames is of high importance to those who live, work, travel through and visit the area.
- 1.1.10 This document sets out the Borough plan for reducing road danger and the policies that will be followed to achieve 'Vision Zero' in line with the Mayor's Transport Strategy (MTS) 2018 and the Borough's Local Implementation Plan (LIP). It reviews casualties within the Borough over the past 10 years and evaluates how schemes have performed in terms of their success in reducing collisions as well as how the Borough is performing against its targets.
- 1.2 **The Councils Duty to Road Safety**
- 1.2.1 Local authorities have various statutory duties related to road safety.
- 1.2.2 ***The Road Traffic Act 1988*** requires local authorities in Great Britain to:
- Take steps both to reduce and prevent collisions
 - Prepare and carry out a programme of measure designed to promote road safety
 - Carry out studies into collisions arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area.
 - Take such measures as appear to the authority to be appropriate to prevent such collisions, including the dissemination of information, construction, improvements and maintenance.
- 1.2.3 ***The Road Traffic Regulation Act 1984*** requires local authorities in Great Britain to:
- Secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)
- 1.2.4 ***The Traffic Management Act 2004*** requires local authorities in England and Wales to manage and maintain their road networks to:
- Secure the expeditious movement of traffic on, and the efficient use of, their road networks
 - Avoid, eliminate or reduce road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority

1.2.5 Under the **Highways Act 1980**, the highway authority has the power to construct, manage, maintain and improve its network; and under the **Road Traffic Act 1991** to enforce parking restrictions.

1.2.6 In line with other legislation, **The Road Traffic Act 1984** places a duty on the local authority to secure the expeditious, convenient and safe movement of all traffic including pedestrians and cyclists, providing suitable and adequate parking whilst maintaining:

- Reasonable access to premises;
- Impact on amenities; and
- Passage of public service vehicles and the safety of their passengers.

1.2.7 As part of the **Equality Act 2010**, a legal duty was placed on public bodies and others carrying out public functions to ensure that they consider the needs of all individuals in their day-to-day work – known as the **Public Sector Equality Duty**. It covers a number of protected characteristics, such as age, gender, pregnancy, race and disability. The Public Sector Equality Duty and The Equality Act require councils not to discriminate on the basis of age and ability. Therefore, the roads we live on, or use to get about, need to be usable for everyone. We have taken account of these duties and the legal duties placed on local authorities through the Health and Social Care Act 2012 to promote public health through transport. The objectives and programme of schemes reflects our adherence to the principles of health and equality for all in public transport and highways design.

1.3 **LBRUT Road Safety Policy**

1.3.1 In addition to the above duties placed on the Council, there are several documents and plans that shape the way we approach Road Safety.

1.3.2 The **Local Implementation Plan** (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the Borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. The latest version of the LIP can be found here:

https://richmond.gov.uk/media/17448/third_local_implementation_plan.pdf

1.3.3 The **Mayor's Transport Strategy 2018** uses the Healthy Streets Approach which prioritises health and personal experience. The document sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. It also promotes the concept of reducing 'Road Danger' and the Vision Zero Action Plan.

1.3.4 Road danger reduction focusses on motor vehicles, targeting danger at the source. It means reducing the number of motor vehicles on our roads, reducing their speed and designing roads to prioritise walking and cycling. This approach tallies with the ambition to reduce motor traffic and increase walking and cycling and healthy streets as set out in the Mayor's Transport Strategy, found here:

<https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

1.3.5 The **Vision Zero Action Plan** essentially replaces the previous Mayor's casualty reduction targets; with the aim of eliminating all deaths and serious injuries on London's transport system. This is supported with a goal to make 80% of all journeys in London to be undertaken by walking, cycling and public transport by 2041. This can be achieved by considering the following:

- Safe speeds: Lowering speeds to reduce road danger;
- Safe Street Design: ensuring all transport infrastructure contributes to reducing road danger;
- Safe vehicles: ensuring that those vehicles that need to use London's streets are as safe as possible;
- Safe people: improving the behaviours of all road users, especially drivers of motorised vehicles; and
- Collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic.

A factsheet showing a breakdown of all killed/serious injury collisions in the borough for 2018 can be found in **Appendix B** of the report.

More information on Vision Zero can be found here:

<https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

1.3.6 The Boroughs **Walking Action Plan** aims to enable people to be able to walk all or part of their journey, by improving the experience of walking and reducing people's dependency on cars. Key factors people identify for not walking are:

- time
- Speed / amount of traffic
- Roads / areas not being pedestrian friendly
- Personal safety
- Fitness
- Road danger
- Disability

1.3.7 A key element of improving road safety will be identifying barriers to walking. This will be achieved through working closely with key stakeholders such as schools and local resident groups to identify issues such as difficult road crossings and poorly designed pedestrian routes. This approach is focused on reducing collisions by improving the environment to reduce reliance on motor vehicles. This approach supports the idea of reducing road danger as detailed in the MTS.

1.3.8 The **Richmond Cycling Strategy** sets out the boroughs objectives which aim to increase the number of cyclists using our network. The full document can be found here:

https://www.richmond.gov.uk/media/15732/richmond_cycling_strategy.pdf

1.3.9 Both of these documents are to be superseded by the **Richmond Active Travel Strategy** which was recently consulted on.

1.3.10 TfL's **Freight and Service Action Plan** sets out ways to work with Boroughs, businesses and the freight and servicing industry itself to reallocate road space to walking, cycling and public transport with new regulations to make vehicles safer and cleaner. The full document can be found here:

<http://content.tfl.gov.uk/freight-servicing-action-plan.pdf>

1.3.11 The **Climate Change and Sustainability Strategy** and **Air Quality Action Plan** both aim to:

- Reduce emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion and encouraging behaviour change
- Create an environment that is welcoming to sustainable transport and aimed at the pedestrian
- Tackle the most polluted areas of our borough, such as Richmond town centre, and take firm action to reduce traffic and create a healthy town centre

Both of these documents can be found here:

https://www.richmond.gov.uk/council/news/press_office/campaigns_and_events/climate_change/our_climate_change_strategy_and_air_quality_action_plan

- 1.3.12 There is also an **Air Quality Supplementary Planning Document** which was adopted in June 2020. This document aims to:
- help ensure consistency when considering planning applications;
 - highlight the existing policy framework in London and the Borough;
 - emphasise the importance of air quality as a material planning consideration;
 - identify the circumstances where detailed assessments will be required as part of planning applications;
 - provide guidance on the requirements of air quality assessments and the circumstances under which these will be required;
 - to provide guidance on measures that can be implemented to mitigate the potentially harmful effects of new developments and associated transport emissions on air quality and public health; and
 - to provide guidance on the use of planning conditions and Section 106 obligations to improve air quality.

