

Royal Borough of Greenwich

Active Travel Policy Framework Action Plan

September 2022

Contents

Introduction 4-5

Links to other strategies 6-7

The vision 8-9

Existing conditions 10-20

Cycling
Walking
Mode share
Car ownership
Car usage
Proximity to education facilities
Proximity to essential destinations
Road safety

Proposals 22-32

Introduction
Improving and expanding the cycle network
Improving the walking environment
Crossings and junctions

Traffic management
Cycle parking
Improving accessibility
Behavioural change and training
Maintenance of the active travel network
Partnerships and collaboration
Road safety
New developments

Funding and delivery 33-34

Action plan 35-47



Introduction

Introduction

Active travel (walking, cycling and wheeling) will play a vital role in supporting Royal Greenwich to deliver its Transport Strategy and to meet its carbon targets.

In urban areas like Royal Greenwich, active travel is the most efficient and environmentally sustainable way of making local journeys. On longer distance trips to central London and elsewhere, it can act as a feeder for the public transport network, enabling people to make journeys without a car. This can free up capacity on public transport and on the roads.

This Active Travel Action Plan (ATAP), along with the Local Implementation Plan (LIP) (2019), supports both London wide and local objectives. It is aligned with the Mayor of London's Transport Strategy (MTS) and Environment Strategy as well as Royal Borough's Corporate Plan and Carbon Neutral Plan.

Having declared a climate emergency in June 2019, this ATAP will support a green post-pandemic recovery and Royal Greenwich's goal of becoming carbon neutral by 2030.

At present, transport is the second largest source of emissions in Royal Greenwich. The Royal Borough recognises that to become carbon neutral it is necessary to work to reduce the number of non-essential journeys made by polluting motor vehicles, and enable people to walk, cycle and use public transport wherever possible.

Research compiled by Transport for London (TfL)¹ has shown that investment in walking and cycling helps encourage more people to travel in a greener and healthier way. It also brings significant benefits to the economy:

Boosting the high street and local centres: walking and cycling improvements can increase retail spend by up to 30 per cent.

Reducing absences and increasing productivity: people who are physically active take 27 per cent fewer sick days each year than their colleagues.

Attracting employees and businesses: businesses see walking and cycling as key to attracting and retaining the staff they need to thrive.

Keeping the city moving for business: new cycle lanes in London have helped some streets carry up to 5 per cent more people at the busiest times.

Wider economic benefits: investing in walking and cycling can prevent billions of pounds worth of health and environmental damage.

Helping everyone share the benefits: active travel is accessible and inclusive. Making it easier to walk and cycle means that more Londoners can enjoy the benefits.

This Active Travel Action Plan covers:

- Our vision and how this links to other strategies
- An outline of the existing conditions for walking and cycling in Royal Greenwich
- A summary of the challenges and opportunities
- The actions we will take to improve the active travel network to deliver the objectives set out within the Royal Greenwich Transport Strategy

¹ TfL – source: <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

Links to other strategies

Links to other strategies

This ATAP has been developed to support the overall vision and objectives outlined within the Royal Borough Transport Strategy. In addition to the Transport Strategy, there are a number of other strategies which are complementary to this Plan:

The Royal Borough Transport Strategy (2022)

The Transport Strategy supports the wider London and Royal Greenwich ambitions through its alignment with the MTS, the Mayor's Environment Strategy as well as Royal Greenwich's Corporate Plan and the Carbon Neutral Plan. Having declared a climate emergency in June of 2019, the purpose of this strategy is to support Royal Greenwich's goal of becoming carbon neutral by 2030, and achieving a green post-pandemic recovery.

The Royal Borough Third Local Implementation Plan (2019)

This Local Implementation Plan (LIP) is a statutory document and sets out how the Royal Borough will deliver the MTS. The document contains the Royal Borough's transport objectives which provide the context for, and help to establish, the Delivery Plan and the Performance Monitoring Plan. The LIP was published in 2019 with timescales to 2041.

Royal Greenwich Road Safety Action Plan (2022)

The Road Safety Action Plan prioritises issues, locations and areas for road safety interventions, and sets out an action plan to achieve Vision Zero. The Action Plan provides analysis of road traffic casualties, identifies an outline five year programme of interventions and schemes to develop further, it establishes a clear approach to achieving zero Killed and Seriously Injured (KSI) casualties on the Royal Greenwich Road network.

Kerbside Management Plan (2022)

The Kerbside Management Action Plan is focussed on Parking Design and Parking Enforcement, and how the Royal Borough we can improve, expand and it can reduce car ownership and emissions. A well-planned and managed kerbside plays a pivotal role in the delivery of active travel schemes.

Streetscape Guidance and Asset Plan (2022)

The Streetscape Guidance and Asset Plan presents a practical and concise overview of the Royal Borough's requirements for its streets. The ambition is to ensure that all investment in the Royal Borough's streets and public realm

consistently achieves a high quality, forms part of a cohesive whole and contributes to the Royal Borough's wider objectives.

Mayor of London's Transport Strategy (2018)

The MTS sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. Of particular relevance to this Active Travel Action Plan is theme one of the Strategy, 'Healthy Streets and Healthy People', which sets out the Mayor's intention of creating streets and street networks that encourage walking, cycling and public transport use.

Royal Greenwich Cycling Strategy (2014)

The Cycling Strategy formed part of a co-ordinated process by which Royal Greenwich would manage and influence investment in cycling in support of the wider corporate priorities. For our Opportunity Areas, the Strategy was supported by OAPF-specific integrated transport strategies, covering active travel.

The Royal Greenwich Transport Strategy (2022) and this ATAP effectively supersede this Cycling Strategy, and act as the Royal Borough's strategy on active travel.

The vision

The vision

The intention of this ATAP is to increase the number of people in Royal Greenwich undertaking regular walking, cycling or wheeling trips, and to enable people to leave their private motor vehicle at home.

The Action Plan directly supports the delivery of the vision of the Royal Borough Transport Strategy which is presented below:

Royal Borough Transport Strategy vision:

Our transport system will be one that our residents and communities can be proud of, providing the safe, reliable and future-ready connections needed for living, learning, working and playing. It will be easy for everyone to walk, cycle or to use public transport, helping us all to be healthier, tackle our carbon emissions and manage congestion on our roads.

The transport system will help people and goods to flow freely into, around and through the borough, without harmful emissions. It will help us to welcome new residents, businesses and visitors to our beautiful, historic borough.

In order to support this vision and deliver a step-change in sustainable transport in Royal Greenwich, five key themes have been set out which sit under the vision, each with a number of more detailed objectives. These are presented below.

This Active Travel Action Plan correlates to each of these themes, but most strongly to Theme 1: A healthier Greenwich and Theme 3: A cleaner, greener Greenwich, which both relate directly to active travel, and getting more people to walk, cycle and wheel in Royal Greenwich.

Theme 1: A healthier Greenwich

Our transport network will make it easy for people of all ages and abilities who are living, working, and visiting Greenwich to have a healthy lifestyle.

Theme 3: A cleaner, greener Greenwich

Our transport network will result in cleaner air through reducing car use and prioritising active and sustainable travel, and cleaner vehicles. Greenwich's transport network will be resilient to climate change and future trends and uncertainties.

Theme 5: A great place to be

Our transport network will improve the connectivity, communication, and collaboration in our communities, now and in the future.

Theme 2: A safer Greenwich

Our transport network will be safer for everyone, however they choose to travel.

Theme 4: Economic prosperity for all

Our transport network will support good growth and sustainable access to a wide range of services, jobs and opportunities. Our transport network will keep people moving, enabling people and goods to move efficiently.

Existing conditions

Existing conditions

Cycling

Cycling facilities in Royal Greenwich are largely made up of routes that pre-date the introduction of the London Cycling Design Standards (2014) and Local Transport Note (LTN) 1/20 (2020). This means that the cycle network varies in the level and quality of provision. It can also be discontinuous and is often disrupted due to kerbside activity, such as parking and loading. Much of this existing cycling provision does not meet current best practice and/or does not provide sufficient capacity for growing volumes of people cycling.

Examples include cycle lanes and tracks of substandard width, poor junction alignment, lack of continuity at side road crossings, barriers to contra-flow cycling, restricted forward visibility and inconvenient barriers on cycle tracks as a result of parking and/or loading activities. As a result, the cycling network can be unattractive to use and larger junctions create severance between areas.

Figure 1 presents the existing cycle network, showing routes classified by Transport for London (TfL) as Cycleways or Quietways, routes classified as National Cycle Routes, and other routes which includes links of light or full segregation such as Rochester Way.

While West Greenwich is relatively well covered with regard to cycle routes, the rest of Royal Greenwich is not. **Figure 2** presents gap analysis of the existing cycle network. Routes and links are sporadic, and there is a notable lack of any strategic north-south link(s), or east-west links in the southern part of Royal Greenwich.

Mesh density, as shown in **Figure 3**, has been used to analyse the coverage of existing LTN 1/20 compliant cycle routes in Greenwich. There is strong cycle route coverage in the north-west of Royal Greenwich, around Greenwich Park and Greenwich town centre. However, overall, the majority of Royal Greenwich has a low network coverage. Areas in the east and south have particularly low coverage, with minimal or no routes.

'Mesh density' analysis is used to analyse whether a cycle network is tighter (with more route choice) or looser (less extensive). A high mesh density will have parallel routes close to each other. The London Cycling Design Standards and LTN 1/20 recommend a mesh density of 400m, meaning that there is no more than 400m between parallel routes of a similar quality.

The cycling mode share in the Royal Borough has increased from 1.1 per cent in 2009 to 1.7 per cent today in 2019 (LTDS, 2020). This is marginally above the average cycling mode share for an outer London borough, though still below the Greater London average of 2.6 per cent. Achieving a higher mode share will require intervention to make our streets more attractive to cycle on.

There are opportunities to improve the network, such as upgrading existing advisory and mandatory cycle lanes, though it is acknowledged that many road widths are narrow or constrained by the context, which can make segregation difficult to achieve. In these situations, area wide interventions to reduce traffic levels will need to be considered. Crossing the Thames also an issue, with no bridges in the Royal Borough, and the Greenwich Foot Tunnel not permitting cycling. **Figure 4** presents an illustration of the potential cycle network in Royal Greenwich.

