



Richmond Town Centre - Cycle Parking Audit

Report



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Job No. STH1194

Report No. 1

Prepared by AC

Verified BH

Approved by ANK

Status DRAFT

Issue No. 1

Date 11 January 2010



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Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
DRAFT		1	ANK	11/01/2010

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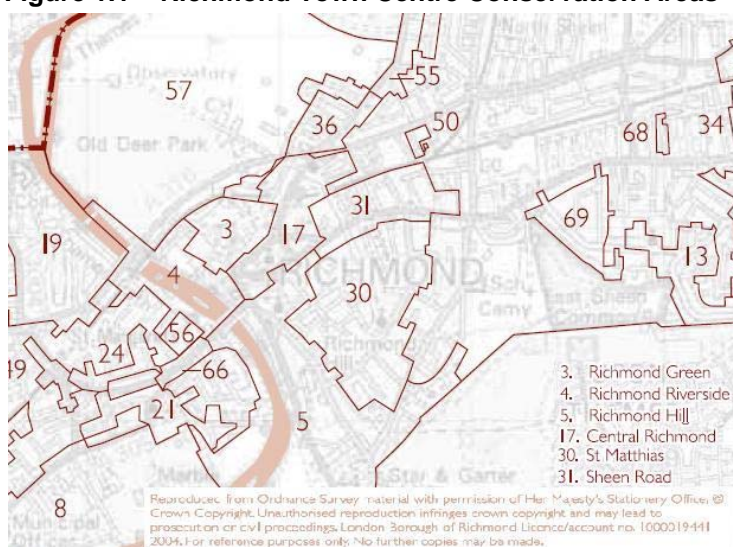
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1 Introduction

General

- 1.1 JMP has been appointed by Smarter Travel Richmond upon Thames (STR) to undertake a cycle parking audit of Richmond Town Centre. The extent of the audit covers the Controlled Parking Zone (CPZ) A1 and A2. A location plan of the study area is included in Appendix A.
- 1.2 Richmond Town Centre is a busy commercial and retail centre with good public transport links. The town is the origin for many commuter trips into Central London and the destination of trips for business, work and retail purposes.
- 1.3 The Richmond Town Centre study area consists of six different conservation areas; namely Richmond Green, Richmond Riverside, Richmond Hill, Central Richmond, St Matthias and Sheen Road. Figure 1.1 below shows a plan of the conservation areas.

Figure 1.1 – Richmond Town Centre Conservation Areas



- 1.4 The objective of the audit is to:
 - Provide a detailed analysis of the existing cycle parking stock in the study area.
 - Establish utilisation of existing parking stock and levels of fly parking.
 - Identify potential sites and types of cycle parking in the study area, and
 - Consider a location for a 'Tradeinvent' Bicycle counter.
- 1.5 This audit is being undertaken in parallel with improvements to the public realm in Richmond Town Centre and will inform the implementation of new cycle parking facilities within this scheme.

2 Cycle Parking Inventory Assessment

Existing Cycle Parking

- 2.1 A site inventory was undertaken of all the existing cycle parking facilities located in the Richmond Town Centre by a member of the JMP project team.
- 2.2 The inventory was undertaken on the 27th of November 2009 and the data collected reflects cycle parking occupancy on this day only.
- 2.3 Although it gives a relatively accurate account of cycle parking provision in the area, seasonal and weather conditions will impact on cycle parking levels.
- 2.4 The existing cycle parking facilities were assessed under the following criteria:
- Accessibility to cycle facility = Practicality for cyclist arriving and departing at the cycle stand, location and closeness to intended destination.
 - Accessibility at cycle facility = Ease of manoeuvring a bicycle into position against the cycle stand for securing and whether there is sufficient space / clearance. The London Cycle Network (LCN) recommends the spacing width between cycle stands to be 1200mm with 1000mm being acceptable. However, in practice a spacing width of 800mm still provides sufficient width for cyclists to secure two bicycles on either side of a single Sheffield Stand.
 - Condition of cycle parking facility = Surface condition or deformation of cycle stand, and
 - Whether existing cycle parking facilities were in line with current LBRuT Streetscape design guidance.
- 2.5 Other observations recorded were whether the cycle parking facility was; signed, sheltered, utilised and type of location.
- 2.6 A summary of the existing cycle parking inventory findings are shown in Table 2.1 overleaf.

Table 2.1 – Existing Cycle Parking

Location	No. Stands	Occupied	CCTV	Lighting	Covered	Accessibility to cycle facility	Access at facility	Condition	Streetscape Approved	Recommendation
116 - 130 Sheen Road	6	2	No	No	No	Excellent	Excellent	Good	Yes	Retain
Hill Rise	4	3	No	No	No	Good	Good	Good	Yes	Retain
36 - 38 Hill Rise	2	0	No	No	No	Excellent	Excellent	Excellent	Yes	Retain
30 - 32 Hill Rise	2	0	No	No	No	Excellent	Excellent	Excellent	Yes	Retain
1 - 18 Lewis Road	5	1	No	Yes	No	Excellent	Poor	OK	No	Replace
Riverside House Water Lane	5	1	No	Yes	No	Excellent	Excellent	Excellent	Yes	Retain
30 The Green	2	1	No	Yes	No	Excellent	Good	Good	No	Retain
Church Road	10	19	No	Yes	No	OK	Excellent	Good	No	Retain
Station Rear Car Park	16	27	Yes	Yes	Yes	Excellent	Excellent	Good	No	Retain
Station Car park	4	0	Yes	Yes	Yes	Excellent	Good	Good	No	Retain
21 - 23 Red Lion Road	10	4	No	No	No	Good	Excellent	Excellent	Yes	Retain
2 George Street	5	1	No	No	No	Excellent	Excellent	Excellent	No	Retain
75 - 81 George Street	10	8	No	Yes	No	Excellent	Excellent	Good	No	Retain
1 - 3 Lower George Street	6	9	No	No	No	Excellent	Excellent	Excellent	Yes	Retain
Mooring Post Riverside	4	0	No	No	No	Excellent	Excellent	Excellent	Yes	Retain
Library Whittaker Avenue	5	1	No	No	No	OK	Excellent	Good	No	Retain
Princes Street	4	3	No	No	No	Good	OK	Good	No	Retain
TOTAL	100	80								

- 2.7 A full results table of the existing cycle parking assessment along with a map of the plotted locations are included in Appendix A.
- 2.8 In summary there are 17 locations of existing cycle parking facilities that consists of 100 cycle stands, this equates to 200 cycle parking spaces.
- 2.9 All 17 existing cycle parking clusters are located in CPZ A1. There are 2 existing large cycle parking clusters close by Richmond Station, three smaller cycle parking clusters at Hill Rise and the remaining cycle parking clusters located on George Street and its neighbouring streets.
- 2.10 39 out of the 100 existing cycle stands are brushed stainless steel Sheffield Stands that is recommended in LBRuT's latest Streetscape Guidance. The 39 cycle stands that are compliant with the streetscape guidance account for 8 of the 17 cycle parking locations in Richmond Town Centre.
- 2.11 Richmond Station is the only location in the study area to have sheltered cycle parking facility and dedicated CCTV surveillance. All other cycle parking locations are on-street and within the public highway.