<https://www.richmond.gov.uk/media/19206/air-quality-spd-june-2020.pdf>

- 1.3.13 The Safety Education Team provides a range of educational, training and publicity initiatives on a variety of road safety themes to help reduce the number and severity of road accidents in the borough. Some of their key initiatives and events include Bikeability, scooter training, pedestrian skills training and Junior Citizens. For more information you can contact them directly at safety-education@richmond.gov.uk

- 1.3.14 The Borough has a very active **School Travel Planning** (STP) programme and a dedicated officer who works closely with the schools. The latest figures show that 45 schools have approved STPs and 30 are gold accredited (including private nurseries - 1 bronze). We introduced a 'Bike it' officer into 3 local schools for the 2018/19 school year and 6 for 2019/20. The STP programme also covers a variety of initiatives to schools to encourage engagement with staff/pupils and parents/carers. Some of our key initiatives and events include:

- sponsoring the very popular second-hand bike markets every year,
- awarding small grants to schools in need of funds for sustainable and active travel projects/facilities,
- the Golden Lock cycling/scooting initiative with prizes to schools,

- promoting and Supporting Car Free Day, Road Safety Week, Sustrans Big Pedal, Bike Week and Clean Air Day, to name a few. This is done by providing schools with information, prizes, ideas and products.
- the School streets pilot scheme launched in 19/20.
- implementing a Healthy Streets Officer to help us with school engagement and events,
- connecting school travel plan activity to other active travel initiatives. This will encourage more children (and parents/carers) to walk and cycle to school, but not without suitable infrastructure.

Road safety issues raised through the STP process can be considered for funding from TFL through the LIP process. More information can be found here:

https://www.richmond.gov.uk/services/roads_and_transport/transport_planning/school_travel_planning

- 1.3.15 In September 2016 the Council approved a **Traffic Calming Policy** which sets out a data led approach to how traffic calming related requests will be assessed and taken forward by the Council. The approach is consistent with that of other local authorities around the UK and is a three-stage approach to the consideration of requests which will lead to appropriate priority ranking of any emerging schemes. Full details of the Traffic Calming Policy can be found here:

<https://cabnet.richmond.gov.uk/ieDecisionDetails.aspx?ID=3398>

- 1.3.16 The Council has recently reviewed its parking policies and how we deal with parking generally in both controlled and non-controlled areas. A report was approved by the Transport and Air Quality Services Committee in March 2020. A key focus of this report is around sight-lines issues at junctions, pedestrian accessibility along footways and emergency access. The full report can be found here: [Parking Policy Paper](#)

2. COLLISION OVERVIEW

2.1 Personal Injury Collisions

2.1.1 A personal Injury Collision (PIC) is a collision on the public highway involving at least one vehicle, that results in at least one person being injured and requiring medical attention.

2.1.2 PIC's are recorded by the Police and the information regarding this is later provided to Transport for London (TfL), for use by the London Boroughs. The information gathered does not include collisions that did not result in an injury.

2.1.3 PIC's are placed into one of three official categories based on severity:

- **Fatal injury** - This is an injury which causes death less than 30 days after the collision. This does not include death from natural causes or suicide.
- **Serious injury** - examples of 'serious' injury are: fracture, internal injury, severe cuts, crushing, burns (excluding friction burns), concussion, severe general shock requiring hospital treatment, detention in hospital as an in-patient, either immediately or later, injuries to casualties who die 30 or more days after the collision from injuries, sustained in that collision.
- **Slight injury** – This is any injury which is neither "fatal" nor "serious" - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention.

2.1.4 **Table 1** below shows the number of PIC's that have occurred within the Borough using the last 10 years of available data. This has been broken down to show how many of the collisions occur on TfL managed roads (TLRN). The TLRN in this borough is comprised of the A205 and A316.

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
All	459	422	468	528	401	438	442	444	419	374
TLRN	109	96	133	113	96	116	104	91	111	75
Borough	350	326	335	415	305	322	338	353	308	299

Table 1

2.1.5 Over this period 24% of all collisions occurred on TfL managed roads.

2.1.6 The remaining statistics provided in this document are combined figures for all collisions within the borough.

2.1.7 In 2017, there were a total of 76 Killed and Seriously Injured (KSIs) of which 3 were fatalities. The significant increase in the number of serious casualties is attributed to the change in reporting method since 2016, detailed in the following paragraph.

- 2.1.8 Figures for road traffic collisions are recorded by the Metropolitan Police Service (MPS). Since September 2016 they have been using the new Case Overview and Preparation Application (COPA). Under this new system, police officers record the type of injury suffered which is then automatically assigned a severity. Prior to this the severity was assigned by the officer using their judgement as to whether an injury was 'slight' or 'serious'.
- 2.1.9 The new system has resulted in improved accuracy in the recording of injury types. This has resulted in an increase in injuries being classified as serious rather than slight. However, the overall number of casualties remains largely stable.
- 2.1.10 Due to this change, it is difficult to directly compare the number of serious injuries before and after 2016. However, TfL and the DfT (Department for Transport) are working on using the current figures to estimate the number of serious collisions pre 2016. When completed this will allow for a more direct comparison between data collected before and after 2016.
- 2.1.11 While the number of collisions may have increased over the 2016-2018 period, the average collision rate per km journey/km has remained the same compared with the average between 2010 and 2014.
- 2.1.12 In comparison with other London Boroughs, LBRuT has the 5th lowest number of collisions and is 38.7% lower than the London average. So, whilst, there has been little improvement in recent years, it remains one of the safest Boroughs.
- 2.1.13 **Table 2** below shows how Richmond compares with our neighbouring boroughs. The total collisions within a borough can be dependent on many factors such as total road length, traffic volume, vehicle speed etc. and therefore it is difficult to make a direct comparison. However, it is useful to see trends across .

Borough	2016	2017	2018	2019	2020
Wandsworth	472	486	524	492	473
Kingston	229	300	268	270	228
Richmond	322	338	353	308	299
Hounslow	549	550	522	453	397
Ealing	814	814	738	757	631

Table 2

2.2 **Borough Wide Review**

2.2.1 The borough wide review provides an overview of the last full 5 years of collision data.

2.2.2 The collisions within this period are divided in to categories when being reviewed:

- All Collisions
- Killed or seriously injured (KSI)
- Pedestrian
- Child Pedestrian
- Cyclist
- Powered Two-Wheeler (P2W)
- On a wet Surface (Wet), and
- At night (Dark)