Existing conditions

Cycling

Figure 1: Existing cycle network

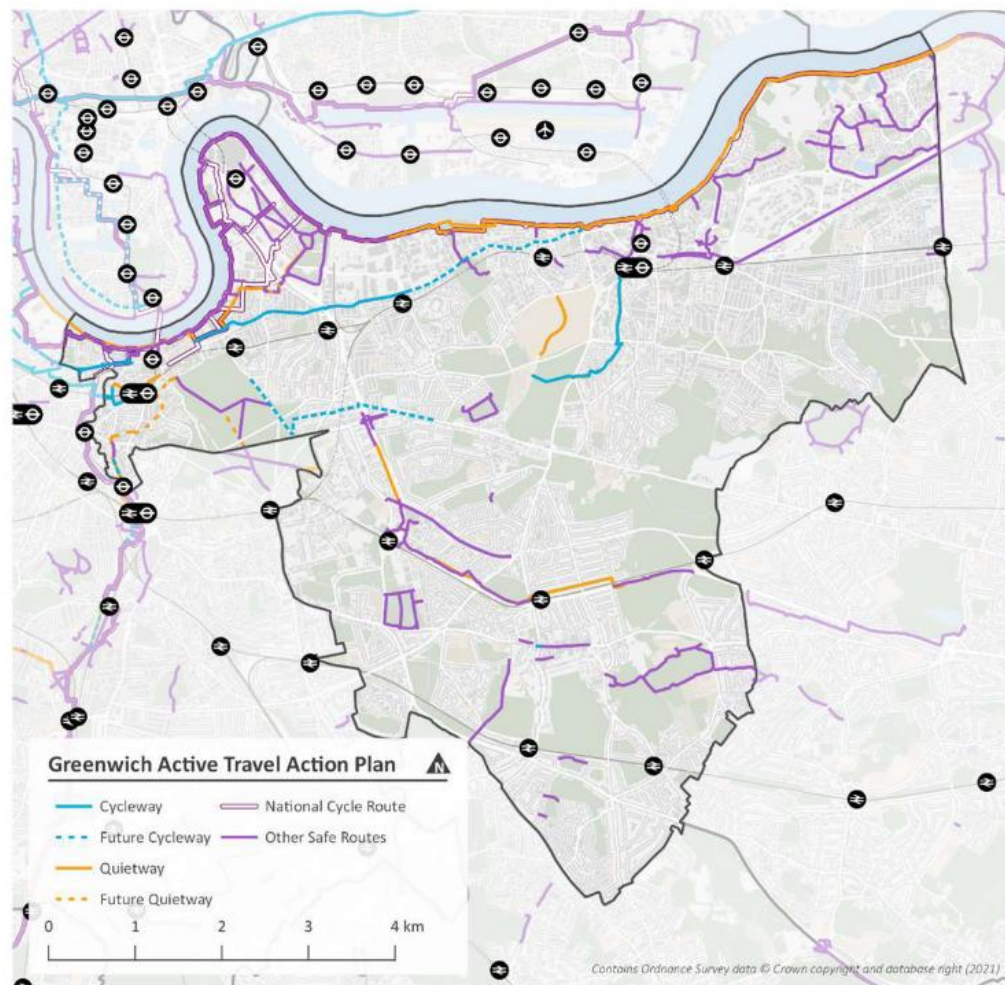
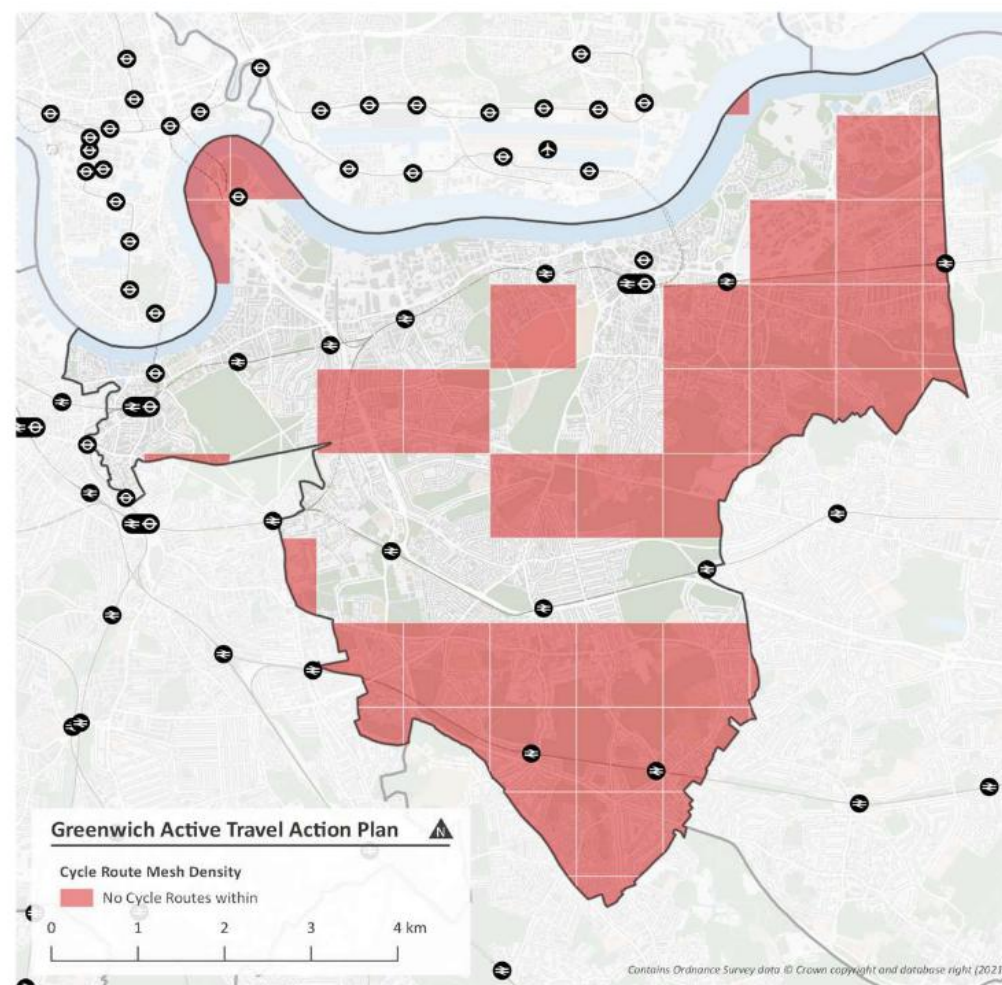


Figure 2: Existing gaps in the cycle network



Existing conditions

Cycling

Figure 3: Existing mesh density of cycle network

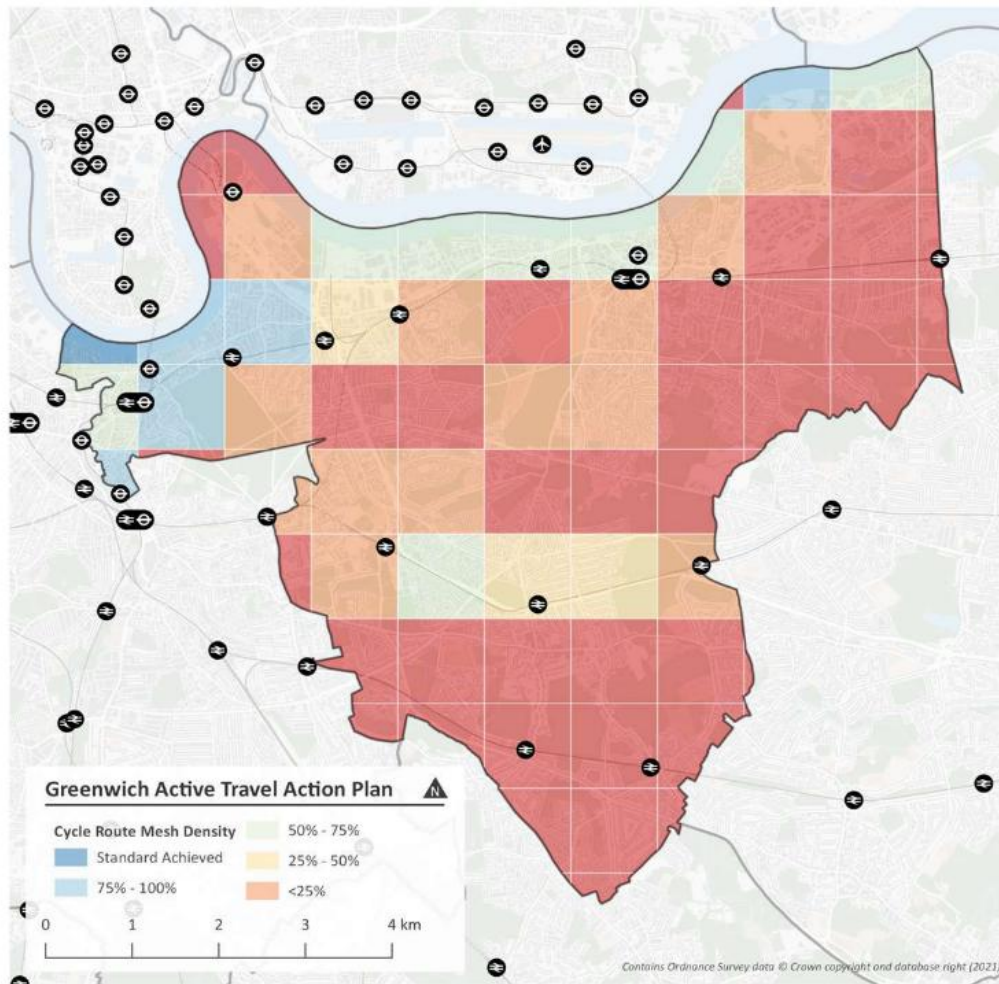
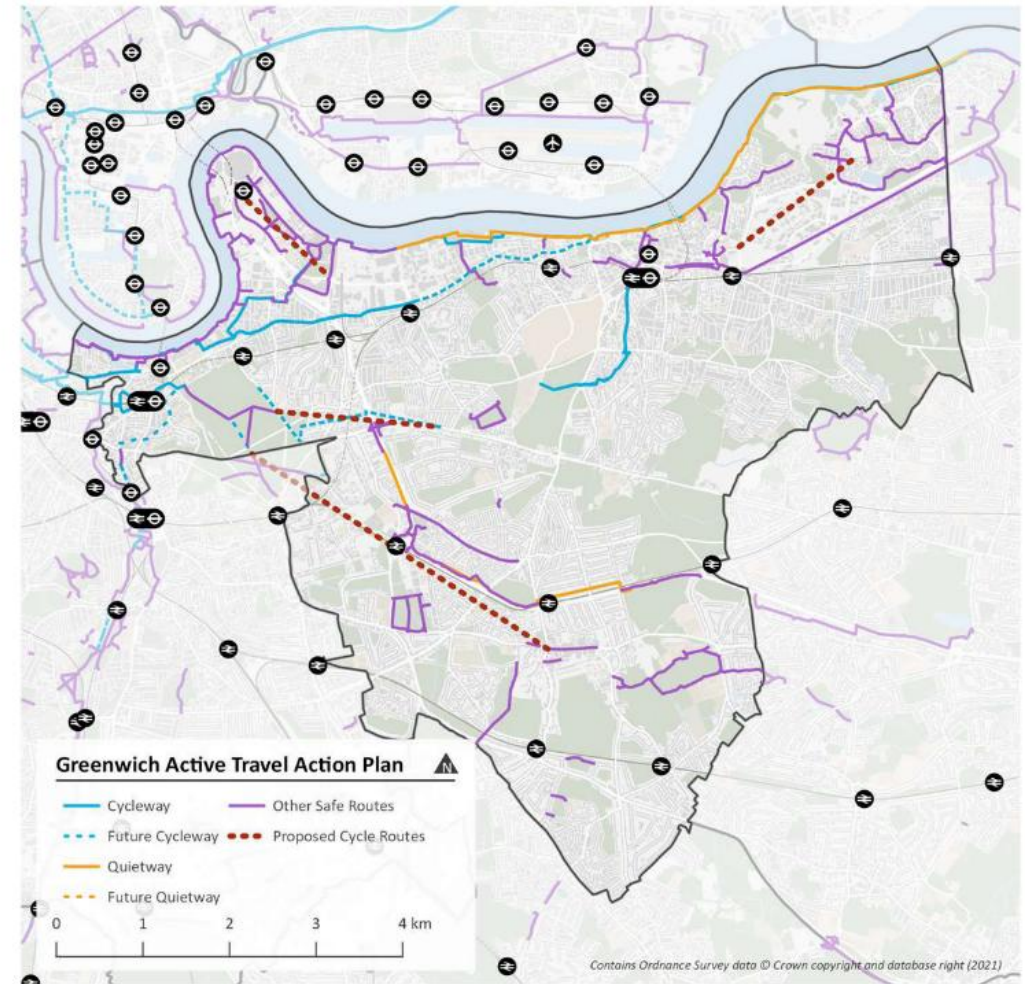


Figure 4: Potential future cycle network



Existing conditions

Walking

Walking is already a main mode of travel in Royal Greenwich, with around 28% of trips being walked and a further 30% of trips undertaken by public transport - which typically start and end with walking (Travel in London 11, Transport for London, 2018 p.44).

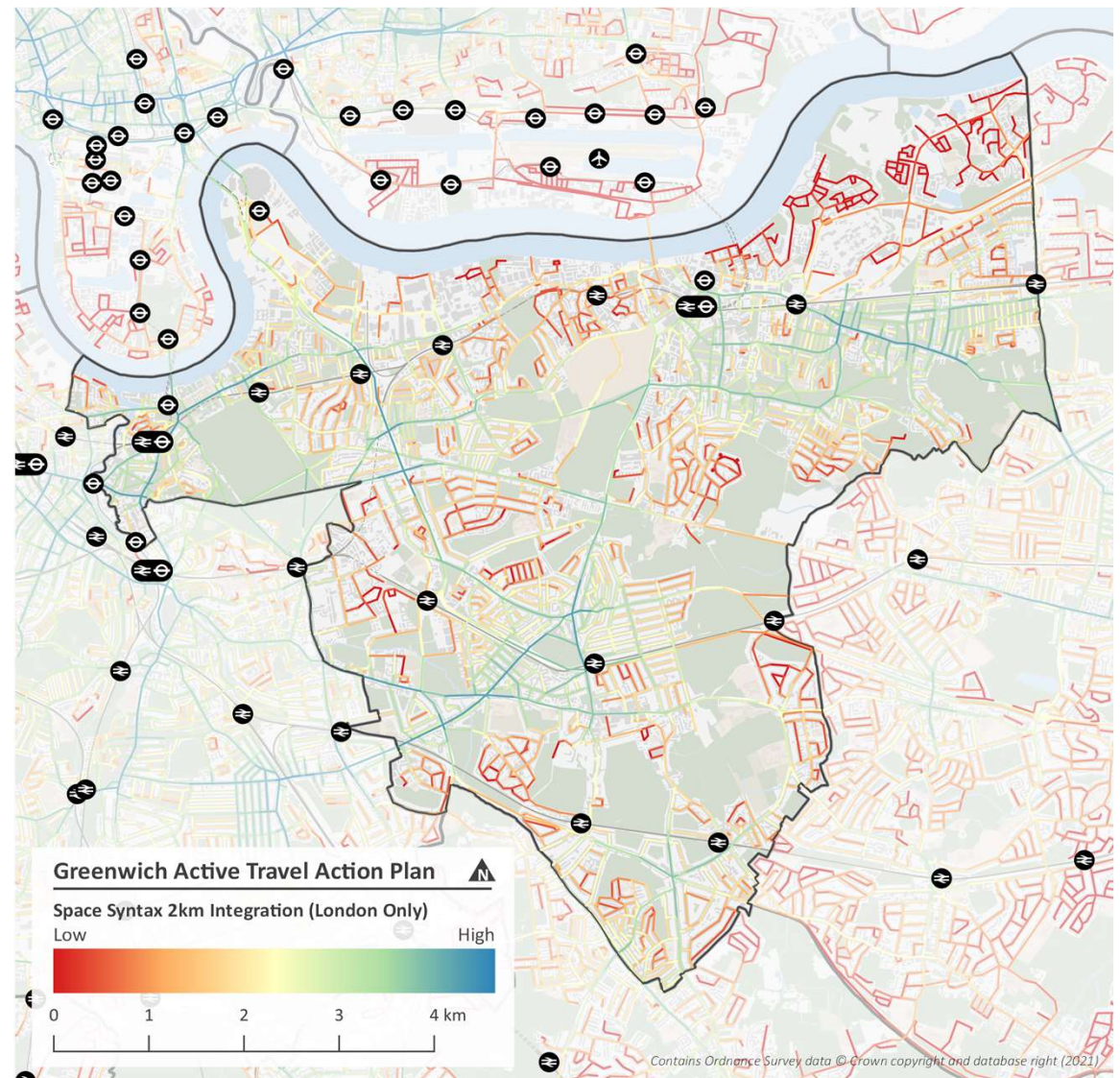
Figure 5 presents an analysis of walking integration using Space Syntax's 2km integration model. Integration is a measure of distance from a space of origin to all others in a system. This provides us with an understanding of how permeable the walking network is.