Cycle Fly-Parking

- 2.12 Richmond Town Centre has limited dedicated cycle parking facilities for cyclist and as a result there are large numbers of cycles fly-parking to street furniture, in particular outside Richmond Station.

- 2.13 Cycle fly-parking can be an eye sore to the streetscape environment and also obstruct pedestrian desire lines of movements. Cycle fly-parking can however substantiate locations where cycle parking demand is greater than its supply.
- 2.14 The proposed Kew Road rationalisation of taxi bays, bus stops and street furniture is to commence in February 2010. Therefore, much of the existing guard railing that is currently used for cycle fly-parking will be removed as part of Richmond Station forecourt improvements. Consequently, to maintain existing levels and increase levels of cycling in future the provision of new cycle parking facilities should as a minimum meet the recorded numbers of fly-parked bicycles.
- 2.15 Incorporating cycle parking infrastructure into Richmond Town Centre's streetscape design at an early stage is necessary to complement the scheme's design aesthetics and satisfy the needs of cyclists. This will subsequently reduce cycle fly-parking and increase the space on the footway available to pedestrians.
- 2.16 Cycle fly-parking numbers and locations were recorded during the inventory. Large clusters of fly-parking were observed on The Quadrant and Kew Road outside Richmond Station. A number of smaller clusters around the retail area of George Street / Red Lion Street / Hill Street / Paradise Road. In addition, a random distribution of single fly parked bicycles was recorded in CPZ A2 where there are fewer shops and is predominantly residential.
- 2.17 The findings of the fly cycle parking inventory are shown in Table 2.2 below.

Table 2.2 Cycle Fly Parking

Location	Area Type	Fly Parking Facility	No of Bicycles
1 Park Lane	Residential	Lighting Column	1
1 -10 Paradise Road	Residential	Guard Rail	3
15 Halford Road	Residential	Guard Rail	1
34 The Vineyard	Residential	Guard Rail	1
2 Onslow Road	Residential	Lighting Column	1
36 Friar Stile Road	Workplace	Lighting Column	1
96 Richmond Hill	Residential	Guard Rail	1
110 Richmond Hill	Residential	Guard Rail	2
13 -24 Cardigan Road	Residential	Sign Post	2
21 Cardigan Road	Residential	Sign Post	1
10 Lancaster Park	Residential	Sign Post	1
19 Lancaster Park	Residential	Sign Post	1
Compass Hill	Transport	Guard Rail	3
Compass Hill	Transport	Lighting Column	1
78 Hill Rise	Shopping	Guard Rail	4
68 Hill Rise	Shopping	Guard Rail	2
Hill Street	Shopping	Guard Rail	1
58 Lewis Road	Workplace	Sign Post	2
Lewis Road	Workplace	Sign Post	2
12 The Green	Residential	Guard Rail	1
17 The Green	Residential	Lighting Column	1
George Street	Shopping	Guard Rail	2
King Street	Shopping	Guard Rail	1
King Street	Shopping	Guard Rail	1
The Quadrant	Shopping	Guard Rail	25
Richmond Station	Transport	Guard Rail	12

The Quadrant	Restaurant	Guard Rail	5
The Quadrant	Restaurant	Guard Rail	4
Drummonds Place	Workplace	Guard Rail	12
Sheen Road	Shopping	Sign Post	1
Richmond Station Car Park	Transport	Lighting Column	1
Richmond Station Car Park	Transport	Lighting Column	1
Richmond Station Car Park	Transport	Sign Post	2
41 Kew Road	Restaurant	Lighting Column	1
Kew Road north of Station	Highway	Guard Rail	8
TOTAL			109

- 2.18 A full results table of the fly cycle parking observations along with an A1 sized plan of the locations plotted are included in Appendix A.
- 2.19 The total existing demand for cycle parking in the area is 189 (total of cycles parked at both stands and fly parked).
- 2.20 It should be noted that this survey was undertaken on the 26th of November 2009. Due to the seasonal nature of cycling this figure will obviously fluctuate between seasons.

Cycle Parking Proposals

- 2.21 STR proposes to extensively improve the cycle parking infrastructure in Richmond Town Centre as a means of supporting their aim to significantly increase cycling levels in the LBRuT. As a result, a number of new cycle parking provisions have been proposed throughout Richmond Town Centre.
- 2.22 Where possible, new cycle parking infrastructure has been proposed where fly parking was observed. In addition, new cycle parking sites have been identified at locations to provide fine grain spread of small clusters of cycle parking in areas of medium to high trips or at locations where cycle parking facilities are sparse and a demand has been recognised.
- 2.23 The introduction of 283 cycle stands has been proposed for Richmond Town Centre and these have been listed in Table 2.3 below. Each proposal is referenced with an associated location photo that is included in Appendix B.
- 2.24 This number of new cycle stands obviously far exceeds the demand recorded on the day the inventory was taken.
- 2.25 However, it should be noted that cycle parking demand fluctuates according to weather and seasonal variations.
- 2.26 It is also recommended that the introduction of cycle parking may unlock a repressed demand for cycling and will serve to encourage cyclists in the borough to access Richmond Town Centre by bicycle.
- 2.27 Therefore the proposed number of stands to be introduced is deemed adequate to cope with seasonal future demand.