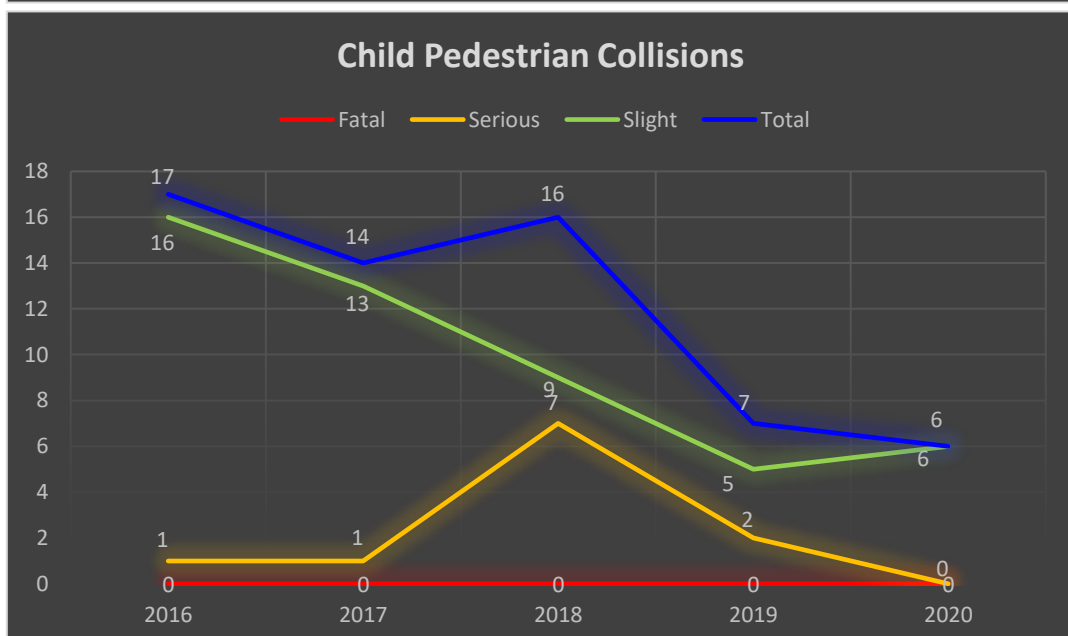
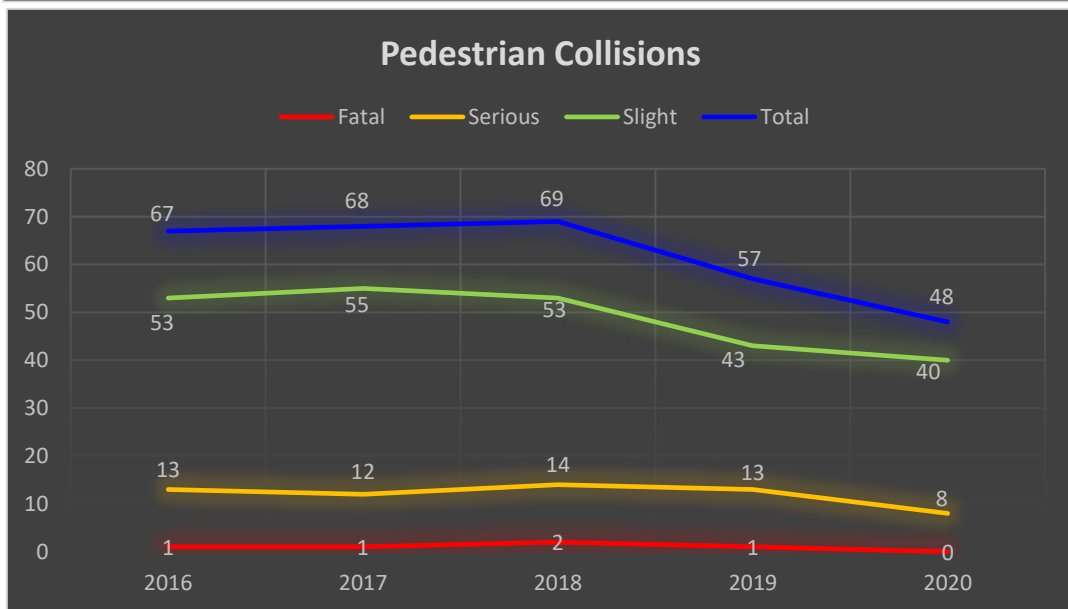
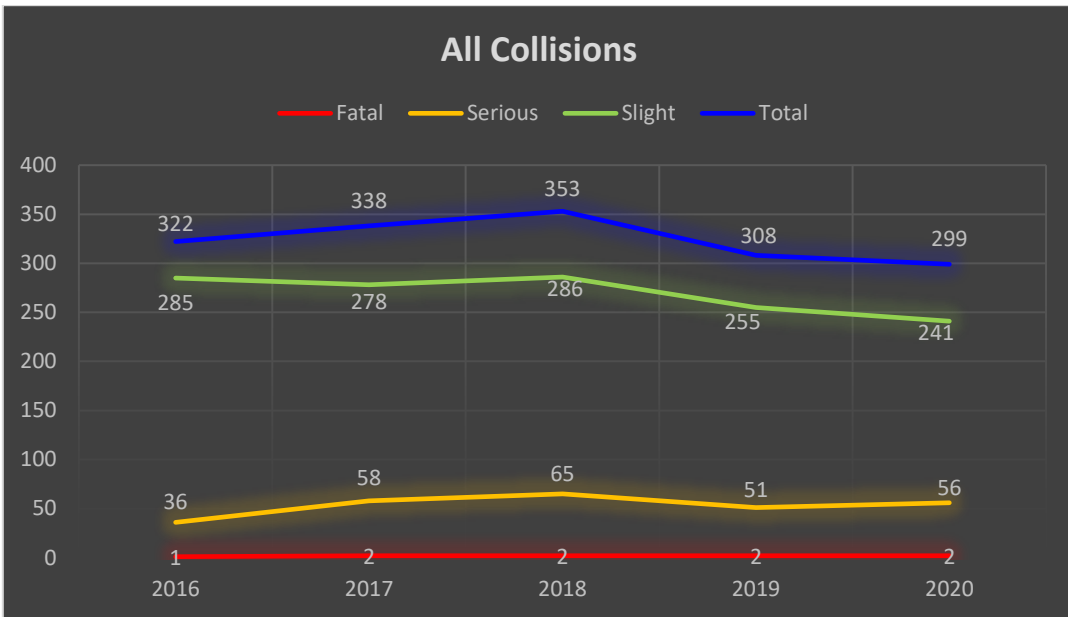
2.2.3 At the end of this section are the charts showing this data.