The results in Figure 5 are shown in relation to the London average. Royal Greenwich scores highly on walking integration, meaning that the Royal Greenwich is mostly highly permeable on foot. The high density walking network provides most people in Royal Greenwich with multiple options when walking between destinations.

However, despite the high levels of permeability, the walking network is not of the high quality needed to meet our objectives. There are numerous junctions without pedestrian phases, or with staggered and inconvenient crossing points. As a result, Walking Potential analysis by TfL shows that there are 63,900 daily trips by Royal Greenwich residents which are not currently walked, but are considered walkable (Greenwich Walking Analysis and Strategy, 2019).

The Thames also poses a significant natural barrier, with only the Greenwich and Woolwich Foot Tunnels, the Woolwich Ferry and the Emirates Air Line providing a river crossing within Royal Greenwich.

Figure 5: Walking integration



Existing conditions

Mode share

Figure 6 presents the percentage of residents walking or cycling to work. In North and West Greenwich, and on Greenwich Peninsula, walking (and to a lesser degree, cycling) are popular, with between 7.5 and 10 per cent of all people choosing to walk or cycle to work. This percentage is noticeably lower in East Greenwich, particularly around Thamesmead and Abbey Wood.

Data from the 2011 Census, presented in **Figure 7**, shows that overall, most residents in Royal Greenwich travel to work by public transport. This is higher than the London average. Both walking and cycling however are much lower compared to London's average.

It should be noted that Census data focusses only on travel to work which is only one aspect of people's travel. Data from the London Travel Demand Survey (2017-2020) shows that for all journey purposes 31 per cent travel by public transport, 38 per cent travel by other modes (including driving), 29 per cent walk and 2% per cent cycle.

Figure 7: Mode share (Census 2011)

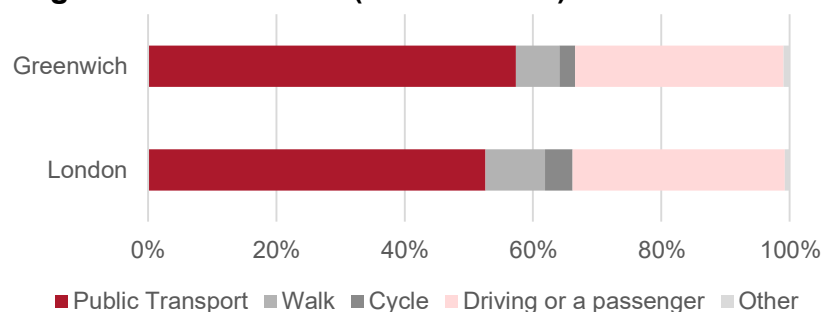
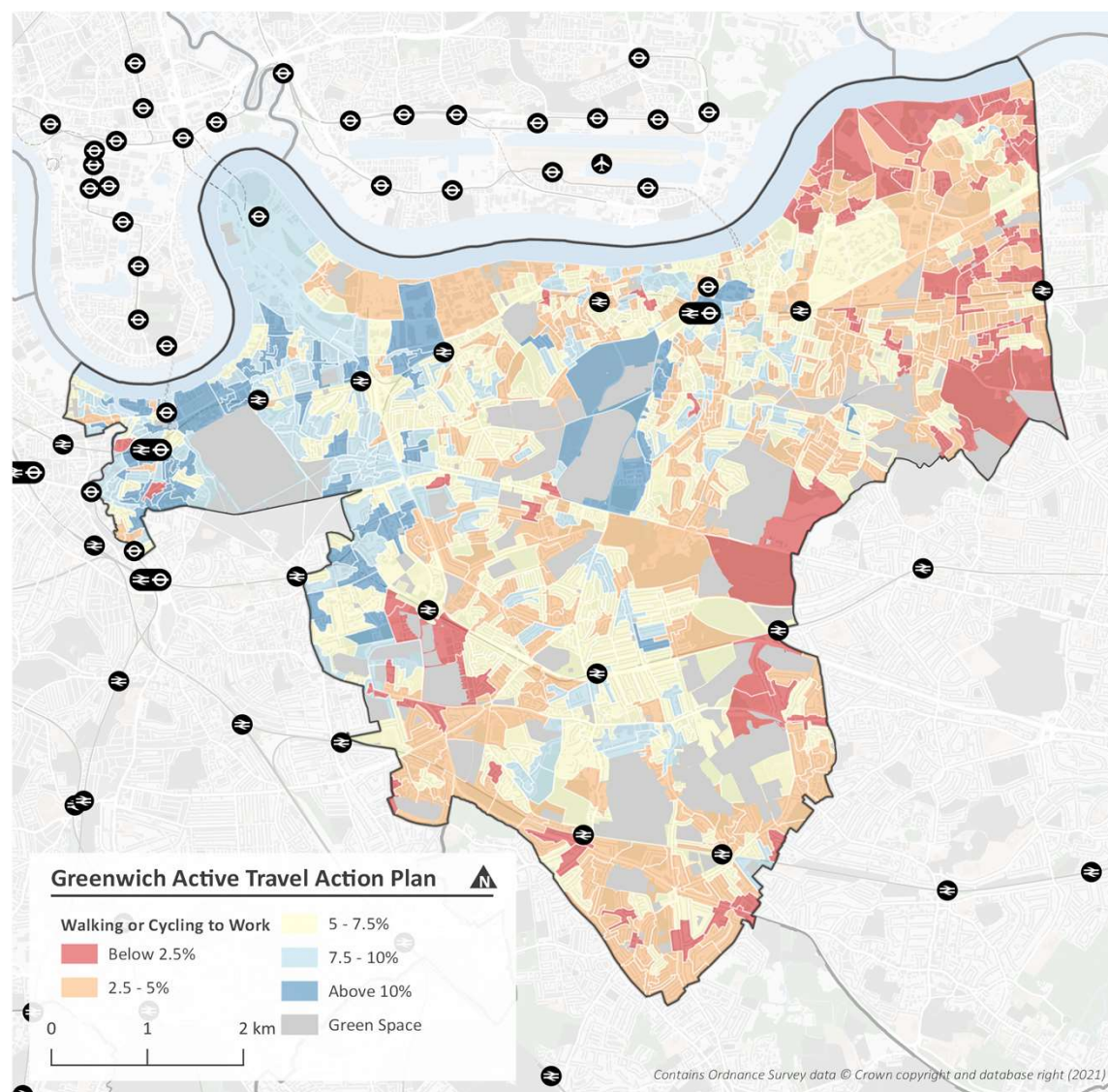


Figure 6: Walking or cycling to work mode share (Census 2011)



Existing conditions

Car ownership

Figure 8 shows how many cars people own in Royal Greenwich. There is a clear difference in car ownership between north and south of the Royal Borough, with households in the north far less likely to own a car than those who live in the south.

This broadly correlates to the walking and cycling mode shares presented within **Figure 7**, where more people walked or cycled to work in the western and northern parts of Royal Greenwich. This is likely due in part to the topography of Royal Greenwich, but also proximity to public transport connections and the quality of the active travel network.

Car ownership levels in Royal Greenwich, presented in **Figure 9**, are comparable to the London average, although there is a slightly higher percentage of households with one car compared to the London average.

Figure 9: Car ownership (LCDS, 2017-2020)

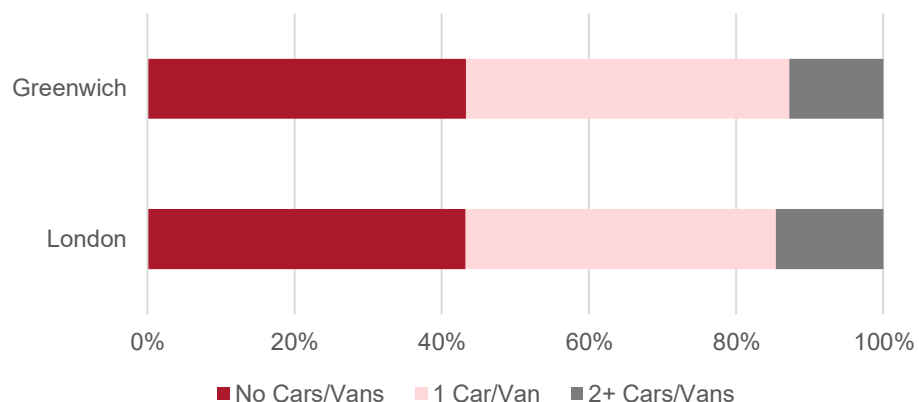
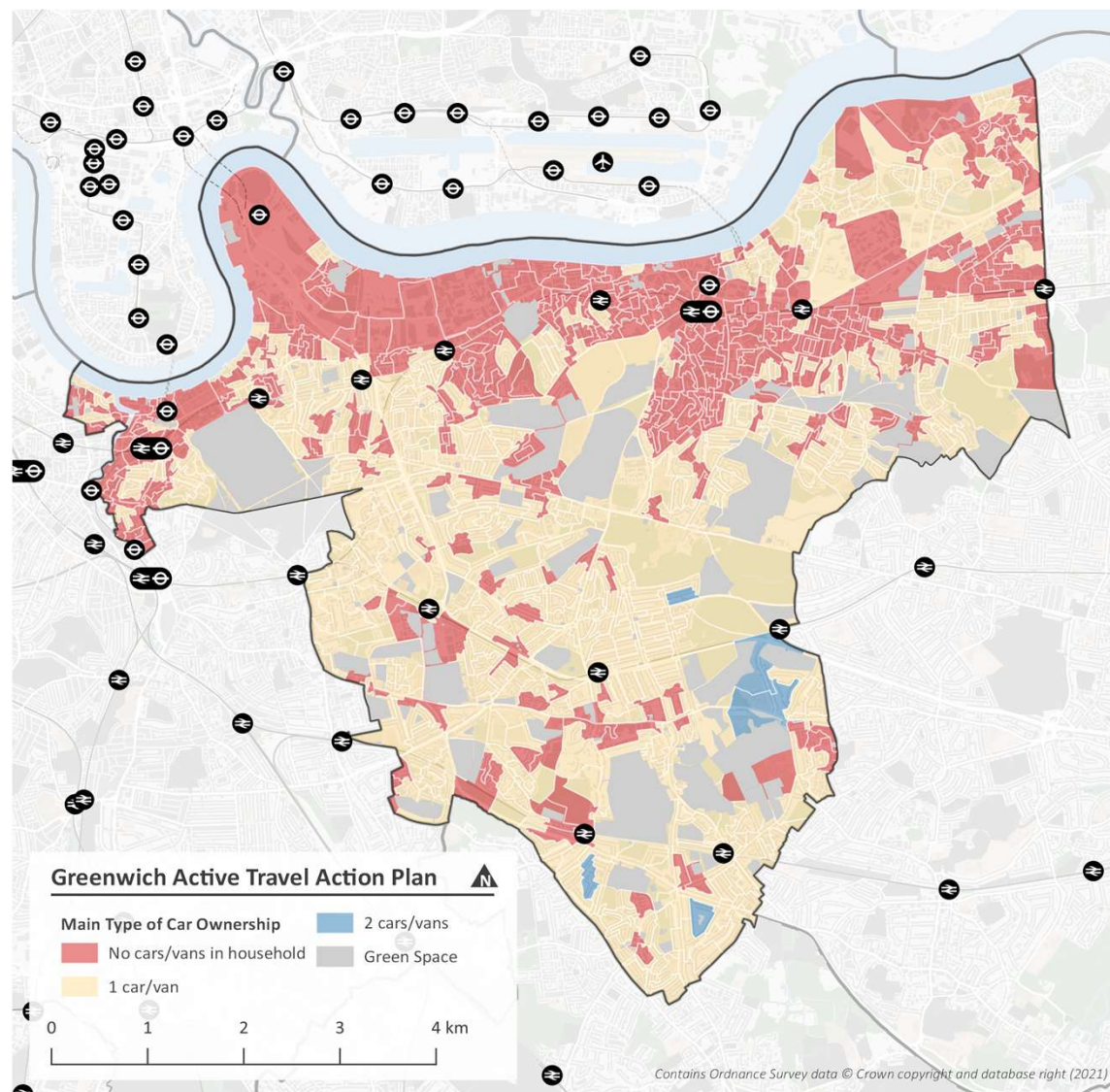


Figure 8: Main type of car ownership (Census 2011)



Existing conditions

Car usage

Between 2010 and 2019, motor vehicle miles travelled in Royal Greenwich have grown year-on-year, as shown in **Figure 10**. Though this growth came to a sharp stop due the pandemic in 2020, without further interventions to curb motor traffic, growth is expected to continue on an upwards trajectory over the coming years.