Table 2.3 New Cycle Parking Proposals

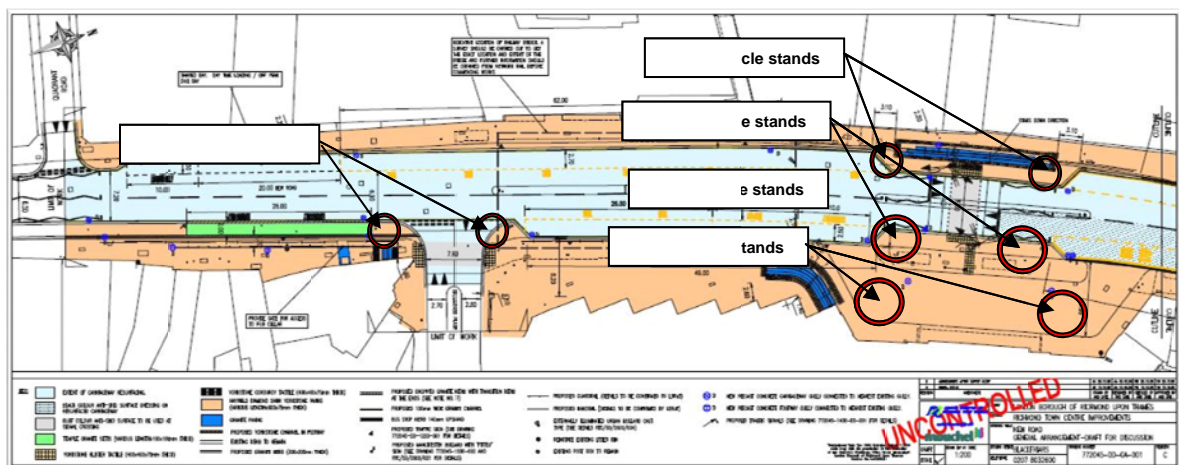
Ref	Proposed Area	No of parking bays displaced	Location	Proposed No. of stands	Priority
PR01	Footway	0	Maids of Honour Row	6	High
PR02	Footway	0	The Green	8	High
PR03	Carriageway	2	The Green	8	Medium
PR04	Carriageway	1	Little Green	4	Medium
PR05	Open space	0	Lower George Street	8	High
PR06	Open space	0	Lower George Street	8	High
PR07	Footway	0	Etons Road	4	Medium
PR08	Footway	0	45 Kew Road	5	High
PR10	Car Park - Option 2	10	Westminster House	30	High
PR11	Car Park - Option 1	4	Car Park Richmond Station	30	High
PR14	Footway	0	16 - 17 Sheen Road	5	High
PR15	Footway	0	1 - 10 Paradise Road	6	Medium
PR16	Footway	0	116 - 128 Sheen Road	4	Low
PR17	Carriageway	1	12 King Street	3	Medium
PR18	Bus stop - Island	0	Wakefield	10	Medium
PR19	Courtyard	0	Victoria Place	10	Medium
PR20	Post office	0	King Street	3	Medium
PR21	Footway	0	38 - 50 Hill Street	3	High
PR22	Footway	0	Hill Street B/N Whittaker Ave & Bridge Street	3	Medium
PR23	Carriageway	2	Richmond Hill Opp 96 - 100	6	Low
PR24	Carriageway	1	Richmond Hill Opp 96 - 98	4	Low
PR25	Carriageway	2	Cardigan Road	2	Low
PR26	Carriageway	1	Onslow Road	3	Low
PR27	Footway	0	Mount Ararat Road	4	Medium
PR29	Carriageway	1	7 Halford Street	3	Medium
PR30	Footway	0	6 Warple Way	3	Medium
PR31	Footway	0	49 Sheen Road	3	Medium
PR32	Footway	0	30 Sheen Road	2	Low
PR33	Footway	0	51 Warple Way	2	Medium
PR34	Footway	0	Christian Science Church Sheen Road	3	Medium
PR35	Footway	0	6 Sheen Road	3	High
PR36	Carriageway	0	42 Grosvenor Road	3	High
PR37	Footway	0	56 Friars Stile Road	2	Medium
PR38	Walkway	0	Terrace Field	4	High
PR39	Walkway	0	Terrace Field	4	High
PR40	Walkway	0	Terrace Field	4	High
PR41	Carriageway	0	15 Cardigan Road	2	Low
PR42	Footway	0	Friars Stile Road	2	High
PR43	Walkway	0	Riverside	3	High
PR44	Walkway	0	Riverside	3	High
PR45	Frontage	0	Odeon Cinema Red Lion Road	2	High
PR46	Footway	0	Odeon Cinema Hill Street	2	High
PR47	Footway	0	74 Ormond Road	2	High
PR48	Footway	0	9 Paradise Road	2	Medium
PR49	Footway	0	Ambassador House Paradise Road	2	Medium

PR50	Carriageway	0	27 Halford Road	2	Medium
PR51	Footway	0	Duke Street Baptist Church	2	Medium
PR52	Footway	0	31 - 33 Kew Road	3	High
PR53	Footway	0	Richmond Station	7	High
PR54	Footway	0	Richmond Station	7	High
PR55	Footway	0	Richmond Station	8	High
PR56	Footway	0	Richmond Station	10	High
PR57	Footway	0	1 The Quadrant	2	High
PR58	Footway	0	The Quadrant Opp Richmond Station	2	High
PR59	Footway	0	Drummonds Place Eastern build-out	3	High
PR60	Footway	0	Drummonds Place Western build-out	3	High
PR61	Walkway	0	Princes Street	2	High
TOTAL		20		283	

Station Forecourt Cycle Parking Proposals

- 2.28 Schemes PR52 to PR60 are proposals associated with Richmond Station forecourt improvements that are due to commence in February 2010 and as a result no photos in Appendix B for these proposals have been included. A general arrangement design for Kew Road and the Station Forecourt was provided to JMP by LBRuT.
- 2.29 Figure 2.1 below shows the proposed cycle parking facilities for the station forecourt. Up to 18 cycle stands are proposed on the eastern footway build-outs by the new proposed pedestrian crossing. On the opposite western footway build-out up to 4 cycle stands could be installed.

Figure 2.1 – Station Forecourt Cycle Parking



- 2.30 The proposed cycle stands at the new pedestrian crossing could serve the function of a guard railing encouraging pedestrians to use the signalised pedestrian crossing. It is anticipated that these cycle stands would be fully utilised daily providing 44 cycle parking spaces.
- 2.31 7 cycle stands are proposed either side of Richmond Station's main entrance providing 28 cycle parking spaces that are also likely to be fully utilised.
- 2.32 An additional 3 cycle stands could be introduced on both sides of the footway build-outs on Kew Road at its junction with Drummonds Place. This would provide 12 cycle parking spaces close to Richmond Station at a location that currently experiences high levels of cycle fly-parking.

Richmond Station Cycle Parking Existing Conditions

- 2.33 Richmond Station currently provides only 36 cycle parking spaces at the car park behind the station. The cycle parking provisions are made up of 10 cycle stands that are sheltered and a further 6 cycle stands adjacent that are unsheltered and 4 cycle lockers.
- 2.34 Consequently Richmond Station experiences a high level of cycle fly-parking around the station forecourt along Kew Road and The Quadrant. A site inventory survey of the fly-parking at Richmond Station recorded a total of 72 bicycles. This survey was undertaken on 26th November 2009 in weather conditions that were cold and rainy.
- 2.35 It should be noted that a previous cycle parking audit undertaken by STRuT recorded approximately 200 bicycle fly parked around Richmond Station. The difference between the recorded fly parked bicycles around Richmond Station is likely to be attributed to the weather conditions and time of year the counts were undertaken.

Richmond Station Cycle Parking Proposal

- 2.36 The provision for a large off-street open cycle shelter facility is proposed at the rear car park of Richmond Station. The facility would provide an additional 60 cycle parking spaces replacing car parking spaces.
- 2.37 The supply and installation of a 60 space cycle shelter would cost around £11,000. Quotations for two different cycle shelter models are included in Appendix C.
- 2.38 It should be noted that the new cycle shelter may require additional lighting and CCTV security surveillance and these items would incur additional installation costs. Indicative costs for lighting and CCTV are shown below and derived from previous schemes:
- Lighting= £1,500
 - CCTV = £10,000
- 2.39 Two options have been proposed PR10 and PR11. Option 1 (PR10) the cycle shelter would be aligned against the building wall of Westminster House opposite the existing Richmond Station cycle shelter. It is envisaged that this would occupy 3 existing car parking spaces. However, land ownership of this proposed location would need to be ascertained.
- 2.40 Option 2 proposes to align the cycle shelter in a single row as in Option 1 in the adjacent public station car park. It is envisaged that a 60 space cycle shelter would occupy up to 10 car parking bays on the western side of the car park.
- 2.41 An additional 60 space cycle shelter could also be accommodated in public station car park at the southern end, should it not be possible to introduce the proposed cycle stands at the station forecourt or if demand for cycle parking spaces out strips supply. The location of this cycle shelter is also close to the existing cycle shelter and the rear entrance of Richmond Station and would require the removal of up to 10 more car parking spaces.