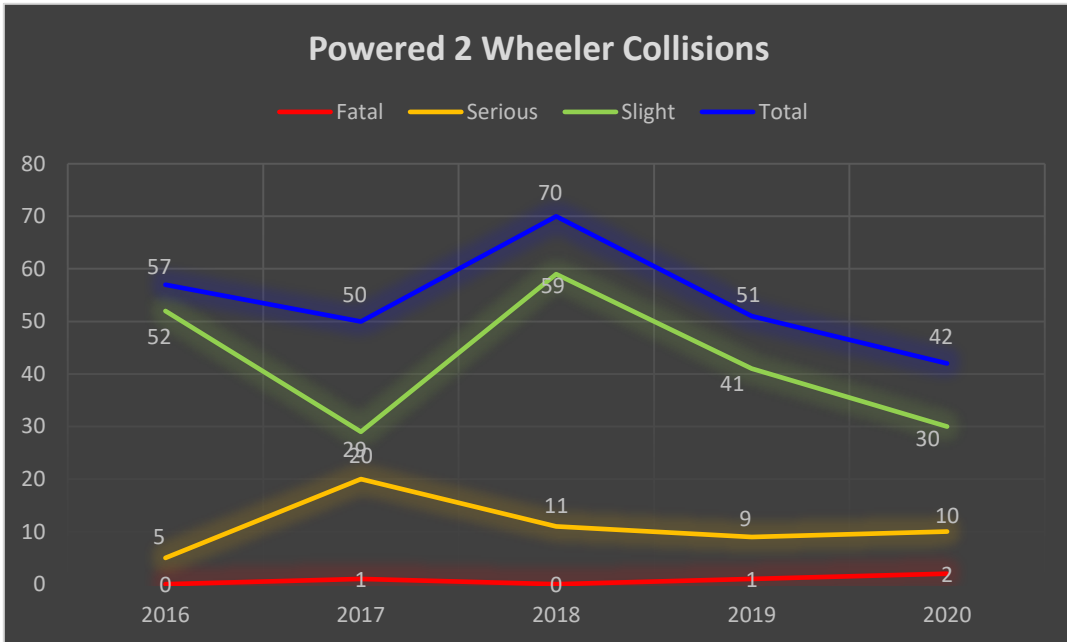
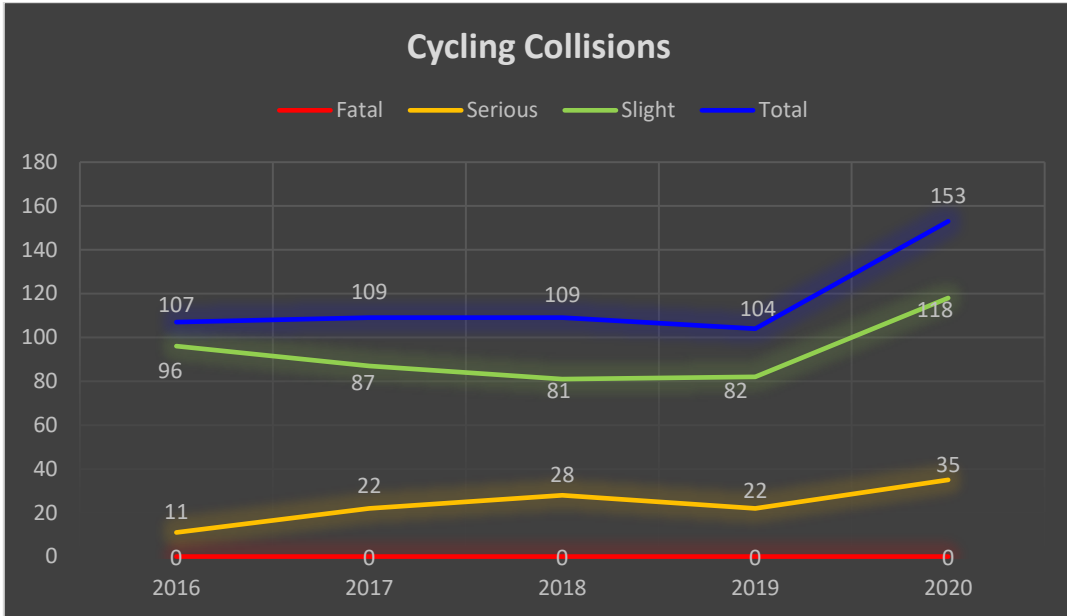
2.2.4 Collisions maps can be for London can be viewed via the following link: <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision-map>

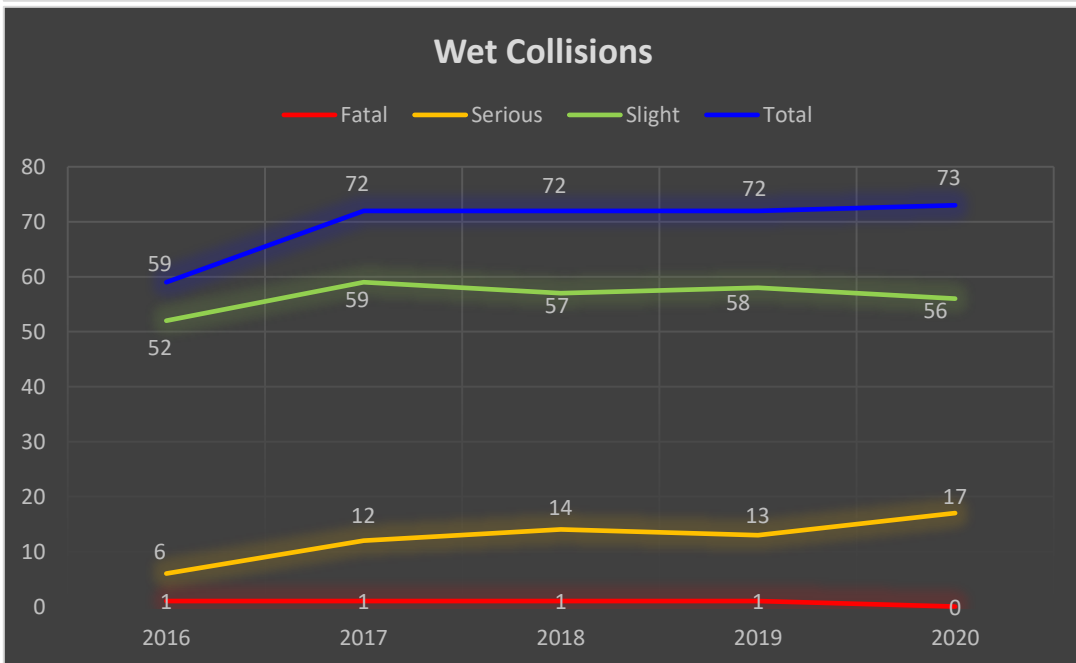
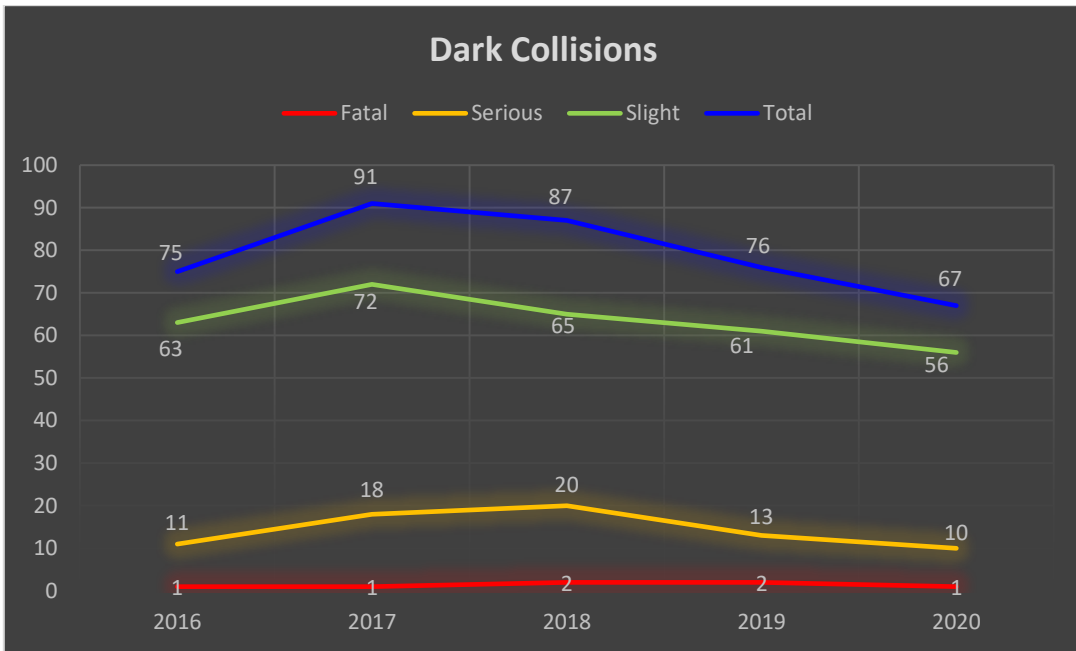
2.2.5 As part of this process the Council reviews the roads (Links) and Junctions (Nodes) across the borough's road network to identify locations that rank highly in the above categories.