Of concern, the DfT has identified that this growth in motor traffic miles is increasingly taking place on 'minor' roads, i.e. residential side streets (**Figure 11**). Evidence suggests that this rise in minor road traffic can be attributed partly to the rise of satellite navigation (satnav), and of online home deliveries.

Satnavs offer on-the-fly routing that aims to bypass congested main roads and junctions. Previously, the use of these alternative routes would be restricted to those with local knowledge, limiting the volumes of motor traffic passing through minor roads.

Online home deliveries have also contributed, and there is evidence that this may have been accelerated by the pandemic. Data from TfL ([Travel in London Report 14](#)) shows that between July to September 2020, 56 per cent of respondents stated that they receive more deliveries in a typical week compared to before the pandemic, with this figure rising through the subsequent stages of restrictions.

Figure 10: Annual traffic by vehicle type in Royal Greenwich (DfT, 2021)

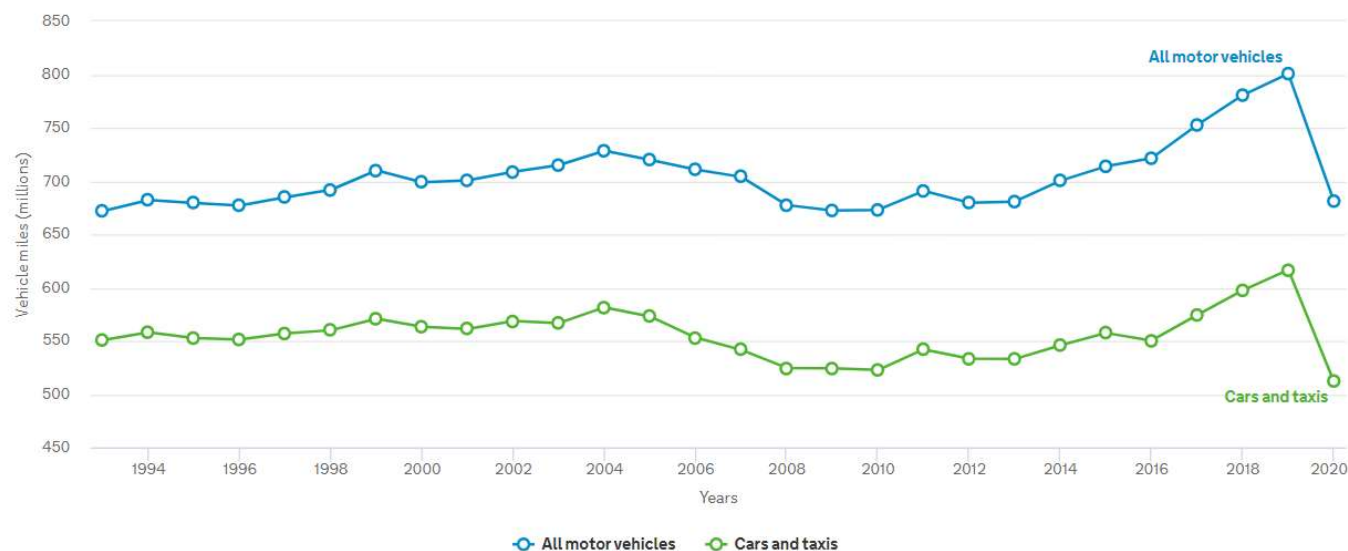
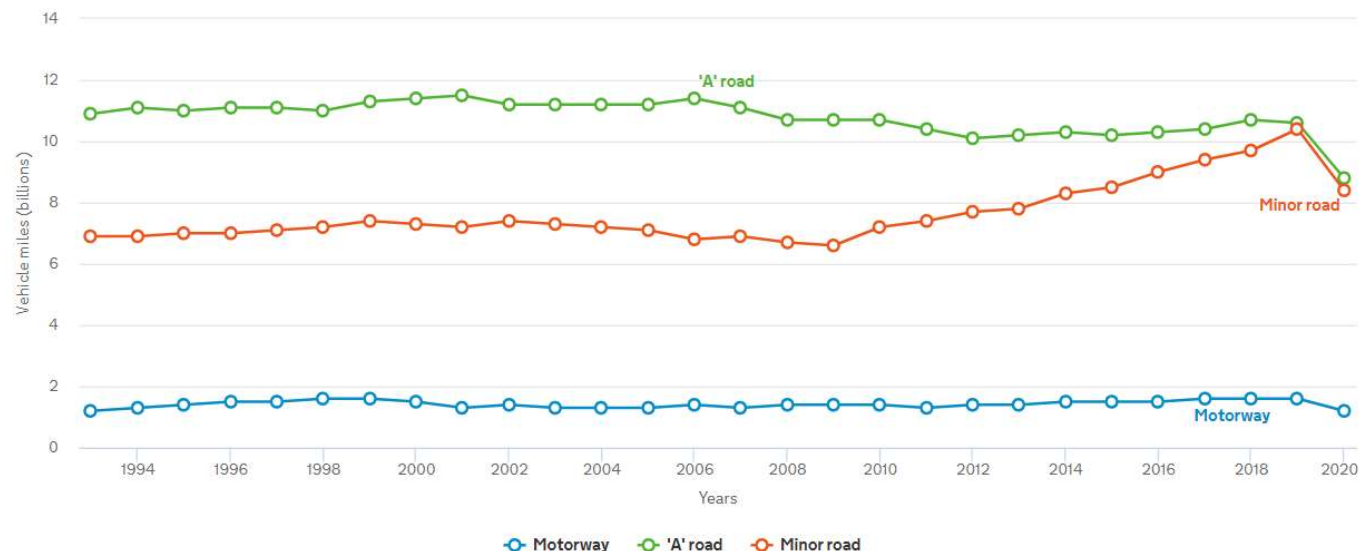


Figure 11: Annual traffic by road type in London (DfT, 2021)



Existing conditions

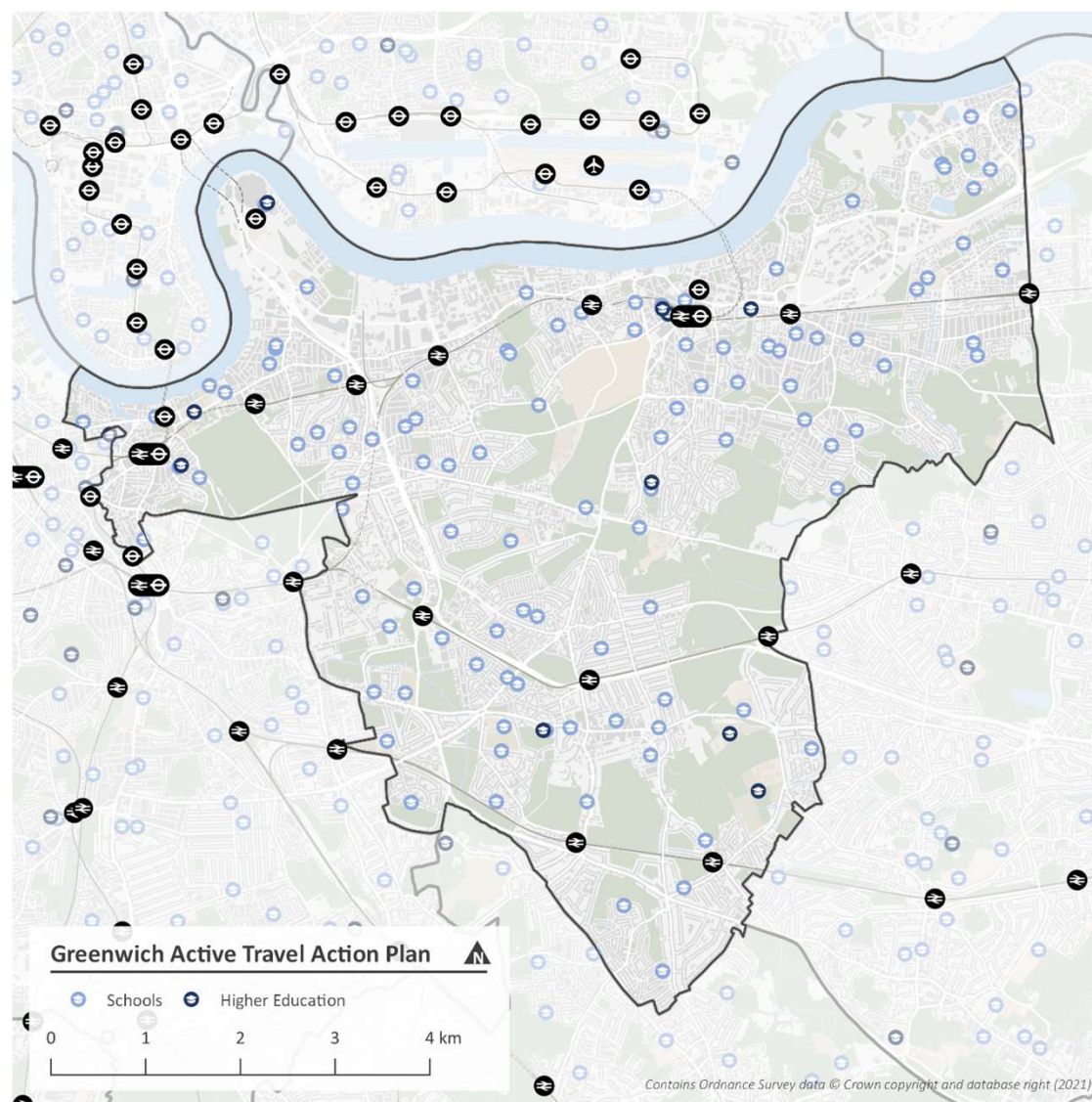
Proximity to education facilities

Figure 12 presents the location of schools and higher education centres in Royal Greenwich. The Royal Borough has a high density of educational facilities, providing the perfect foundation for encouraging walking, cycling and scooting trips.

All residents within Royal Greenwich benefit from being within a short distance of a primary school. Department for Transport (DfT) Journey Time Statistics (2019) show that all residents can reach a primary school within a 15-minute walk, and the average travel time is a 7 minute walk. This suggests that there is significant potential for mode shift (to change means of travel from, say, car, to walking or cycling) during the school run. While the majority of children will attend their nearest school, there are still many that don't which creates higher reliance on car use for the school run.

For secondary education, all residents are within a 15-minute cycle; and 96 per cent of all residents are within a 30-minute walk. The maximum walking time to a secondary education centre is 33 minutes. The average travel time to secondary education is a 15 minute walk.