Replacement of CPZ spaces for Cycle Parking

- 2.42 The removal of each CPZ car parking bay (5.0m length) can accommodate 8 bicycles parked 90 degrees, this includes the construction of island build-outs with reflective bollards at either ends to

protect bicycles from vehicle collisions. Figure 2.2 shows an example of on-carriageway cycle parking in Oxford.

Figure 2.2 – On-carriageway Cycle Parking



2.43 LBRuT has undertaken a review of the existing CPZ A1 and A2 and has identified 16 locations for the possible removal of CPZ bays to accommodate new on-carriageway cycle parking infrastructure. Table 2.4 below provides a priority implementation ranking for each on-carriageway cycle parking proposal. The locations of the CPZ spaces identified by LBRuT have been plotted onto a map and included in Appendix A.

Table 2.4 LBRuT's CPZ Replacement Proposals with On-carriageway Cycle Parking

Location	No of Parking Bays Removed	No. Cycle Stands	Priority
2 Sheen Road	1	4	High
2 The Green	1	4	High
13 The Green	1	4	High
23 The Green	1	4	High
Richmond Adult College Car Park	2	4	High
36 Paradise Road	1	4	High
Maids of Honour Row	1	4	Medium
1 St John's Road	1	4	Medium
20 Church Road	1	4	Medium
1 Castle Yard	1	4	Medium
8 Warrington Road	1	4	Medium
3 Halford Road	1	4	Medium
Old Place Lane (Asgill House)	1	4	Medium
Whittaker Avenue (Library)	1	4	Low
13 Parkshot	1	4	Low
Sheen Park	1	4	Low
TOTAL	17	65	

2.44 It should be noted that the level of priority allocated for introducing the above on-carriageway cycle parking has been assessed in isolation without consideration of other proposed schemes in Table 2.3 being introduced nearby on the footway.

2.45 In general the identified LBRuT proposals to replace CPZ parking bays with on-carriageway cycle parking are immediately surrounding the shopping areas of George Street, Kew Road, Paradise Street and Sheen Road.

- 2.46 There are no proposals to replace any parking bays in CPZ A2, the southern half of the Richmond Town Centre study area. This area is predominantly residential and therefore on-street car parking bays are a premium.
- 2.47 As there is currently no existing cycle parking facilities in CPZ A2 and with footways generally being too narrow to accommodate parked bicycles. Some new additional on-carriageway cycle parking schemes have been proposed, see Table 2.3. The additional locations identified were selected close to observed fly-parking and in areas of a likely demand.

3 Cost Estimate

General

- 3.1 This chapter provides indicative costs for the supply and installation of the proposed cycle parking facilities only. The cost of each proposal's scheme design, consultation, traffic management orders and any other elements that have not been listed have not been taken into account in this cost estimate.
- 3.2 A notional cost of £200 for the supply and installation of a single brushed stainless steel Sheffield Stand. This cost assumes that no additional civil works would be required.
- 3.3 The cost for the civil works for a kerb build-out and a reflective bollard at either end of each proposed on-carriageway cycle parking is estimated to cost approximately £700.
- 3.4 Table 3.1 below shows a breakdown of the supply and installation cost for implementing all the proposals.

Table 3.1 – Cycle Parking Cost Breakdown

Item	Rate	Quantity	Cost
<u>JMP Proposed Schemes</u>			
Cycle Stands	£200	223	£56000
On-carriageway kerb build-outs	£700	11	£7700
Richmond Station Cycle Shelter	£11000	2	£22000
<u>LBRuT Proposed CPZ Schemes</u>			
Cycle Stands	£200	64	£12800
Kerb build-outs	£700	16	£11200
Total Cost			£109,700

4 Scheme Barriers and Risks

General

- 4.1 The proposed schemes listed in Table 2.3 have individually been assessed in three categories of potential barriers and risks for implementation. An overall potential barrier / risk of each scheme have been allocated on the basis of the highest barrier / risk assessed from the three categories.

Barrier and Risk Assessment

- 4.2 The first category is public support. The likelihood of receiving public objections to installing cycle stands at a given location is possible and may therefore present a barrier. In the case of replacing CPZ parking bays for on-carriageway cycle parking this would have a high risk, whereas introducing cycle stands in a wide walkway fronting shops would have a low risk.
- 4.3 The second category is the risk that the cycle stands would not be used. A scheme with new cycle stands that are expected to be fully utilised under current cycling levels would be considered as a low risk. Conversely a high risk would be awarded for a scheme where the cycle stands are likely to be infrequently used under current cycling levels, however, these may gain greater utilisation as cycling levels increase in Richmond Town Centre.
- 4.4 The third and final category is conflicts with the streetscape. This could include conflicts with urban design aspirations or conservation area integrity. A low risk level has been allocated to schemes where new cycle stands are to be added to existing cycle stands. A medium risk has been allocated to schemes located at Richmond Station's forecourt where an extensive de-cluttering exercise is scheduled and by the Riverside and The Green areas.
- 4.5 Table 4.1 below list the schemes proposed by JMP with their allocated barriers and risks.

Table 4.1 – Scheme Barriers and Risks

Reference	Location	Scheme Description	Allocated Levels of Barriers / Risks for Scheme Introduction			
			Poor Public Support	Poor Cyclist Utilisation	Conflict with Streetscape	Overall
PR01	Footway	Maids of Honour Row	Low	Low	Low	Low
PR02	Footway	The Green	Low	Low	Medium	Medium
PR03	Carriageway	The Green	High	Low	Low	High
PR04	Carriageway	Little Green	High	Low	Low	High
PR05	Open space	Lower George Street	Low	Low	Low	Low
PR06	Open space	Lower George Street	Low	Low	Low	Low
PR07	Footway	Etons Road	Low	Low	Low	Low
PR08	Footway	41 - 45 Kew Road	Low	Low	Low	Low
PR10	Car Park - Option 1	Westminster House	High	Low	Low	High
PR11	Car Park - Option 2	Car Park Richmond Station	Medium	Low	Low	Medium
PR14	Footway	16 - 17 Sheen Road	Low	Low	Low	Low
PR15	Footway	1 - 10 Paradise Road	Low	Low	Low	Low
PR16	Footway	116 - 128 Sheen Road	Low	Low	Low	Low
PR17	Carriageway	12 King Street	High	Low	Low	High
PR18	Bus stop - Island	Wakefield	Low	Medium	Low	Medium
PR19	Courtyard	Victoria Place	Low	Low	Low	Low
PR20	Post office	King Street	Low	Low	Low	Low
PR21	Footway	38 - 50 Hill Street	Low	Low	Low	Low