2.2.6 Locations identified at this stage are then taken forward for further investigation.

2.2.7 It is worth noting that the collision data figures for the year 2020 may be skewed as a result of the Covid pandemic lockdown restrictions which were in place for much of the year. Travel was limited and traffic volume during the main lockdown period was reduced. This will most likely have resulted in different collision patterns.







3. COLLISION INVESTIGATIONS

3.1 Priority Locations

3.1.1 The locations identified in the borough wide review are cross referenced to highlight those sites that rank highly in more than one category.

3.1.2 **Table 3** shows the links identified as priority locations. The highlighted cells show a figure highly ranked in that category:

Table 3

RANK	DESCRIPTION	LINK LENGTH	PER KM	TOTAL	FATAL	SERIOUS	SLIGHT	PED	CHILD PED	CYCLIST	P2W	DARK	WET
1	Hanworth Road, Whitton	0.92	30.4	28	0	2	26	9	4	4	4	11	1
To be considered as part of a corridor review subject to LIP settlement funding 22/23													
2	Heath Road, Twickenham	0.71	36.6	26	0	3	23	2	0	12	4	10	1
To be considered in conjunction with carriageway resurfacing during 21/21													
3	Hampton Court Road (btn Church St and Palace Rbt)	1.55	13.5	21	1	2	18	3	0	6	3	5	1
To be considered as part of a corridor review for the A308 during 22/23, funding dependent													
4	Hampton Court Road (btn Chestnut Ave and Church Grove)	1.83	10.9	20	0	4	16	0	3	6	4	2	1
To be considered as part of a corridor review for the A308 during 22/23, funding dependent													
5	The Quadrant/Kew Road, Richmond	0.38	50	19	0	6	13	10	2	1	4	5	1
To be considered as part of Richmond Town centre works													
6	Cross Deep, Twickenham	0.48	39.6	19	0	6	13	1	0	9	5	5	1
To be considered as part of an A310 corridor review subject to LIP settlement funding 22/23													
7	York Street - Richmond Road, Twickenham	0.67	26.9	18	0	5	13	3	2	9	5	5	1
To be considered as part of an A305 corridor review subject to LIP settlement funding 22/23													
8	Twickenham Road- Staines Road, Twickenham	1.25	12.8	16	0	4	12	2	1	4	3	1	1
To be considered as part of an A305 corridor review subject to LIP settlement funding 22/23													

3.1.3 **Table 4** shows the nodes highlighted as priority locations. The highlighted cells show a figure highly ranked in that category.

Table 4

RANK	DESCRIPTION	TOTAL	FATAL	SERIOUS	SLIGHT	PED	CHILD PED	CYCLIST	P2W	DARK	WET	PRIORITY
1	Manor Road/Ferry Road, Teddington	12	1	3	8	4	1	5	1	6	1	6
To be considered as part of the A310 corridor review, subject to funding through the LIP settlement 22/23												
2	Sheen Road/Manor Road, Richmond	12	0	3	9	0	0	6	4	1	1	4
To be considered through the Richmond Town Centre project.												
3	King Street / Heath Road, Twickenham	8	0	1	7	3	0	5	2	4	1	4
To be considered as part of the A310 corridor review, subject to funding through the LIP settlement 22/23												
4	Hanworth Road/Wellington Road/boro boundary, Whitton	12	0	1	11	2	1	2	2	5	1	3
To be considered as part of the A314 corridor review, subject to funding through the LIP settlement 22/23												
5	Hampton Court Road/Hampton Court Bridge, Hampton	21	0	1	20	2	0	8	1	6	1	3

- 3.1.4 These locations are further investigated to compare the figures against the borough and outer London averages.
- 3.1.5 Sites that exceed the expected averages or show other concerning trends are put forward for future scheme development.
- 3.1.6 Sites that do not meet the requirements and are not eligible for safety funding through the LIP remain on our list to be monitored. Where possible we will continue to seek alternate funding for these sites.
- 3.1.7 For information, **Appendix C** outlines two case studies of road safety schemes previously implemented in the borough and details the background, proposal, issues which arose and the first-year rate of return calculation for both.
- 3.1.8 It is apparent from the tables 3 and 4 above, that the Council are already working towards treating the top ranked nodes and links, albeit most schemes are subject to successful funding bids.

4. DELIVERY OF SAFETY MEASURES

4.1 Sources of funding

- 4.1.1 The Local Implementation Plan (LIP) allocation from TfL, contributions from the Borough's own funds, and funding from other sources are all potential funding sources for delivery of safety schemes.
- 4.1.2 Internal resources and resources from developers are also identified throughout the year to pursue local objectives and ensure that the road network remains in a safe and serviceable condition.
- 4.1.3 Parking revenue is currently used to cover the costs of enforcement and the Freedom Pass. No additional funding is available to complement LIP delivery. More Controlled Parking Zones (CPZs) are proposed, and it is expected that the increased income can be used to support the development of wider parking policy projects and provide an additional form of income to support transport projects including casualty reduction.
- 4.1.4 When new developments are approved with the borough, the developer may contribute towards improving the streets within the local area. This funding is agreed as part of the planning process under a section 106 agreement (S106). However, with development levels being lower in Richmond compared with many other parts of London, the funding available is limited.