Figure 12: Schools and higher education centres in Royal Greenwich



Existing conditions

Proximity to essential destinations

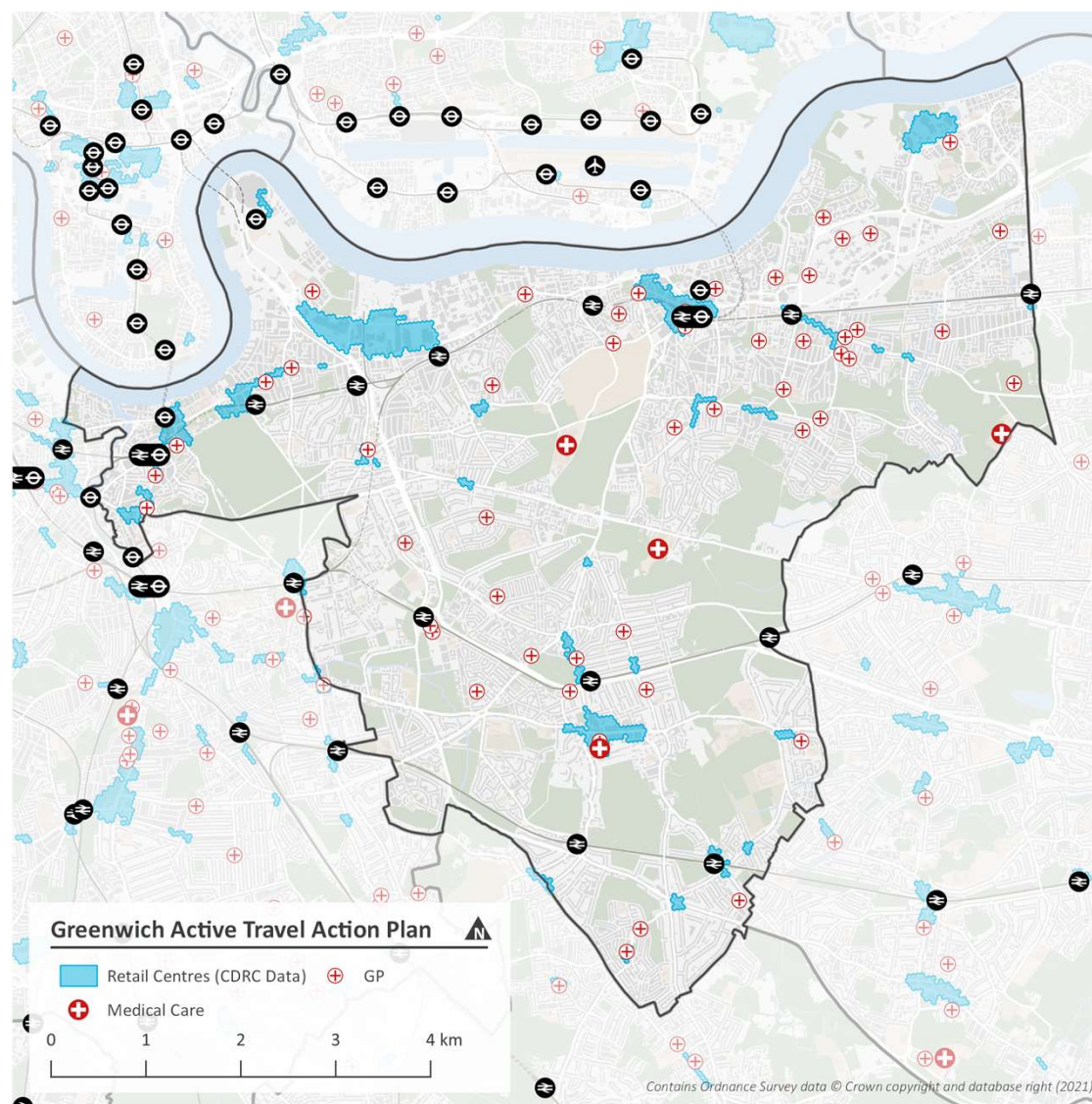
Figure 13 presents the health facilities and main retail centres within Royal Greenwich.

The maximum time it takes for any resident in Royal Greenwich to walk to a GP surgery is 24 minutes, and the average travel time is 9 minutes. 25 per cent of all residents are within a 30 minute walk of a hospital, and all residents are within a 30 minute cycle catchment. Hospitals are some of the largest employers in Royal Greenwich, and with their large active travel catchments have significant potential for mode shift.

The majority of key retail trip generation areas are located to the north and west of Royal Greenwich, with key town centres and shopping areas at Woolwich to the east and Greenwich to the west. Analysis shows that all residents within Royal Greenwich live within a short distance of a food shop. The average walking time to the nearest shop is 6 minutes, and no one is located further away than a 15-minute walk from their nearest shop.

Supporting people to walk and cycle these short journeys to and from the shops will be a crucial aspect in reducing the overall car journeys made within Royal Greenwich. To achieve this, walking and cycling routes to and from shopping areas will need to be attractive, direct and convenient. Ample short-stay cycle parking provision will also be required. Equally, provision of car parking will need to be considered, with active travel given priority.

Figure 13: Medical care/GP surgeries and retail centres in Royal Greenwich



Existing conditions

Road safety

Road safety is covered in detail within the Road Safety Action Plan. This section provides a summary of the findings.

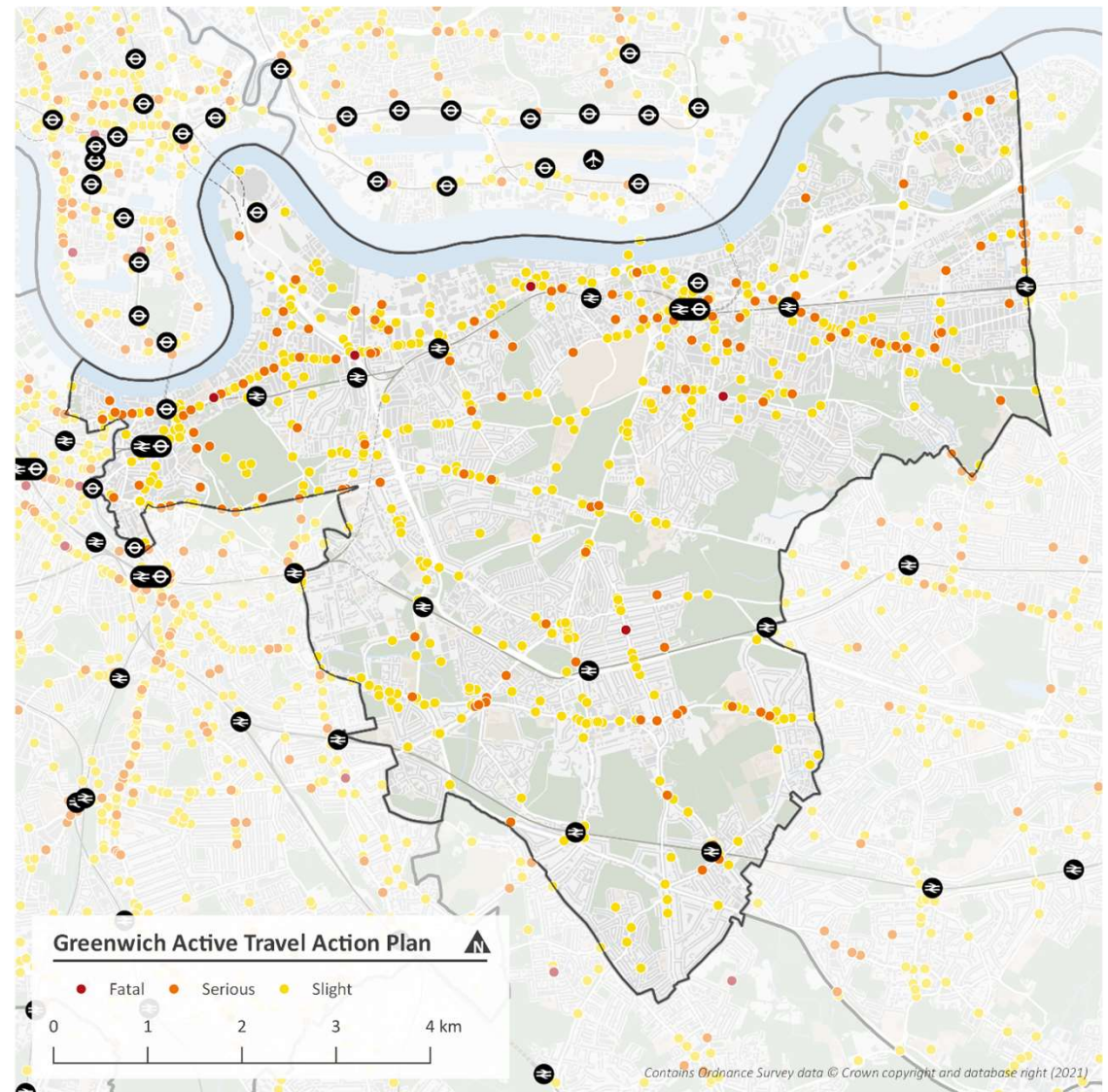
A total of 2,233 collisions occurred in Royal Greenwich between 2017-2019. The total number of collisions decreased between 2017 and 2018 – however the proportion of fatal & serious collisions increased from 12 per cent to 15 per cent. In 2019, there was a slight increase in collisions compared to 2018.

Over half (52 per cent) of all collisions over this time period resulted in casualties among Vulnerable Road Users, defined as those walking (including wheelchair users), cycling or using a motorcycle. Considering only fatal and serious collisions, this proportion increases to 87 per cent.

Figure 14 presents the locations of fatal, seriously injured or slight incidents involving people walking and cycling in Royal Greenwich between 2018 and 2020. Generally, collisions are occurring most often at junctions, where people walking and cycling are most likely to need to mix with or share space with motorised traffic.

There are a notable number of serious injuries north of Greenwich Park along A200 Creek Road and A206 Romney Road. Woolwich is also a collision blackspot, particularly the A206 Beresford Road. 52 per cent of all collisions result in casualties among Vulnerable Road Users.

Figure 14: Fatal, seriously injured or slight incidents involving people walking and cycling in Royal Greenwich (2018-2020)



Existing conditions

Based upon the existing conditions presented within this chapter, a series of challenges and opportunities have been identified. Through the delivery of this Action Plan it is intended these challenges are addressed, and the opportunities to improve active travel are taken.

#	Challenges
C1	Royal Greenwich does not have a comprehensive cycle network, high quality cycle routes are limited, and there is a notable lack of strategic north-south link(s) and east-west links in the southern half of Royal Greenwich.
C2	Royal Greenwich has a lower cycling mode share than London (on average), and intervention will be required to meet the Mayor's Transport Strategy targets of 75 per cent of people walking, cycling or public transport by 2041.
C3	Road widths are often narrow or constrained by the context, which can make segregation difficult to achieve without substantial reallocation of road space. Area wide interventions are likely to be key to delivering a high quality network.
C4	Junction capacity is an issue, and there is a need to reduce non-essential motor traffic trips in order to deliver active travel improvements.
C5	There are problems at some junctions where long diversions, long waits between green signals, or lack of pedestrian crossings make walking more difficult than it should be.
C6	The walking environment is in a poor state of repair in some locations, reducing how inclusive and accessible the mode should be.

#	Opportunities
O1	There are opportunities to upgrade existing advisory and mandatory cycle lanes to meet LTN 1/20 standards, e.g. Shooters Hill Road, Bexley Road.
O2	The geography of existing amenities provide opportunities to lock in active travel if they can be served with high quality and direct walking and cycling routes.
O3	There is a need to continue and improve the Royal Borough's existing relationships with key partners such as TfL, the Royal Parks and other land owners to facilitate better active travel and harmonise work programmes.
O4	A high density of primary and secondary schools means that a high proportion of journeys could be switched to walking or cycling.
O5	There is a high density of walking routes which provides most residents with easy access to most amenities (though the quality of these routes varies).
O6	Royal Greenwich benefits from strong permeability and density of street network, making walking an attractive and natural choice of transport.

Proposals

Improving and expanding the cycle network

Cycling is one of the lowest cost, reliable, convenient and quickest ways to get around the streets and parks of Royal Greenwich. Cycling can also make streets feel people-centred and welcoming.

Schemes delivered through the Royal Greenwich Cycling Strategy (2014) have introduced new facilities that separate cyclists and motor vehicles (Rochester Way, Eltham Hill, Plumstead Road and Repository Road) to create a more pleasant and consistent cycling network. In partnership with TfL, delivery is currently continuing with Cycleway 4.

Despite this progress, it is clear that there is more to do. Knowledge of the existing cycle network has shown that the majority of routes do not meet current best practice and/or do not provide sufficient capacity for the growing volumes of cyclists.

As a result, the mode share of cycling is low. The main reasons cited for this in Royal Greenwich are safety concerns about a road network that feels hostile, and inconsistent or insufficient cycling facilities². To enable more people to cycle, intervention is required. A high quality, connected and convenient cycle network will provide people of all ages and backgrounds

with a genuine alternative to driving (or being driven) local journeys. In turn, this will free up capacity on the highway network for essential car journeys, reduce congestion, improve air quality and contribute to a healthier and more active population.

What we will do – priority actions

1: Continuing to work with TfL to deliver the full extent of the Greenwich to Woolwich cycle route. This will include:

1a: Finalising the trial on the existing Greenwich to Anchor and Hope Lane section.

1b: Delivering the remainder of the route in two further sections; Anchor and Hope Lane to Woolwich Ferry, and Woolwich Ferry to Plumstead Road (led by TfL).

1c: Filling in the missing link through Greenwich Town Centre to connect the routes either side (led by the Royal Greenwich).