PR22	Footway	Hill Street B/N Whittaker Ave & Bridge Street	Low	Low	Low	Low
PR23	Carriageway	Richmond Hill Opp 96 - 100	High	Low	Low	High
PR24	Carriageway	Richmond Hill Opp 96 - 98	High	Low	Low	High
PR25	Carriageway	Cardigan Road	High	Medium	Low	High
PR26	Carriageway	Onslow Road	High	Medium	Low	High
PR27	Footway	Mount Ararat Road	Low	Medium	Low	Medium
PR29	Carriageway	7 Halford Street	High	High	Low	High
PR30	Footway	6 Warple Way	Low	Low	Low	Low
PR31	Footway	49 Sheen Road	Low	High	Low	High
PR32	Footway	30 Sheen Road	Low	Medium	Low	Medium
PR33	Footway	51 Warple Way	Low	Low	Low	Low
PR34	Footway	Christian Science Church Sheen Road	Low	Low	Low	Low
PR35	Footway	6 Sheen Road	Low	Low	Low	Low
PR36	Carriageway	42 Grosvenor Road	Medium	Medium	Low	Medium
PR37	Footway	56 Friars Stile Road	Low	Low	Low	Low
PR38	Walkway	Terrace Field	Low	Medium	Medium	Medium
PR39	Walkway	Terrace Field	Low	Medium	Medium	Medium
PR40	Walkway	Terrace Field	Low	Medium	Medium	Medium
PR41	Carriageway	15 Cardigan Road	High	Medium	Low	High
PR42	Footway	Friars Stile Road	Low	Low	Low	Low
PR43	Walkway	Riverside	Low	Low	Medium	Medium
PR44	Walkway	Riverside	Low	Low	Medium	Medium
PR45	Frontage	Odeon Cinema Red Lion Road	Low	Low	Low	Low
PR46	Footway	Odeon Cinema Hill Street	Low	Low	Low	Low
PR47	Footway	74 Ormond Road	Low	Low	Low	Low
PR48	Footway	9 Paradise Road	Low	Low	Low	Low
PR49	Footway	Ambassador House Paradise Road	Low	Low	Low	Low
PR50	Carriageway	27 Halford Road	Low	Medium	Low	Medium
PR51	Footway	Duke Street Baptist Church	Medium	Low	Low	Medium
PR52	Footway	31 - 33 Kew Road	Low	Low	Medium	Medium
PR53	Footway	Richmond Station	Low	Low	Medium	Medium
PR54	Footway	Richmond Station	Low	Low	Medium	Medium
PR55	Footway	Richmond Station	Low	Low	Medium	Medium
PR56	Footway	Richmond Station	Low	Low	Medium	Medium
PR57	Footway	1 The Quadrant	Low	Low	Medium	Medium
PR58	Footway	The Quadrant Opp Richmond Station	Low	Low	Medium	Medium
PR59	Footway	Drummonds Place Eastern build-out	Low	Low	Medium	Medium
PR60	Footway	Drummonds Place Western build-out	Low	Low	Medium	Medium
PR61	Walkway	Princes Street	Low	Low	Low	Low

5 Cyclist Interview Survey

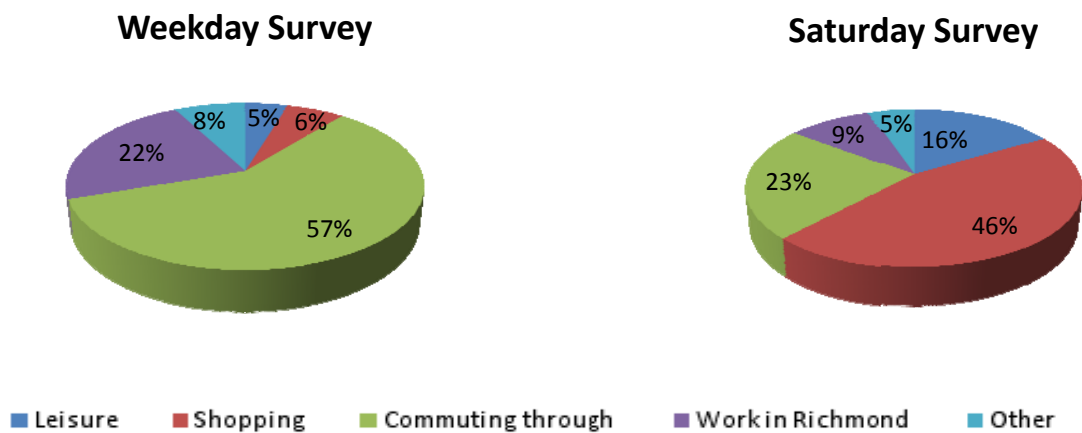
Survey Details

- 5.1 A cyclist interview survey was jointly undertaken by staff from both JMP and LBRuT at Richmond Station and around the Town Centre during the AM and PM peaks (7-10am and 4-7pm) from Monday 7th to Saturday 12th December. Cyclists whilst parking their bikes were asked a set of 9 specific questions. A copy of the questionnaire is included in Appendix D.
- 5.2 A total of 317 questionnaires were completed over six days, providing a good representation of cyclist travel behaviour in Richmond Town Centre. However, it should be noted that 'no response' to questions were recorded on some answered questionnaires.
- 5.3 The Saturday interview survey was analysed separately to the weekday surveys to ascertain whether the questionnaire results show different travel behaviours to weekday cyclists as envisaged.

Questionnaire Survey Results

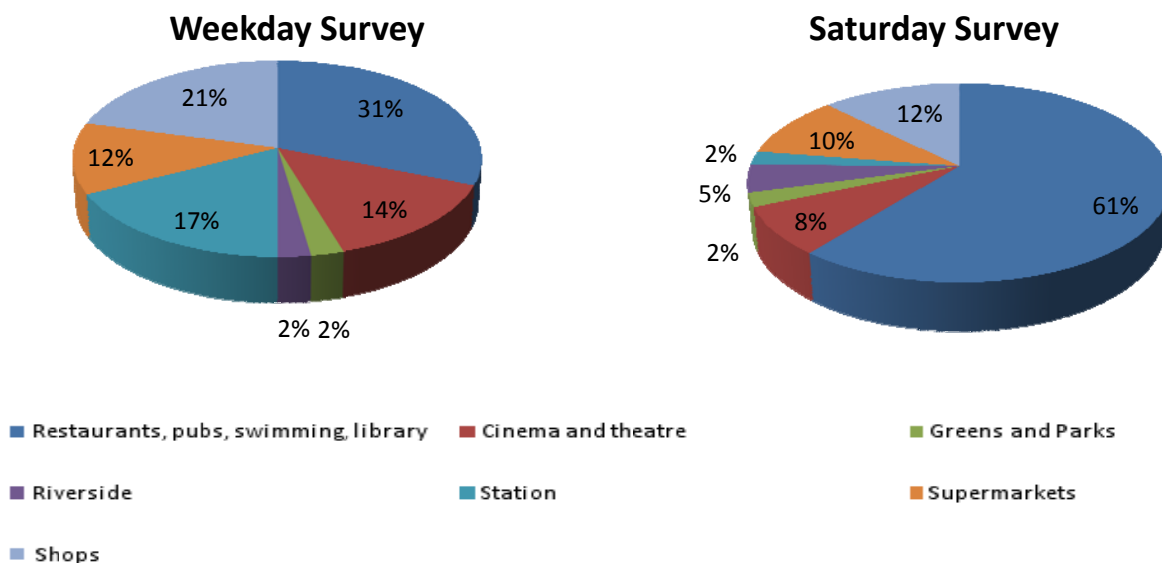
Q1. Which best describes your visit into Richmond Town Centre?

- 5.4 During weekdays a clear majority of cyclists (57%) are commuting through Richmond Town Centre, most likely interchanging onto rail. However, the results of the Saturday show that this figure drops to 23% for cyclists commuting through Richmond Town Centre with most cyclists (46%) visiting to shop.