4.2 Highway Maintenance

- 4.2.1 Highway maintenance plays an important role in casualty reduction. Potholes and other defects can lead to an increase in accidents, particularly for motor-cyclists and cyclists.
- 4.2.2 Worn road surfaces have less skid resistance, leading to an increase in collisions. A higher skid resistance is desirable at approaches to Pedestrian Crossings.
- 4.2.3 LBRuT undertakes Structural Surveys of all 'B', 'C' and unclassified roads to assess the condition of the carriageway every 3 to 4 years. This assists in the preparation of a 5-year resurfacing programme.
- 4.2.4 Roads are assessed using a list of standard defects and measurements which includes, but is not limited to, cracks, potholes, rutting and chip loss. The survey results are assessed using a Nationally-Accredited system, which calculates a 'Condition Index' (CI). Sites with the highest CI would be prioritised for resurfacing, funded from the Capital Budget.
- 4.2.5 Transport for London (TfL) commissions annual surveys of all 'A' Roads throughout London, to determine their structural condition. A skid-resistance survey is also carried out to identify areas of potential skidding accidents. The data from these surveys is used by TfL to prioritise funding for major repairs to 'A' roads throughout London.

- 4.2.6 Routine highway inspections of all roads are carried out on a cyclical basis. Any hazardous defects are identified, and suitable repairs are arranged. The frequency of the inspections varies depending on the road's status: every three, six or twelve months.
- 4.2.7 Poor road surfaces may also be caused by Statutory Undertaker's works. LBRuT's Network Management Team monitor utility companies' works to ensure that reinstatements are carried out promptly to an acceptable standard.
- 4.2.8 It is essential to ensure that adequate signing and guarding, compliant with Chapter Eight of the Traffic Signs Manual, is in place at all roadworks sites, including the utility works described above. If footway works require pedestrians to use part of the carriageway, robust barriers must be in place to protect them.
- 4.2.9 The Council has a programme underway to replace all life expired street lighting columns with new mild steel lighting columns and LED street lights. LED lights produce less glare as they are directed at the road surface and do not badly affect driver's vision. LED street lighting also produces more accurate colour rendering, making it easier for drivers, and others to recognise objects. It is also considerably more energy efficient.

4.3 **Road Safety Schemes**

- 4.3.1 Corridor and Neighbourhood Studies are used to identify routes and areas through the borough and develop measures using a holistic approach. These can then be used to identify safety schemes for implementation. A corridor or neighbourhood study will look at all modes of travel and ensure that all users are considered in the package of measures put forward.
- 4.3.2 Safety schemes are targeted towards the specific issues at a location, but they also aim to improve facilities for pedestrians, cyclists and public transport. This method is consistent with the idea of reducing road danger.

4.4 **Speed reduction**

- 4.4.1 There is a link between vehicle speeds and collisions. If the average speed can be reduced by 1mph, it can lead to a 5% reduction in collisions. (source: [Atkins Report](#))
- 4.4.2 A study undertaken by the Department for Transport (DfT) showed that the implementation of 20mph limits, on average, reduce speeds by 1mph.
- 4.4.3 In March 2019 the Council approved a boroughwide 20mph speed limit, with a few exclusions (namely the A308, A310 and A305-part). The lower limit was completed in Spring 2020. A review of speed was undertaken in Autumn 2020, providing a direct comparison of speeds both before and after the limit was introduced, using the same survey sites/month of the year. Overall speed reduction was evident across the majority of sites, confirming that the

implementation of the boroughwide 20mph limit has been a success within the borough.

- 4.4.4 It was found that an overall borough wide mean speed reduction of 1mph has occurred across all 167 sites surveyed, whilst a reduction of 3mph has occurred across the top 20 highest speed roads, through the implementation of what is solely, a signing based speed limit. This reduction is seen as significant when you consider that these after surveys were undertaken during the COVID-19 restrictions and at a time when vehicle speeds were considered to be higher on the road nationally due to lower traffic volumes. During the early stages of lockdown, traffic volumes were very low and there was a reported 71% increase in drivers caught speeding in London. This figure will likely have reduced by the time the surveys were undertaken in October 2020 as traffic levels gradually increased over time. It is therefore likely that when speeds return to normal levels, further reductions in speeds can be expected.
- 4.4.5 A comparison of before and after collision data will not be possible until we have at least one complete year of after data (not including the time during Covid lockdown restrictions when figures may be skewed by a change in peoples travel patterns and behaviours). Based on the current rate that collision data is being made available, the after assessment of the 20mph speed limit in relation to collisions is unlikely to happen until 2023.
- 4.4.6 The borough was realistic from the outset and did not expect a blanket-wide drop in speed to 20mph. The main aim of the lower limit was to achieve a drop in average vehicle speed, and that for example, those drivers who drive at 35mph in a 30mph limit, would be less likely to travel at that speed in a 20mph limit.
- 4.4.7 During the 20mph consultation the Council became aware of London Councils' attempts to request speeding enforcement powers. This was not part of the Council's thinking prior to consultation. However, in light of the concerns expressed about enforcement and achieving higher levels of compliance, the Council will actively support this call and should such powers transfer, will consult residents on any potential usage of these powers. The Council will also consider any other innovations and approaches that may aid greater compliance and enforcement.
- 4.4.8 Since completion of the 20mph scheme, one of the most common complaints from residents is the apparent lack of enforcement around the 20mph speed limit. The borough is not currently legally empowered to enforce the speed limit and the overall aim is for general speed reduction through the use of signage, lining and other physical speed reduction interventions. The borough continues to actively support the Community Roadwatch initiative in the borough and a number of events have taken place boroughwide. Further information can be found here: <https://tfl.gov.uk/corporate/safety-and-security/road-safety/community-roadwatch>

4.5 **Technology**

4.5.1 Vehicle Activated Signs (VASs) and Speed Indicator Devices (SIDs) are aimed at reducing vehicle speeds and reducing road safety by highlighting a hazard to a speeding approaching driver; or indicating someone's speed. Many units can also collect speed data.

4.5.2 LBRuT has 26 SID's and these are rotated around 60 sites on a regular basis which are known to be hazardous or have historical speeding issues. The SID's are rotated on a regular basis to maximise their speed reducing effect and maximise the number of locations that can be covered. Research has shown that these types of signs can lose their effectiveness if they remain permanently in one-place. These signs are effective at reducing speeds by between 1 and 2mph for the first few weeks. Additional signs have been purchased to help enhance the lower 20mph speed limit on the majority of borough roads.

4.5.3 Existing safety cameras in the borough have remained and been adjusted to enforce the lower 20mph limit. The implementation of road safety cameras is managed by the London Safety Camera Partnership, a partnership between the boroughs, TFL and the Police. Speed cameras and red-light cameras are prioritised at locations with a history of killed/seriously injury related collisions which were either speed related or caused by red light jumping. There are currently no plans for additional road safety cameras on our borough roads.

4.5.4 The Council has introduced a number of traffic sensors attached to streetlighting columns across the borough as a pilot scheme to obtain data on traffic and pedestrian flow and patterns. The scheme is being implemented as part of the South London Partnership's InnOvaTe (IoT) Project administered by the City of London Corporation. The project uses technology to address challenges in communities and identify opportunities to help people live better, healthier lives.

