

# Local Implementation Plan

Approved March 2006



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**Royal Borough of Kingston upon Thames**

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# Forward

I am pleased to submit and commend this Plan to residents of the Borough and other readers. It covers the Council's transport strategy up to the year 2011 and is a statutory document approved by the Mayor of London. I believe it offers a solid foundation for overcoming many of the transport problems that affect us locally, and will play a part in the wider London transport strategy. London is a 'World City', its population is rising and it will be an Olympic City in 2012. We all need to play our part in making transport one of London's strengths and this Council is determined to do so.



The LIP strategy anticipates actual traffic reduction. It thus contributes to a vision for improving the environment of the Borough rather than merely slowing the rate of deterioration. The core philosophy is of demand restraint and modal shift toward the more sustainable forms of transport. Greater road safety and improved public transport, cycling and walking facilities allied to careful attention to security will be central to promoting modal shift. As such this is a strategy of relevance to everybody, who lives, works and travels in the Borough. It is a significant challenge for the Council to engage with all these groups. We must make sure that everyone understands the role they play in the travel choices that they make. Consequently our Travel Awareness work will play a critical part in delivering this strategy.

All the Council's roads, bridges, pavements, street lights and car parks will be brought up to standard and maintained at that standard. Most already are but a backlog of sub-standard assets will be overcome during the years to 2011.

The LIP also pays close attention to issues of health and social inclusion. Casualty reductions on our roads should exceed the national targets. The School Travel Plan strategy will help reduce obesity among children by cutting the number being driven to school. Community transport along with numerous accessibility improvements on roads, pavements and public transport vehicles will ensure that, regardless of whether you own a car or not, have a mobility impairment or not, you can still travel to the places you wish.

The Council must acknowledge that full completion of the measures in this Plan is heavily dependent on funding from Transport for London. The funds shared between the 33 London Boroughs amount to about £150m per year or £750m over five years. Centralised spending is much greater; TfL's 5 year Business Plan for 2005/06 to 2009/10 anticipates £10 billion of investment. Of this £6 billion will be spent on the Tube network. RBK does not benefit from this expenditure, nor will it from the raft of major schemes planned in the Thames Gateway area. In consequence the Borough is especially dependent on adequate funding for 'local transport' measures, notably to improve bus, cycling and walking facilities and services. The Council consider that outer London boroughs in this position should be treated favourably during allocation of Borough Spending Plan funds in order to compensate for their inability to benefit from Tube investment or other projects focussed on central and East London.

Councillor Patricia Bamford  
Executive Member for Transportation and Sustainable Development  
Royal Borough of Kingston Council  
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