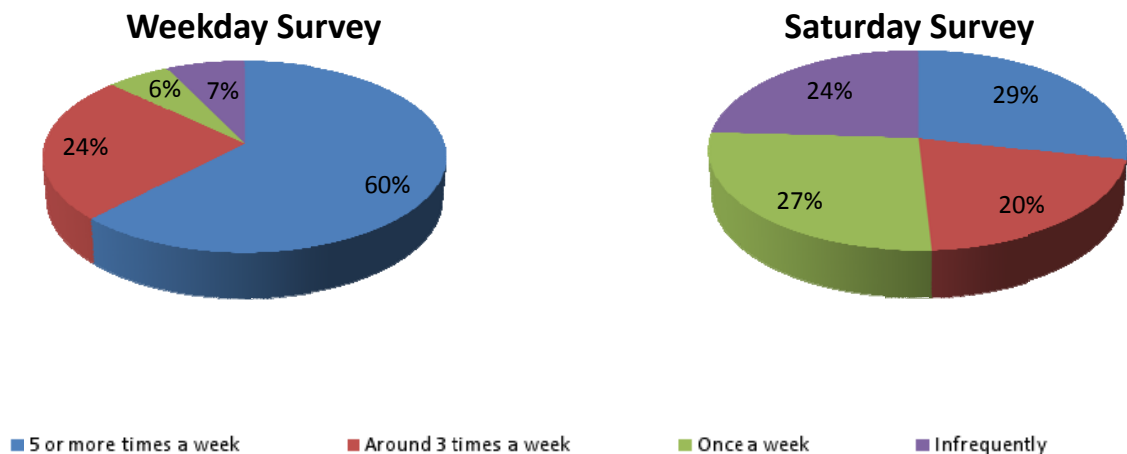
Q2. Typically where do you visit in Richmond Town Centre?

5.5 The weekday survey results overall were quite evenly spread with most cyclists (31%) responding with restaurants, pubs, swimming and library. The Saturday Survey results showed the same response majority with 61% of cyclists.



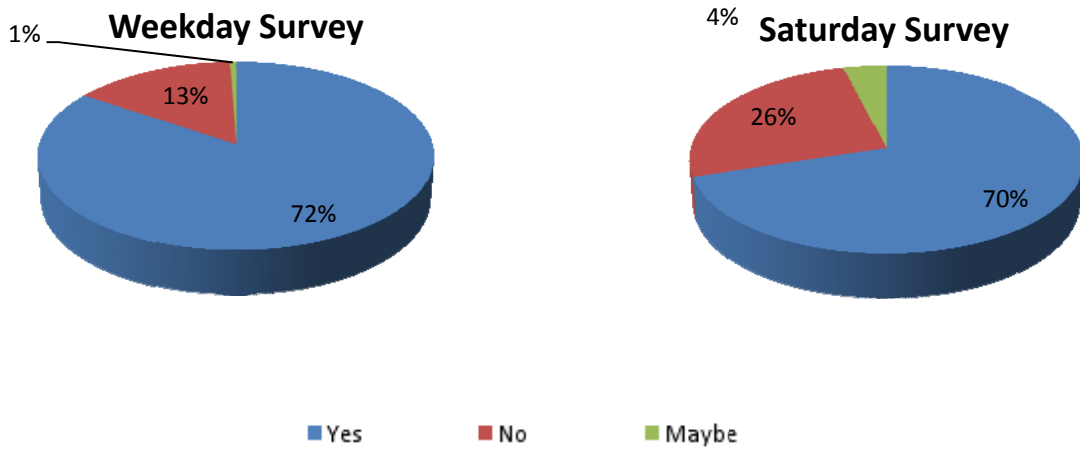
Q3. How frequently do you cycle into Richmond Town Centre?

5.6 The results of Question 3 show that during the weekday survey 61% of cyclist cycle into Richmond Town Centre 5 or more times a week indicating a high proportion of commuter cyclists. However, the results from the Saturday survey show cyclists having a much more mixed frequency of cycling into Richmond Town Centre.



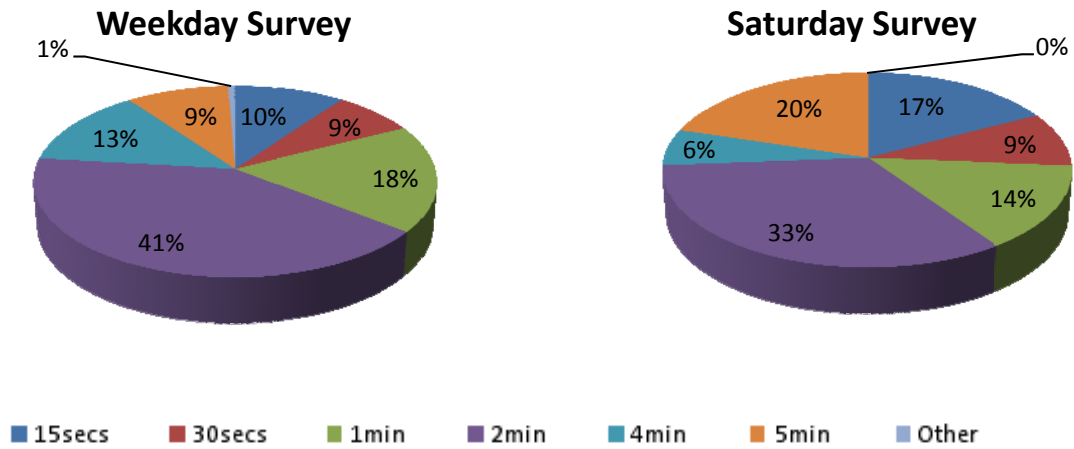
Q4a. If there were a nearby secure, cycle shelter, would you use it?

5.7 From the survey the results for Question 4a showed that the majority of cyclists, 72% and 70% for the Weekday and Saturday survey respectively would use a nearby cycle shelter.



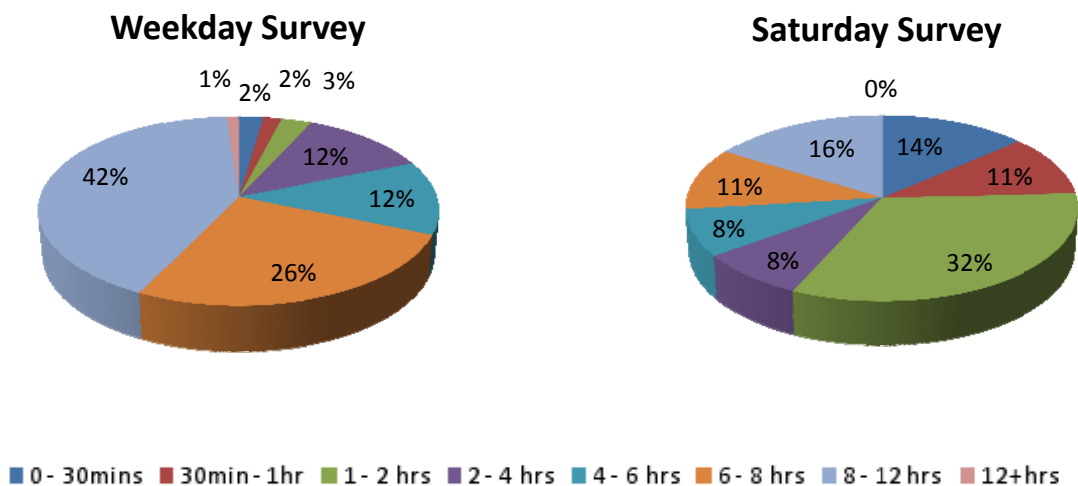
Q4b. How long from your destination would you be willing to walk to access it?