2: Delivering the 5 routes of strategic importance taken from the Cycling Network Analysis and TfL's Strategic Cycling analysis; Eltham to Greenwich Park, Shooters Hill to Greenwich Park, North Greenwich to Maze Hill, Greenwich to Kidbrooke, Woolwich/Plumstead to Thamesmead.

How we will do it

3: Upgrading existing cycle lanes to meet LTN 1/20 standards. This will involve the creation of light or fully segregated cycle routes where motor traffic volumes and speeds exceed LTN 1/20 thresholds. Where segregation is not possible, we will seek to introduce traffic management measures to reduce motor traffic volumes until they are in line with the acceptable levels for mixing cycling with motor traffic, as set out in LTN 1/20.

4: Exploring making Woolwich Foot Tunnel accessible to cycling, with a view to applying learnings to see whether Greenwich Foot Tunnel could also be suitable for such an arrangement.

5: Working with TfL and other partners to make the case for the expansion of the Santander Cycles network to the borough, and working with dockless bike hire operators, neighbouring boroughs and TfL to expand the availability of dockless cycle hire.

6: Embedding cycling improvements in all road schemes, including assessing feasibility of making one way streets two way for cycling, and exploring priority for cycling at junctions.

² Royal Greenwich LIP - source: https://www.royalgreenwich.gov.uk/downloads/file/3845/local_implementation_plan_lip3

Improving the walking environment

Walking should be as pleasant, safe and convenient as possible. It is the most accessible mode of transport, and improving conditions for walking can bring a range of benefits to our everyday lives, from improving health, feeling of safety, to improving access to services, and even our sense of community.

Analysis of the walking network has shown that Royal Greenwich is highly permeable, and people from across the Royal Greenwich have a good choice of routes to reach key destinations. However, it is acknowledged that the walking environment is not perfect. Some footways are too narrow, and others are in a poor state of repair, or are temporarily or permanently reduced in width through obstructions such as poorly considered street furniture.

Improved pedestrian facilities can deliver major benefits for our residents, businesses and visitors. These measures will be focused in the areas with highest potential, in the town centres of Woolwich, Greenwich, Plumstead, Thamesmead and Eltham. We will create attractive, safe and accessible walking routes to schools, town centres and public transport, with a particular focus on improving conditions for children, older people and disabled people.

What we will do – priority actions

7: Improving the walking network around our town centres in line with the recommendations in the walking analysis, prioritising actions in order of the number of daily trips that could potentially be walked (included in brackets after each sites).

7a: Woolwich Town Centre (7,100)

7b: Eltham Town Centre (4,700)

(please note Greenwich Town Centre is covered in action 9)

8: Improving the walking network to and from public transport hubs, making it easier for people to connect between modes:

8a: Plumstead Station (PRIP)

8b: Thamesmead and Abbey Wood (alongside work for the potential DLR Extension)

8c: Assessing the needs of out of town centre transport hubs and developing a prioritised programme for these

9: Improving the walking network within Greenwich Town Centre through the progression of our Liveable Neighbourhood scheme. Note that this is reliant upon funding being secured - an alternative scheme would be developed if this does not materialise. Each scheme would be developed closely with local stakeholders.



How we will do it

10: Applying Royal Greenwich Streetscape guidance to all schemes to improve the walking network, prioritising interventions that will improve accessibility (such as increased seating).

Crossings and junctions

Crossings and junctions can pose the greatest barrier to walking and cycling. Poorly designed junctions can not only inconvenience people, but also pose a safety risk.

Ensuring that junctions are safe and crossings are located on desire lines is essential to delivering a high quality walking and cycling network. Controlled and informal crossing points are equally important. Crossings that do not sit on desire lines force people to walk longer distances to reach their destination, or even potentially take risks to cross the road.

Improvements to crossings and junctions are particularly important in town centres, near schools, and close to public transport interchanges where the proportion of users is far greater, and where time constraints may encourage people to take greater risks to stay on their desire line.

Statistics (see Figure 11) show that junctions and side roads (smaller roads that intersect with main roads) are the most problematic for people cycling, and it is in these locations where the majority of collisions occur.

To improve the quality of our existing walking network, we will explore opportunities to improve crossings and junctions throughout

Royal Greenwich, and collaborate with TfL and neighbouring boroughs where necessary (as TfL are responsible for all traffic signals within London).

For our cycling network, we will seek to upgrade side road crossings and develop plans to redesign junctions on our strategic cycle routes, with the intention of creating safer and more convenient routes for all ages and abilities to use.

Changes to crossings will be prioritised in line with the actions set out within the Road Safety Action Plan to improve the walking and cycling network.

How we will do it

11: Supporting cross-river links, including TfL's long-term vision of a pedestrian and cycle connection across the Thames, connecting Greenwich to the Isle of Dogs.

12: Working with TfL to rationalise traffic signals in order to favour people walking and cycling through urban areas. This could mean giving them more 'green time' and less to motor traffic.

13: Upgrading crossings to make it easier, more convenient and safer for people to walk and cycle across roads, and between cycle routes. The appropriate intervention will depend on site specific conditions, options include raised tables, continuous footways, dropped kerbs and tightening junction geometry. Any changes will follow our Streetscape Guidance.

14: Improving underpasses and bridges to make them more inviting, thereby increasing people's confidence that they can use them safely and conveniently. We will identify a priority list of bridges and underpasses (under the control of the Royal Borough) that link between key destinations and could assist with delivering increases in walking.

Traffic management

Traffic management will be necessary to reduce the volume and speed of motor traffic on minor roads. The issue of this growth is illustrated within Figure 8. Stemming this growth is an essential step in creating safe and attractive streets for growing the numbers of people walking and cycling.

Traffic management is typically delivered through the implementation of “modal filters” at access points to streets. These usually take the form of a lockable bollard or planter, though can also be enforced by cameras. Cameras can be programmed to allow certain groups through the filters without penalty, for example local buses or emergency services.

Individual modal filters and area wide Low Traffic Neighbourhoods (LTNs) are a useful and relatively low-cost tool for tackling issues in residential areas such as high volumes of motor traffic and speeding vehicles. These interventions can also help to enable more walking and cycling trips through the creation of environments which make those two activities feel more attractive and safe.

It is acknowledged that LTNs are not a one-size-fits-all tool and that they will need to be carefully planned and adapted on a case-by-case basis.

Specific traffic management schemes, including LTNs, will be considered in areas where issues with motor traffic are preventing or deterring people from walking and cycling through the Royal Borough.

Traffic management schemes will be explored where one or more of the following criteria has been met:

- Motor traffic volumes are higher than what is deemed acceptable for mixing with people cycling, as per LTN 1/20
- Collision analysis shows that there is a need for intervention
- Speeds are regularly recorded above the speed limit
- Residents and/or councillors have raised concerns and requested intervention
- Air quality is exceeding legal limits
- Local streets are being used as a direct alternative to main roads
- Walking and cycling levels are below the targets set out within the Transport Strategy

What we will do – priority actions

15: Continuing to develop an alternative scheme for Greenwich to address residents’ concerns about high volumes and speeds of motor traffic.

How we will do it

16: Using LTN analysis to identify where area wide interventions can help to fill gaps in the active travel network to enhance access to new and improved walking and cycling infrastructure.

17: Utilising traffic management interventions to support improvements to the walking and cycling network.

18: Introducing traffic management interventions in areas where motor traffic volumes are too high, road safety is concerning, or local streets are being used as alternatives to main roads.

Cycle parking

Cycle parking is a crucial component of building a world class cycle network. Providing secure, accessible cycle parking in residential areas, town centres, public transport interchanges and other key destinations is crucial for encouraging travel by cycle.

The Royal Borough is committed to increasing the number of secure long-stay and public short-stay cycle parking spaces around Royal Greenwich. There are currently 440 secure cycle parking spaces on Royal Borough housing estates, and a further 48 on-street (in hangars) on Royal Borough highways land. The majority of these hangars are at either at capacity or approaching it quickly.

As of August 2022, more than 650 residents had requested to join the waiting list for a cycle parking space within a residential hangar (**Figure 12**). There is a clear need to expand our cycle parking provision to meet existing demand and cater for the future.

What we will do – priority actions

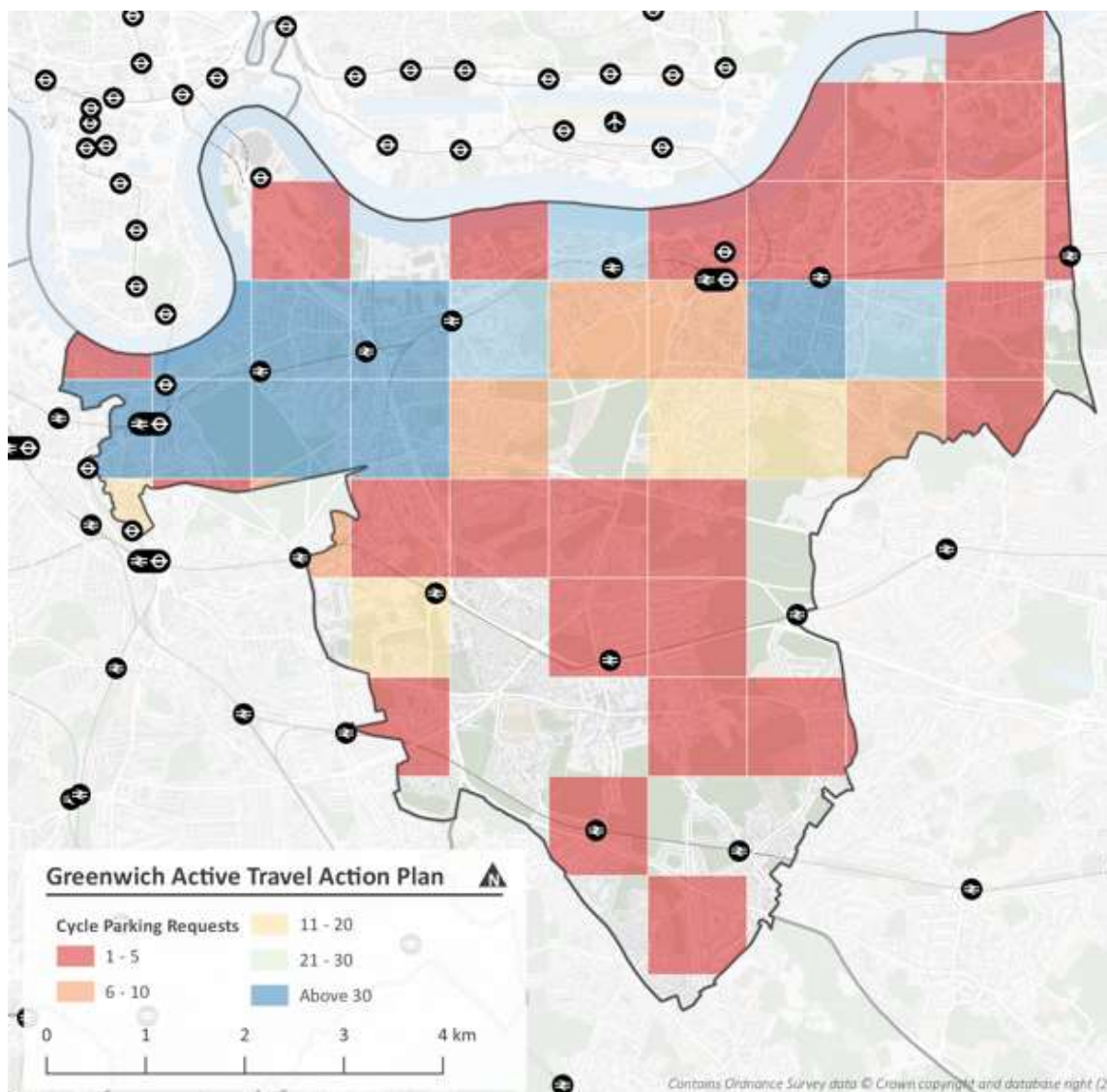
19: Increasing the number of cycle parking spaces at schools, stations, tourist destinations and town centres so cycle parking is ubiquitous across Greenwich.

20: Clearing the Royal Borough's residential cycle parking waiting list by 2028. This would require around 20 hangars each year to be installed (*6 cycles can be parked within each hangar*).

How we will do it

21: Appraising transport schemes and prioritise kerbside space for users with greatest need. This will include cycle parking where possible.

Figure 12: Cycle parking requests in Royal Greenwich



Schools and education – Behaviour Change

As part of our work to encourage safe, sustainable and more active ways to travel, the Royal Borough is working with primary schools and secondary schools to implement and monitor School Travel Plans through the TfL STARS programme.

Having a robust travel plan include targets and actions to reduce car journeys, improve safety skills in young pedestrians and cyclists to integrate active and healthy travel as part of the school ethos.