4.6 **Schools, Education and Initiatives**

4.6.1 The Road Safety Team cover a number of new and exciting initiatives that are undertaken to ensure the London Borough of Richmond upon Thames remains to the fore in the field of road safety and sustainable transport.

4.6.2 In 2014, the model of phased road safety education and training from pre-school through to the end of Secondary School was hailed as best practise and used in reviews of service delivery across the country. Training more year 6 children to Level 2 Bikeability than anywhere in London, it is clear that the work of the team is a priority area for the Council and that it is delivered to a high standard.

4.6.3 Good transport links, reducing congestion and road safety are high priorities for the majority of our residents. The Team covers an array of

initiatives aimed at different modes of transport and focuses on vulnerable road users and the next generation of independent travellers.

4.6.4 As a borough, our road safety record is one of the best in London and we set out how we intend to meet the challenge of continuing this trend while encouraging more to travel sustainably.

4.6.5 Our track record of work within schools continues and the success of our partnership working with students in both the Primary and Secondary sector through our schemes continues to attract much positive reaction.

4.6.6 Our school syllabus broadly covers annually:

- 2,600 children put through cycle training per year
- 2,200 children receiving Pedestrian Training
- 1,500 children receiving Scooter Training
- 80% of Borough schools engaged with our Junior Travel Ambassador peer to peer mentoring scheme
- 2,600 children attend Junior Citizen
- 1,000 pre-school nursery children and their parents' members of the Children's Traffic Club

4.6.7 Again, we work with adults and businesses to ensure that they too act responsibly and deliver policies and initiatives that will allow their employees and visitors to make appropriate transport choices and encouraging them to implement policies around safe travel.

- 60 businesses engaged with for our 2 Wheels London Campaign, Safer Urban Driving and work-related Road Risk Strategies. This is between the period from April 2014 to the present day.
- 300 adults received Cycle Training between the period from April 2014 to the present day.

4.6.8 Our recent campaign and outreach work has also seen us work in partnership with other Boroughs and the London Road Safety Council, to produce well received and shared social media clips and adverts on issues such as mobile phone distraction and drink driving.

4.6.9 With a network of instructors who deliver our projects, the Council also runs the School Crossing Patrol Service. There are 6 currently in post, 7 sites and an 8th location where a volunteer works.

4.6.10 Current initiatives within LBRuT include:

- International Walk to School Month (all schools) which is a month-long celebration of walking to school held in October.
- Walk Once a Week (WoW) (primary schools) which is a year-round weekly incentive-based walking scheme.

- Richmond Safe Walking/ Pedestrian Skills Training (Year 3) which is a practical roadside training course encouraging children to think about traffic hazards, learn how to deal with them and to plan routes that make use of crossing facilities where they are available.
- The Big Pedal (all schools) which is run by transport charity Sustrans.



Sustrans big pedal – St Richard Reynolds Catholic College, Twickenham

- Bike Week (all schools) is an annual celebration in June to promote cycling and show the community how easily cycling can become a part of everyday life.
- Bikeability (Primary schools) where a team of qualified instructors work year-round to provide free Bikeability training to all Year 6 pupils in the Borough.
- Scooter training is available for Year 2 children

4.6.11 Education is not limited to children and the Borough offers various initiatives to teenagers and adults alike. Examples of which are:

- Free BikeSafe and Scooter Courses (usually worth £45). Run in conjunction with TfL and the Metropolitan Police.
- The Borough works with the 2Wheels London team who work in partnership with local businesses to provide road safety information to their employees on how to stay safe when cycling or riding motorbikes and scooters.

School Streets

- 4.6.12 The Council have been working with schools in the borough to promote active travel for a number of years, however many schools and parents are still concerned by road safety and air pollution around schools. We receive many requests for general traffic management and safety improvements that are demonstrated to not be justified, given finite resources, in terms of accidents, speeds and traffic flows.
- 4.6.13 The Council is now taking a more moderate approach is taken near schools recognising the particular concerns there are towards children's safety, active travel and exposure to pollution. It is hoped that some of these concerns will be addressed by reducing the number of vehicles at school start and finish times. By temporarily closing roads outside the school to create a 'school street', we hope to create a safer, more pleasant environment around the school. We also aim to reduce congestion and pollution levels. The schemes have been implemented under an experimental traffic order to be able to monitor any impacts before considering making the schemes permanent.
- 4.6.14 The borough introduced 14 experimental school streets in 2020 and have plans for more subject to consultation. Whilst some of these are camera enforced, others are managed by volunteers from the school and there are already very positive benefits being seen around the borough.

A variety of photos supplied by the Safety Education team



4.7 **Cycling and E-Scooters**

- 4.7.1 Richmond has one of the highest levels of cycling out of all the London Boroughs and as such sees a higher rate of cycling collisions when compared with other Boroughs. Whilst there are extensive areas of green space which are ideal for cycling, the lack of strategic routes do not support the level of cycling currently encountered.
- 4.7.2 Richmond Cycling Strategy 2016-2026 (October 2017) supports the Council's desire to promote increased cycling and the benefits it provides by reducing congestion on the road including:
- improved air quality
 - reduction in noise pollution
 - improved health and wellbeing
 - a reduction in 'road danger'.
- 4.7.3 Any schemes introduced onto the borough network will give consideration to enhanced cycle measures where possible to complement our existing network of cycle routes across the borough. Future scheme development in the borough will have to meet TFLs Cycleway Quality Criteria where possible, further information can be found here: <http://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf>. Quality criteria is based on:
- The total volume of motor traffic, to ensure the number of motor vehicles mixing with people cycling is low
 - The speed of motor traffic, to reduce the risks caused by vehicles travelling at higher speeds
 - The width provided for people cycling, to ensure that there is plenty of space to both cycle and overtake
 - The collision risk between people cycling and turning vehicles
 - Reducing the interaction between HGVs and people cycling to a minimum
 - Minimising the impact of any kerbside activity on people cycling
- 4.7.4 We are committed to delivering cycle improvements along key strategic cycle routes. We have successfully delivered an experimental cycle route along Kew Road linking the A316 to Kew Gardens Road and have already seen a significant increase in the number of cyclists using this route. This route benefits from light segregation using a system of wands/armadillos where cyclists are separated from the main traffic flow for much of the road. We are also planning a new and improved cycle route along Strawberry Vale in Twickenham with works planned to start late 2021. Other schemes in development stage include Hampton Court Road and London Road in Twickenham.
- 4.7.5 Other key schemes and measures to encourage more cycle use in the borough include:

- Cycle contraflows where safe to implement on existing one-way roads. The Council implemented the first batch of contraflow schemes in 2019/20 and will actively be promoting the second batch during 2020/21.
- Cycle hangers and cycle parking, including cargo bike storage
- Cycle route signage
- Improvements at traffic signals to reduce conflict for cyclists
- Speed reduction measures to enhance the cycling experience

In response to the pandemic, the Government introduced a proposal to trial e-scooters and Richmond is currently participating in this trial. In conjunction with TFL we will closely monitor the effects of the trial, which has the potential to add to the transport options within the borough, subject to understanding its impact on other road users and safety. The use of private e-scooters is currently illegal for use on roads, paths or other public spaces in the UK. They are classified as motor vehicles but do not comply with the legislation and standards that cover motor vehicles.