5.8 In Question 4b, the majority of cyclists responded to the distance they would be prepared to walk from a cycle shelter to their destination as 2 minutes with 41% for the Weekday and 33% Saturday survey. 2 minutes walk equates to a distance of 150m - 200 metres.



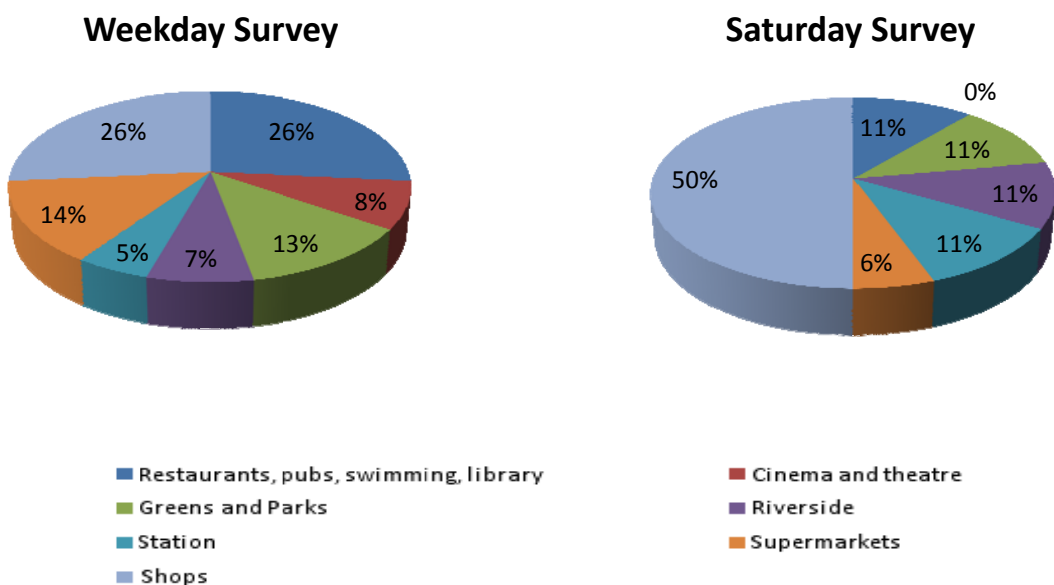
Q5. Typically how long do you park your bicycle?

5.9 The results of Question 5 shows that the majority of cyclists (42%) from the weekday survey typically park their bicycle for a period of 8 – 12 hours. This supports the study finding that most cyclists are commuting to and from work. The Saturday survey results show that most cyclists (32%) park their bicycles for a period of 1 – 2 hours which is consistent with shopping in Richmond Town Centre.



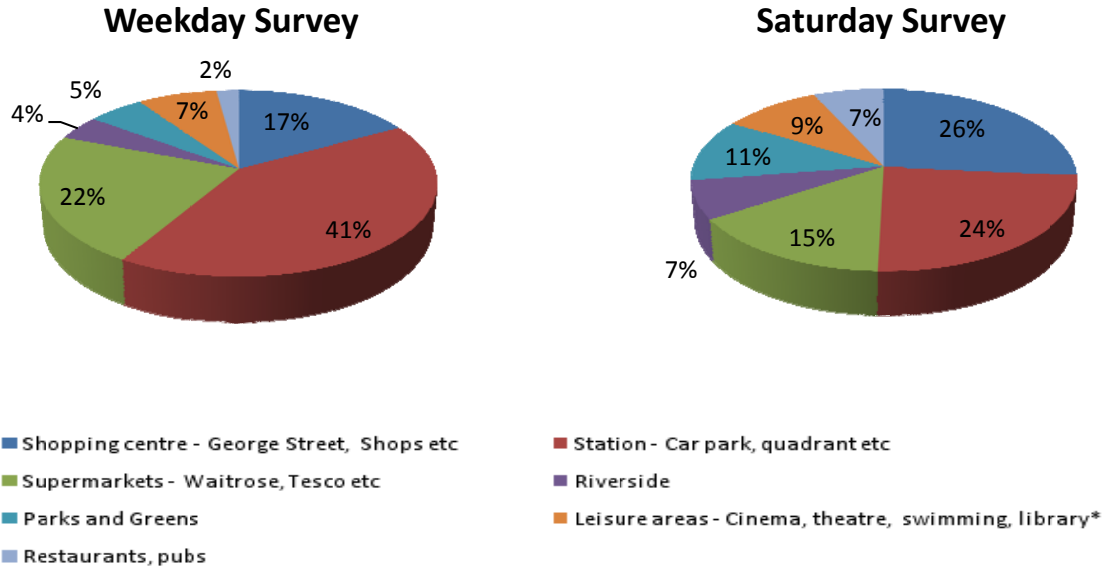
Q6. Where else in Richmond Town Centre do you park your bicycle?

5.10 Question 6 shows alternative locations that cyclist typically park their bicycles. In both the weekday and Saturday surveys, general shops in Richmond Town Centre where popular in addition to leisure locations like restaurants, pubs, swimming pool and library.



Q7. Where would you like to see additional cycle parking facilities?

5.11 The most popular suggested locations for additional cycle parking for both the weekday and Saturday surveys were around Richmond Station, shops on the high street and Waitrose / Tesco supermarkets.



Q8a. Rated importance for additional on-street cycle parking facilities

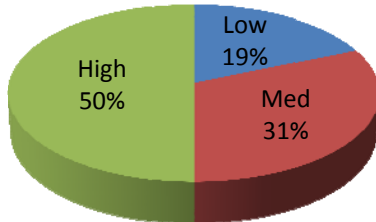
5.12 The results show that cyclist hold a high importance for additional on-street cycle parking facilities in Richmond Town Centre with 70% and 66% for the weekday and Saturday survey respectively.



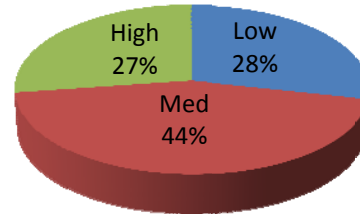
Q8b. Rate the importance for additional off-street cycle parking facilities

5.13 A mixed response was received on the importance for additional off-street cycle parking facilities with 50% and 25% of cyclists holding a high importance for weekdays and Saturday surveys respectively. As a result it would be fair to ascertain that off-street cycle parking is not a priority for cyclists.