Actions in School Travel Plans to encourage safe, sustainable and more active travel would generally include participation in the peer-to-peer initiative Junior Travel Ambassadors, Road Safety Week, Walk to School Week, Cycle to School Week, Clean Air Day, Car Free Day and other initiatives tailored to individual schools.

The Royal Borough currently offer schools a comprehensive Road Safety Education programme aimed at increasing safety skills and confidence in our young pedestrians. Currently the Road Safety Team deliver interactive classroom workshops in primary schools and work with groups at higher risk of collision.

The Royal Borough will continue to provide Bikeability training in primary and secondary schools.

What we will do – priority actions

22: Working with schools to assist them with encouraging and enabling active and sustainable travel via School Travel Plan and TfL STARS.

23: Continuing the delivery of cycle training for children (via schools) so that everyone who would like to learn to cycle is afforded with that opportunity.

24: Continuing to deliver road safety education and independent travel training to children at higher risk of collision through our Road Safety Team.



Schools and education – School Streets

As part of our work to encourage safe, sustainable and more active ways to travel, the Royal Borough has worked with several schools to create School Streets. A School Street is closed to motor vehicles at drop-off and pick-up times, encouraging families to walk, cycle or scoot to school instead.

School Streets provide a range of potential benefits, including reducing traffic around schools at peak times, improving air quality, encouraging more exercise and reducing motor traffic.

There are currently four permanent School Streets in place in Royal Greenwich, with a further seven in a temporary trial state. We want to create more School Streets and are working with schools to consider potential new sites. A suitable road for a School Street has:

- A low to medium volume of traffic
- No bus routes
- Not got any disproportionately restrictive access issues for local residents

It is also important that the school, its staff and parents are supportive of the creation of a School Street.

What we will do – priority actions

25: Developing a prioritisation matrix in order to rank which schools are most in need of School Streets.



Improving accessibility

In 2019, the Royal Borough commissioned an independent transport consultancy to undertake analysis of walking in Royal Greenwich. This analysis highlighted the barriers to moving around on foot, which were in part due to:

- Inadequate and insufficient pedestrian crossing facilities leading to the need to make lengthy detours.
- Pavement parking which is either permitted or unenforced, making some footways unusable.
- Steep gradients on footways making it particularly difficult for wheelchair users and those with pushchairs and mobility aids.
- Poor design of side road crossings with wide junction radii, lack of tactile paving and dropped kerbs.
- Bins placed on narrow footways that make them difficult to pass.
- Barriers placed along pedestrian routes to deter cyclists and motorcyclists that also prevent wheelchair users from passing easily.

As disabled and older people are disproportionately affected by poor and unsafe conditions of footways and streets, the Royal Borough is committed to eliminating these barriers and ensuring that we are meeting our duties under the Public Sector Equality Duty and Equality Act 2010.

With regard to cycling, the 2020 Greenwich Cycle Network review highlighted that wayfinding on cycle routes can vary across Royal Greenwich, and is not always consistent or clear. This can make cycling more difficult or confusing than it should be, which may deter some people from cycling.

Furthermore, some cycle routes suffer from staggered barriers and unwarranted 'cyclist dismount' signs. It is likely that these barriers breach the Equality Act 2010 and create the conditions that make cycling difficult or even impossible for some. The Royal Borough is committed to ensuring that these issues are addressed, and the cycle network is as inclusive as possible.

What we will do – priority actions

26: In collaboration with TfL, we will seek to remove any staggered barriers and unwarranted 'cyclist dismount' signs on cycle routes that make journeys unnecessarily difficult for those cycling. This will be prioritised on signed cycle routes, and on key walking routes in town centres and near public transport stations.

How we will do it

27: Enforcing pavement parking and parking within mandatory cycle lanes to prevent drivers from illegally obstructing the movement of people walking and cycling.

28: Through the process of upgrading Royal Greenwich's cycle network, the Royal Borough will deliver a programme of wayfinding upgrades to the cycling network to ensure that all routes are clearly and legibly signed.

29: Applying the accessibility principles set out in within the Royal Greenwich Transport Strategy to all walking and cycling schemes.

Behavioural change and training

The Royal Borough will continue to invest in our behaviour change initiatives which also play an essential role in promoting active travel, and act as a complement to the physical infrastructure projects.

To do this, the Royal Borough will continue our work with delivering school and (voluntary) workplace travel plans, as well events that promote the benefits and opportunities for walking and cycling. It is acknowledged that not everyone in Royal Greenwich has access to a cycle, or can afford to purchase one outright

The Royal Borough is committed to addressing this and will develop ways to reduce this financial barrier to active travel.

What we will do – priority actions

30: Deliver events aimed at promoting walking and cycling, including continuing 'Dr Bike' initiatives for residents and businesses, and school events such as Walk to School Week and Big Bike Days.

31: Continuing our travel awareness and

behaviour change campaigns to encourage people to try walking, cycling and public transport.

32: Developing a programme to address low cycle ownership levels by helping establish a community cycle maintenance and recycling initiative, and expanding our "Try Before You Bike" scheme to cover electric and cargo cycles.

33: Leading by example and establish a staff travel plan, with a target for 80% of trips by walking, cycling and public transport, including travel to work and travel for work, by 2025.

34: Working with large employers to increase the development of travel plans.

Maintenance of the active travel network

Cycling and walking are highly reliable forms of transport. Unlike motor traffic or public transport, they are not subject to delays or cancellations and do not cause or get stuck in congestion. To be effective and accessible methods of transport for the majority, they rely upon good maintenance of the network.

The quality of surfacing is highly important for cycling. Uneven, broken and unclean surfacing can puncture tyres or cause wheels to lose traction and slip, and make routes unusable for some people. Ultimately, poorly maintained routes will deter people from cycling. Equally, the surfacing quality of pavements is vital to

walking. Maintaining walking surfaces in good condition is fundamental to ensuring an attractive place for walking. Routes should be useable all year around, e.g. in warmer months, overgrown bushes can reduce the effective width of footways, or cause an obstruction to walking, and in winter, ice can create a slip hazard.

Maintenance of the active travel network should also extend to periods of road and utility works. Going forwards, the Royal Borough will liaise with our term contractors to ensure that streets remain clear and step free access is maintained during road works.

How we will do it

35: Maintaining walking and cycling routes to ensure that they are fit for purpose all year round. Cleaning cycle lanes to prevent accumulation of debris.

36: Working with contractors to ensure that cycleways and pavements remain clear and accessible during road works.

37: Using enforcement powers to prevent illegal loading and parking in mandatory cycle lanes and cycle tracks in the same way that currently happens for bus lanes and yellow box junctions.

Partnerships and collaboration

Expanding and upgrading Royal Greenwich's active travel network will require new and strengthened partnerships and collaboration between the Royal Borough and various stakeholders. Upgrading and expanding Royal Greenwich's cycle network will involve creating new cycle routes which either intersect with or run directly along the Strategic Road Network and/or the Transport for London Road Network (TLRN). Therefore the delivery of these routes will be dependent upon supportive engagement with TfL.

TfL is also responsible for managing Royal Greenwich's (and all of London's) traffic lights to ensure that their timings are optimised. Any improvements to junctions or creation of controlled crossing points will require collaboration with TfL to deliver these schemes.

Other potential cycle routes are located primarily on roads owned and maintained by other authorities, including the Royal Parks. The Royal Borough will work with these authorities to lobby and support them in delivering the improvements required for these routes to be upgraded to a high standard. Where routes cross over into neighbouring boroughs, we will proactively engage with their officers and politicians to ensure the smooth planning and delivery of schemes.

The Royal Borough is also committed to revisiting restrictions preventing cycling in parks and open spaces, to ensure that the prohibition of cycling in these spaces is warranted. Where there is no evidence of the need to prohibit cycling, we will seek to remove them. It is understood that other London boroughs have successfully completed this process and the Royal Borough will work with them to understand the best approach.

High quality engagement and consultation with residents, businesses and visitors is also of utmost importance to the Royal Borough. Early consultation will be undertaken in advance of any detailed design development so that any fundamental issues can be addressed as early as possible. Where appropriate, we will seek to work with local communities to co-design schemes.

It is acknowledged that at present, consultation responses to transport schemes have not provided an accurate representation of the population of Royal Greenwich, and that responses are often predominantly from those who are more affluent and older in age. To address this balance, the Royal Borough will seek to reach out to people from underrepresented backgrounds, and collaborate with organisations representing those groups.

How we will do it

38: Where appropriate, collaboratively working with local communities to co-design new traffic management measures and modal filters.

39: Proactively reaching out and engaging with lesser heard voices on active travel schemes, such as younger people, and people from ethnic minority backgrounds.

40: Working with TfL to accelerate the delivery of active travel schemes, particularly on routes that require amendments to signal phases or bus routes/lanes.

41: Working with and strengthening our relationships with key landowners such as the Royal Parks to facilitate the development of active travel schemes.

42: Working to deliver impactful behavioural change to target intersectionalities of Royal Greenwich's priorities, such as delivering training programs alongside holiday food and fun, and working with community safety on their women's strategy.

43: Work closely with communities to deliver Play Streets across the Royal Borough.

Road safety

Ensuring Royal Greenwich's roads are safe and attractive is key to making people feel comfortable with making walking and cycling trips.

As outlined within the 'Existing conditions' chapter, a total of 2,233 collisions occurred in Royal Greenwich between 2017-2019. 52 per cent of all collisions resulted in casualties to vulnerable road users (people walking and cycling, as well as those on motorcycles). Considering only fatal and serious collisions,

the proportion increases to 87 percent. The Royal Borough is committed to achieving zero Killed and Seriously Injured (KSI) casualties on the Royal Greenwich road network by 2041, in line with TfL's 'Vision Zero' approach.

As part of the Royal Greenwich Transport Strategy, a five-year programme of schemes and interventions to improve road safety has been outlined within the Royal Greenwich Road Safety Action Plan.

New developments

Royal Greenwich is growing quickly, with numerous large sites allocated for housing and mixed-use development. The Royal Borough intends to support this growth by providing active and sustainable transport options to and within new communities and employment areas.

It is important that these developments contribute positively to the active travel network, and do not hinder the progress of new walking and cycling routes, or negatively impact upon existing routes. Existing access rights, rights of way and footways within the wider network should be protected and enhanced through new development.

Development can also generate funding opportunities for active travel, and can assist with improving the immediate and wider surroundings, creating more attractive public realm, and better conditions for walking and cycling.

Planning applications for major developments will be reviewed for financial contributions to assist with the delivery of schemes outlined within this Active Travel Action Plan and the Royal Greenwich Transport Strategy.

How we will do it

44: Tackling specific speeding issues through new 20mph zones/corridors, enhancing signage and increasing enforcement.

45: Increasing awareness of road dangers and interaction with other road users, including new school crossing patrols, cycle training and school travel planning.

46: Prioritising interventions to improve pedestrian and cycle safety on busy roads and junctions.

How we will do it

47: Planning applications for major developments will be reviewed for contributions towards conditions, s106 or s278 schemes that will benefit active travel.

48: The Royal Borough will ensure that existing access rights, rights of way and footways will be protected and enhanced through development.

49: In line with the London Plan, the Royal Borough will ensure that robust Travel Plans are provided in association with applicable planning consents.

Funding and delivery

Funding and delivery

Delivering the actions outlined within this Active Travel Action Plan is contingent upon securing funding. Given the scale of investment proposed and the range of transport infrastructure interventions, a portfolio of funding sources will be required reflecting the nature of beneficiaries and the criteria for the funds. The primary sources of funding will come from the following:

- **TfL's Local Infrastructure Plan (LIP) funding** - LIP funding is the process through which TfL provide boroughs with financial support. The funding is for schemes to improve their transport networks in a way that is consistent with and supports the Mayor's Transport Strategy.
- **Section 106 and Community Infrastructure Levy (CIL) developer funding** – Section 106 contributions remain the primary means for boroughs to ensure that developments pay for infrastructure that supports them. CIL is different to Section 106 in that it is levied on a much wider range of developments and is intended to offset the impact of development on infrastructure.
- **Funding bids** – in addition to the above, Royal Greenwich will remain attentive to any additional opportunities for funding, including

- from the Greater London Authority (GLA), the Mayor's Air Quality Fund, or from the DfT.

For larger infrastructure schemes, a business case will be required, and this will be instrumental in making the case for investment. The best way of securing funding is, therefore, to prioritise those schemes that offer the most compelling case for intervention.

It is vital to recognise that the Department for Transport (via Active Travel England) and Transport for London, have made it clear that local authorities that fail to deliver good quality active travel schemes that meet LTN 1/20 standards should expect funding to be withheld.

Furthermore, local authorities that are deemed to be under performing on the delivery of active travel may have funding withheld from them in future. Therefore it is imperative that the Royal Borough's active travel interventions are ambitious, and schemes meet the latest design guidelines.