4.7.6 The Council is currently working towards an agreement with an operator to introduce dockless E bikes into the borough to further enhance travel choice.

5. FUTURE SCHEME DEVELOPMENT

5.1 Borough Wide 20mph Limit

5.1.1 The 20mph speed limit was completed in Spring 2020. The review of vehicle speed in Autumn 2020 identified a number of roads where vehicles speeds remain a concern. Consideration will be given to additional signage and road markings and/or speed reduction measures, subject to available funding. It should be noted that the final assessment will probably not take place until 2023 to allow for a full year's worth of collision data to be assessed following completion of the scheme. The roads for review are listed below:

- Petersham Road north of Star and Garter Hill and north of Nightingale Lane
- Hanworth Road south of Millfield Road and south of Wyndham Crescent
- Riverside Drive north of Croft Way
- Hospital Bridge Road south of Nelson Road
- Oak Avenue south of Fearnley Crescent
- Mill Hill Road east of Common Road
- Nelson Road south of Nelson Gardens
- Percy Road east of Ryecroft Avenue
- Sandy Lane west of Meadlands Drive
- Kew Road south of Kew Gardens
- Rocks Lane north of Ranelagh Avenue
- Waldegrave Road north of Waldegrave Gardens
- Whitton Road west of Tayben Avenue
- Warren Road east of Nelson Road
- Petersham Road south of Sandy Lane
- Castelnau
- London Road south of Cole Road
- Park Road west of St James Road

5.1.2 The 20mph speed limit will aid in collision reduction on all top nodes and links detailed in sections 3.1.2 and 3.1.3 of this report. In addition to the lower limit, the Council has plans to consider safety improvements at all nodes and links that rank highest in the borough for collisions as detailed below.

Highest Ranking Collision NODES

5.2 Manor Road/Ferry Road, Teddington

This junction is on the A310 corridor. Subject to funding in 2022/23, this junction will be considered as part of a wider package of measures linking Kingston Road to Manor Road.

5.3 Sheen Road/Manor Road, Richmond

This junction is to be reviewed under the Richmond Town Centre project, a package of measures aimed at improving conditions within the town centre.

5.4 **King Street/Heath Road, Twickenham**

This junction is on the A310 corridor. Subject to funding in 2022/23, this junction will be considered as part of a wider package of measures.

5.5 **Hanworth Road/Wellington Road, Whitton**

This junction is on the A314 corridor. Subject to funding in 2022/23, this junction will be considered as part of a wider package of measures.

5.6 **Hampton Court Road/Hampton Court Bridge**

This junction is being reviewed under the Hampton Court Road corridor review and is considered as phase 1 of the study. Proposals are currently being designed in conjunction with the Palace and are subject to funding in 2022/23.

Highest Ranking Collision LINKS

5.7 **Hanworth Road, Whitton**

This is the A314 corridor. Subject to funding in 2022/23, we will consider a range of measures aimed at casualty reduction.

5.8 **Heath Road, Twickenham**

This road is to be resurfacing in 2020/early 21. Consideration will be given to low-cost improvements as part of the resurfacing works to enhance sightlines and the 20mph speed limit.

5.9 **Hampton Court Road, Hampton**

We are looking at this road in phases, with phase 1 being the area outside of the Palace. These works will be subject to funding from 2022/23 onwards.

5.10 **The Quadrant/Kew Road, Richmond**

To be reviewed under the Richmond Town Centre package of works.

5.11 **Cross Deep, Twickenham**

To be reviewed under the A310 corridor review

5.12 **Other Corridor Schemes**

In addition to the top links, a commitment was given to review the following two corridors excluded from the boroughwide 20mph speed limit with a view to introducing speed reduction measures, both corridors are included in the LIP submission to TFL for 22/23.:

A310 Corridor – Kingston Road to Cross Deep

A305 Corridor - Staines Road – The Green, Twickenham

6. PUBLIC REALM SPACE AND COVID 19

6.1 How it affected us

6.1.1 The Covid-19 pandemic resulted in profound changes to travel patterns and how people are using streets. There was a short-term desire to enable physical distancing in order to limit contagion and prevent a second surge, and this cannot always be safely accommodated within existing transport networks and infrastructure.

6.1.2 Restrictions brought in by the Government that include “If you go out, stay 2 metres (6ft) away from other people at all times”. led to calls for some temporary short term changes to be considered in the public realm, such as:

- Creation of temporary walking spaces within carriageway space
- Creation of temporary cycle space on roads
- Creation of waiting spaces in areas of high footfall/around shops, notably supermarkets, banks and chemists.
- Removal of through traffic on residential streets, Church Street was pedestrianised during the pandemic to allow the shops to continue to operate safely.

6.1.3 The pandemic did significantly impact on our normal travel patterns and behaviours and changed our priorities in terms of road safety and scheme delivery.

Transport Action Plan

6.1.4 The Council developed a Transport Action Plan which considered both short and medium term measures to assist with social distancing across the borough. This focused on town centres, areas of high pedestrian footfall (such as towpaths and riverside walking routes) and other locations where pedestrians and cyclists are known to congregate such as at railway level crossings. It considered what physical or other measures would need to be deployed to facilitate social distancing and make people feel more secure as the lockdown eased.

6.1.5 The delivery of this Action Plan had an impact on the delivery of schemes across the borough and resulted in some LIP schemes being accelerated where there were obvious benefits for social distancing purposes whilst other schemes may be put on hold pending future years funding.

7. WAY FORWARD

7.1 Overview

7.1.1 Although Richmond remains one of the safest boroughs in London, we continue to look for new ways to reduce 'road danger' and make Richmond even safer.

- 7.1.2 To ensure that Richmond remains one of the safest boroughs, we will continue to:
- Identify locations of concern and develop schemes that enhance safety and seek funding for those schemes where possible.
 - Remain up to date with the latest road safety strategies, techniques and guidance.
 - Update our own policies, strategies and plans to ensure that Richmond is at the forefront of road safety.
 - Update our Road Safety Plan to reflect how these changes affect our processes.
 - Prioritise cyclists, pedestrians and other vulnerable road users as a high priority within the borough. As such we will continue to install new facilities and look for ways to enhance existing ones with a view to improving road safety for vulnerable road users.
 - Maintain our existing roads and pavements to a high standard to remove the potential for collisions and personal injury accidents resulting from poor maintenance of our road network.
 - Focus on roads where speeds remain high to ensure that speeds lower and road safety improves overall across the borough.

APPENDIX A

APPENDIX B

APPENDIX C