Responsibility for the delivery of this Active Travel Action Plan will be led by the Royal Borough's Transport and Sustainability team, with support where appropriate from Parking Projects, and Public Health.



Action plan

Action Plan: Improving and expanding the cycle network

#	Action	Challenges / Opportunities addressing	Timescale for delivery	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
1	Continuing to work with TfL to deliver the full extent of the Greenwich to Woolwich cycle route.	C1, C2, C3, O1	Short to medium term (1-5 years)	LIP, funding bids, S106	High (>£1m)	The Royal Borough, TfL
2	Delivering the 5 routes of strategic importance taken from the Cycling Network Analysis and TfL's Strategic Cycling analysis.	C1, C2, C3, O1	Short to medium term (1-5 years)	LIP, funding bids, S106	High (>£1m)	The Royal Borough, TfL
3	Upgrading existing cycle lanes to meet LTN 1/20 standards.	C1, C2, C3, O1	Short to medium term (1-5 years)	LIP and funding bids, S106	High (>£1m)	The Royal Borough, TfL
4	Exploring making Woolwich Foot Tunnel accessible to cycling, with a view to applying learnings to see whether Greenwich Foot Tunnel could also be suitable for such an arrangement.	C2	Short term (1-2 years)	LIP and funding bids	n/a	The Royal Borough, Newham and Tower Hamlets councils
5	Working with TfL to make the case for the expansion of the Santander Cycles network to the borough, and working with dockless bike hire operators, neighbouring boroughs and TfL to expand the availability of dockless cycle hire.	C1, C2, C3, O1	Medium term (3-5 years)	LIP and funding bids	High (>£1m)	The Royal Borough, TfL, dockless cycle operators
How we will do it						
6	Embedding cycling improvements in all road schemes, including assessing feasibility of making one way streets two way for cycling, and exploring priority for cycling at junctions.	C1, C2, C3, O1	Ongoing (new action)	LIP and funding bids	Medium (£500k to £1m)	The Royal Borough, TfL

Action Plan: Improving the walking network

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
7	Improving the walking network around our town centres in line with the recommendations in the walking analysis, prioritising actions in order of the number of trips that could potentially be walked.	C5, C6, O2, O4, O5, O6	Short to medium term (1-5 years)	LIP, S106/CIL	Medium (£500k to £1m)	The Royal Borough
8	Improving the walking network to and from public transport hubs, making it easier for people to connect between modes.	C5, C6, O2, O4, O5, O6	Short to medium term (1-5 years)	LIP, S106/CIL	Medium (£500k to £1m)	The Royal Borough
9	Improving the walking network within Greenwich Town Centre through the progression of our Liveable Neighbourhood scheme. Note that this is reliant upon funding being secured - an alternative scheme would be developed if this does not materialise. Each scheme would be developed closely with local stakeholders.	C5, C6, O2, O4, O5, O6	Short to medium term (1-5 years)	LIP, funding bids	Low (<£500k)	The Royal Borough, TfL
How we will do it						
10	Applying Royal Greenwich Streetscape guidance to all schemes to improve the walking network, prioritising interventions that will improve accessibility (such as increased seating).	C5, C6	Ongoing (new action)	n/a	n/a	The Royal Borough

Action Plan: Crossings and junctions

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
11	Supporting cross-river links, including TfL's long-term vision of a pedestrian and cycle connection across the Thames, connecting Greenwich to the Isle of Dogs.	C5, C6, O3	Long term (5+ years)	n/a	n/a	The Royal Borough, TfL
How we will do it						
12	Working with TfL to rationalise traffic signals in order to favour people walking and cycling through urban areas. This could mean giving them more 'green time' and less to motor traffic.	C2, C4, C5	Ongoing (new action)	LIP, funding bids	Medium (£500k to £1m)	The Royal Borough, TfL
13	Upgrading crossings to make it easier, more convenient and safer for people to walk and cycle across roads, and between cycle routes. The appropriate intervention will depend on site specific conditions, options include raised tables, continuous footways, dropped kerbs and tightening junction geometry. Any changes will follow our Streetscape Guidance.	C5, O5, O6	Long term (5+ years)	LIP, S106/CIL	Medium (£500k to £1m)	The Royal Borough, TfL
14	Improving underpasses and bridges to make them more inviting, thereby increasing people's confidence that they can use them safely and conveniently. We will identify a priority list of bridges and underpasses (under the control of the Royal Borough) that link between key destinations and could assist with delivering increases in walking.	C5, O2	Medium term (3-5 years)	LIP, S106/CIL, funding bids	Low (<£500k)	The Royal Borough, Network Rail

Action Plan: Traffic management

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
15	Continuing to develop an alternative scheme for West Greenwich to address residents' concerns about high volumes and speeds of motor traffic.	C2, C4	Short term (1-2 years)	LIP, funding bids	Low (<£500k)	The Royal Borough
16	Using LTN analysis to identify where area wide interventions can help to fill gaps in the active travel network to enhance access to new and improved walking and cycling infrastructure.	C1, C2, C3, C4, O1, O4	Short term (1-2 years)	LIP, funding bids	Low (<£500k)	The Royal Borough
How we will do it						
17	Utilising traffic management interventions to support improvements to the walking and cycling network.	C1, C2, C3, C4, O1, O4	Ongoing (new action)	LIP, funding bids	Low (<£500k)	The Royal Borough, TfL
18	Introducing traffic management interventions in areas where motor traffic volumes are too high, road safety is concerning, or local streets are being used as alternatives to main roads.	C1, C2, C3, C4, O1, O4	Short term (1-2 years)	LIP, funding bids	Medium (£500k to £1m)	The Royal Borough

Action Plan: Cycle parking

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
19	Increasing the number of cycle parking spaces at schools, stations, and town centres so cycle parking is ubiquitous across Greenwich.	C2	Ongoing (new action)	LIP, funding bids, developers	Low (<£500k)	The Royal Borough, TfL
20	Clearing the Royal Borough's residential cycle parking waiting list by 2028. This would require around 20 hangars each year to be installed.	C2	Short to medium term (1-5 years)	LIP, funding bids	Medium (£500k to £1m)	The Royal Borough
How we will do it						
21	Appraising transport schemes and prioritise kerbside space for users with greatest need. This will include cycle parking where possible.	C2	Ongoing (new action)	n/a	n/a	The Royal Borough

Action Plan: Schools and education

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
22	Working with schools to assist them with encouraging and enabling active and sustainable travel via travel planning.	O2, O4, O5	Ongoing (existing action)	LIP	Low (<£500k)	The Royal Borough, Schools
23	Continuing the delivery of cycle training for children (via schools) so that everyone who would like to learn to cycle is afforded with that opportunity.	O2, O4, O5	Ongoing (existing action)	LIP, funding bids	Medium (£500k to £1m)	The Royal Borough, TfL, Cycle training provider
24	Continuing to deliver independent travel training to Special Educational Needs (SEN) children through our Road Safety Team.	O2, O4, O5	Ongoing (existing action)	LIP, funding bids	Low (<£500k)	The Royal Borough
25	Developing a prioritisation matrix in order to rank which schools are most in need of School Streets.	O2, O4, O5	Short term (1-2 years)	LIP	Low (<£500k)	The Royal Borough

Action Plan: Improving accessibility

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
26	In collaboration with TfL, we will seek to remove any staggered barriers and unwarranted 'cyclist dismount' signs on cycle routes that make journeys unnecessarily difficult for those cycling. This will be prioritised on signed cycle routes, and on key walking routes in town centres and near public transport stations.	C1, C2, O6	Ongoing (new action)	LIP, S106/CIL	Low (<£500k)	The Royal Borough
27	Enforcing pavement parking and parking within mandatory cycle lanes to prevent drivers from illegally obstructing the movement of people walking and cycling.	C2, C6	Ongoing (new action)	n/a	n/a	The Royal Borough, TfL
How we will do it						
28	Through the process of upgrading Royal Greenwich's cycle network, the Royal Borough will deliver a programme of wayfinding upgrades to the cycling network to ensure that all routes are clearly and legibly signed.	C1, C2, O6	Ongoing (new action)	LIP	Low (<£500k)	The Royal Borough, TfL
29	Applying the accessibility principles set out in within the Royal Greenwich Transport Strategy to all walking and cycling schemes.	C1, C2	Ongoing (new action)	n/a	n/a	The Royal Borough, TfL

Action Plan: Behavioural change and training

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
What we will do						
30	Delivering events aimed at promoting walking and cycling, including continuing 'Dr Bike' initiatives for residents and businesses, and school events such as Walk to School Week and Big Bike Days.	C2, O4, O6	Ongoing (existing action)	LIP, funding bids	Low (<£500k)	The Royal Borough
31	Continuing our travel awareness and behaviour change campaigns to encourage people to try walking, cycling and public transport.	C2, O4, O6	Ongoing (existing action)	LIP	Low (<£500k)	The Royal Borough
32	Developing a programme to address low cycle ownership levels by helping establish a community cycle maintenance and recycling initiative, and expanding our "Try Before You Bike" scheme to cover electric and cargo cycles.	C2, O4, O6	Short term (1-2 years)	LIP, funding bids	Low (<£500k)	The Royal Borough
33	Leading by example and establish a staff travel plan, with a target for 80% of trips by walking, cycling and public transport, including travel to work and travel for work, by 2025.	C2, O4, O6	Short term (1-2 years)	n/a	n/a	The Royal Borough
34	Working with large employers to increase the development of travel plans.	C2, O4, O6	Short term (1-2 years)	n/a	n/a	The Royal Borough

Action Plan: Maintenance of the active travel network

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
How we will do it						
35	Maintaining walking and cycling routes to ensure that they are fit for purpose all year round. Cleaning cycle lanes to prevent to accumulation of debris.	C2, C6, O5, O6	Ongoing (existing action)	LIP, S106/CIL	Low (<£500k)	The Royal Borough, term contractor
36	Working with contractors to ensure that cycleways and pavements remain clear and accessible during road works.	C2, C6, O5, O6	Ongoing (existing action)	n/a	n/a	The Royal Borough, term contractor
37	Using enforcement powers to prevent illegal loading and parking in mandatory cycle lanes and cycle tracks in the same way that currently happens for bus lanes and yellow box junctions.	C2, C6, O5, O6	Ongoing (existing action)	n/a	n/a	The Royal Borough

Action Plan: Partnerships and collaboration

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
How we will do it						
38	Where appropriate, collaboratively working with local communities to co-design new traffic management measures and modal filters.	C2, C3	Ongoing (new action)	n/a	n/a	The Royal Borough
39	Proactively reaching out and engaging with lesser heard voices on active travel schemes, such as younger people, and people from ethnic minority backgrounds.	C2, C3	Ongoing (new action)	n/a	n/a	The Royal Borough
40	Working with TfL to accelerate the delivery of active travel schemes, particularly on routes that require amendments to signal phases or bus routes/lanes.	C1, C2, C3, O3	Short term (1-2 years)	n/a	n/a	The Royal Borough, TfL
41	Working with and strengthening our relationships with key landowners such as the Royal Parks to facilitate the development of active travel schemes.	O3	Ongoing (new action)	n/a	n/a	The Royal Borough
42	Working to deliver impactful behavioural change to target intersectionalities of Royal Greenwich's priorities, such as delivering training programs alongside holiday food and fun, and working with community safety on their women's strategy.	C2	Ongoing (new action)	n/a	n/a	The Royal Borough
43	Work closely with communities to deliver Play Streets across the Royal Borough	C2, C3	Ongoing (new action)	n/a	n/a	The Royal Borough

Action Plan: Road safety

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
How we will do it						
44	Tackling specific speeding issues through new 20mph zones/corridors, enhancing signage and increasing enforcement.	C2, C3,	Medium term (3-5 years)	LIP, funding bids	Medium (£500k to £1m)	The Royal Borough, TfL
45	Increasing awareness of road dangers and interaction with other road users, including new school crossing patrols, cycle training and school travel planning.	C2	Ongoing (existing action)	LIP, S106/CIL	Low (<£500k)	The Royal Borough
46	Prioritising interventions to improve pedestrian and cycle safety on busy roads and junctions.	C2, C5	Ongoing (new action)	LIP	Medium (£500k to £1m)	The Royal Borough, TfL

Action Plan: New developments

#	Action	Challenges / Opportunities addressing	Timescales	Funding source	Cost	Responsibility / Delivery partner(s)
How we will do it						
47	Planning applications for major developments will be reviewed for contributions towards conditions, s106 or s278 schemes that will benefit active travel.	C2, O2	Ongoing (existing action)	n/a	n/a	The Royal Borough
48	The Royal Borough will ensure that existing access rights, rights of way and footways will be protected and enhanced through development.	C2, O2, O6	Ongoing (existing action)	n/a	n/a	The Royal Borough
49	In line with the London Plan, the Royal Borough will ensure that robust Travel Plans are provided in association with applicable planning consents.	C2	Ongoing (existing action)	n/a	n/a	The Royal Borough