Weekday Survey



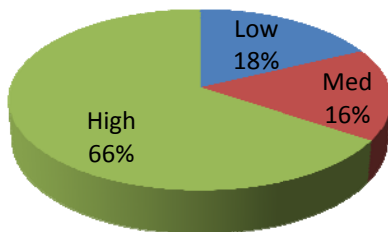
Saturday Survey



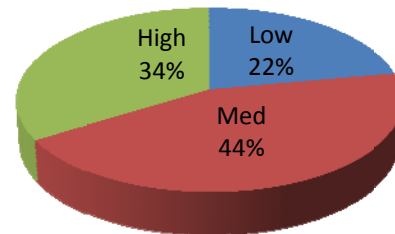
Q8c. Rate the importance for additional cycle shelters

5.14 66% of weekday cyclists regarded that providing an additional cycle shelter as highly important, compared to only 34% of Saturday cyclists. The large difference in cyclist's importance is likely to be associated with the number of cyclists parking their bicycles for a long duration during the weekday and comparatively short duration on Saturday.

Weekday Survey



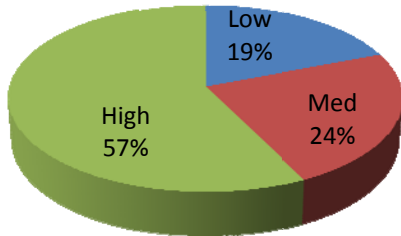
Saturday Survey



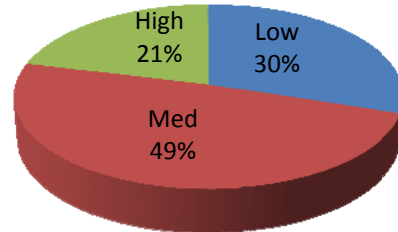
Q8d. Rate the importance for an additional enclosed cycle compound

5.15 However, a contrasting result was recorded for the response on the importance of an additional enclosed cycle compound with 57% and 21% of cyclist holding a high importance for the weekday and Saturday surveys respectively. One possible reason for this differing in response could be attributed again the difference in length of time cyclists park their bicycles.

Weekday Survey



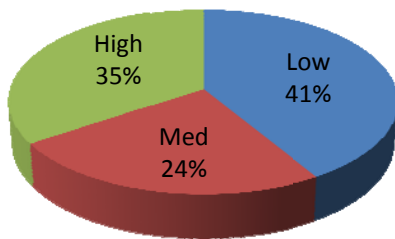
Saturday Survey



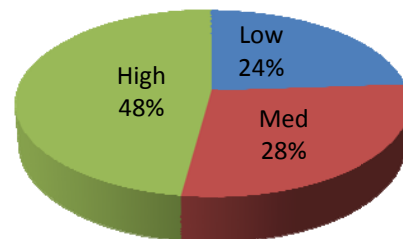
Q8e. Rate the importance for additional CCTV at cycle parking facilities

5.16 A mixed response was recorded with a majority 41% of cyclists regarding additional CCTV as low importance from the weekday survey. However, the Saturday survey recorded a majority 48% of cyclists holding a high importance for additional CCTV.

Weekday Survey

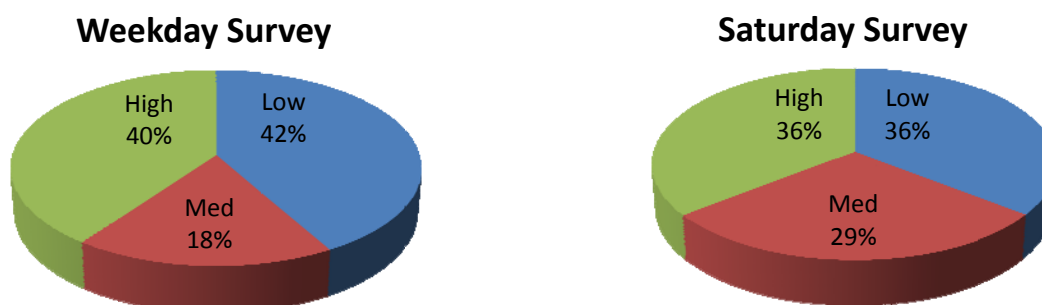


Saturday Survey



Q8f. Rate the importance for additional lighting at cycle parking facilities

- 5.17 The importance for additional lighting at cycle parking facilities overall for both the weekday and Saturday surveys recorded a high and low split majority. Therefore, additional lighting at cycle parking facilities could be deemed as medium to low priority.



Catchment Area of Cyclist

- 5.18 Overall the catchment of cyclists into Richmond Town Centre shows a similar pattern for both the weekday and Saturday surveys. The majority of cyclists commencing their journey into Richmond Town Centre from within the borough. Table 5.1 summarise the clusters recorded and spatial maps are included in Appendix D.

Table 5.1 – Cyclist Catchment Clusters

Location	Number of Weekday Cyclists	Number of Saturday Cyclists
Richmond	19	18
East Sheen	7	13
Barnes	1	2
Petersham	25	18
Twickenham	34	19
Teddington	11	4
Whiton	16	4
Hampton	5	3
Putney	0	5
Isleworth	11	6
Brentford	3	2
Hounslow	7	2
Kingston	3	2
Norbiton	2	4

Summary of Results

- 5.19 In summary cyclists tend to visit Richmond Town Centre on their commute to and from work during weekdays and to go shopping on Saturdays. The most popular places that cyclists park their bicycles are at Richmond Station and Richmond's shopping high street, in addition, these two areas are also the most popular locations where cyclist would like to see additional on-street cycle parking facilities. This supports the observed heavy fly-parking. Finally, should a new cycle shelter facility be provided in Richmond Town Centre cyclist would be prepared to walk 2 minutes from the cycle shelter to their destination.

6 Bicycle Counter

General

- 6.1 A proposal to install a Tradeinvent Bicycle Counter is being developed by STR. The bicycle counter displays the daily and annual traffic flow of bicycles to the general public thus promoting cycling. The Tradeinvent Bicycle Counter 2010 model is currently being developed. However, it is envisaged that the bicycle counter will be a tall feature as with the previous model.

Requirements

- 6.2 The bicycle counter would need to be installed in a prominent location in order to detect the maximum achievable number of cyclists and in order for bicycle counter to be visible to a large passer by audience to promote cycling.
- 6.3 A possible barrier for the installation of the bicycle counter is that Richmond Town Centre is undergoing a streetscape programme whereby the footway improvements are being undertaken that include de-cluttering of street furniture. Therefore, the installation of this bicycle counter could conflict with the aspirations of the urban realm if introduced insensitively.

Proposed Locations

- 6.4 Three possible locations have been proposed for the Tradeinvent Bicycle Counter. Each of the proposed locations would provide good visibility of the bicycle counter and would detect a high frequency of cyclists.
- 6.5 Location 1 – Lower George Street by its junction with Eton Street. This location is central in Richmond Town Centre and closely located to The Square. The proposed location also has 6 existing cycle stands close by that are well utilised. Figure 6.1 shows the location on Lower George Street.

Figure 6.1 – Lower George Street



- 6.6 Lower George Street is a pedestrian only walkway and therefore, there is sufficient space to install the bicycle counter without impeding pedestrian movements. Lower George Street is off George Street, The Quadrant and Kew Road the main arterial roads and therefore the location could be considered less intrusive to the urban realm. This location however, experiences a large pedestrian footfall throughout the day. The cycle counter could detect bicycle traffic on Eton Street, The Square, George Street or The Quadrant.

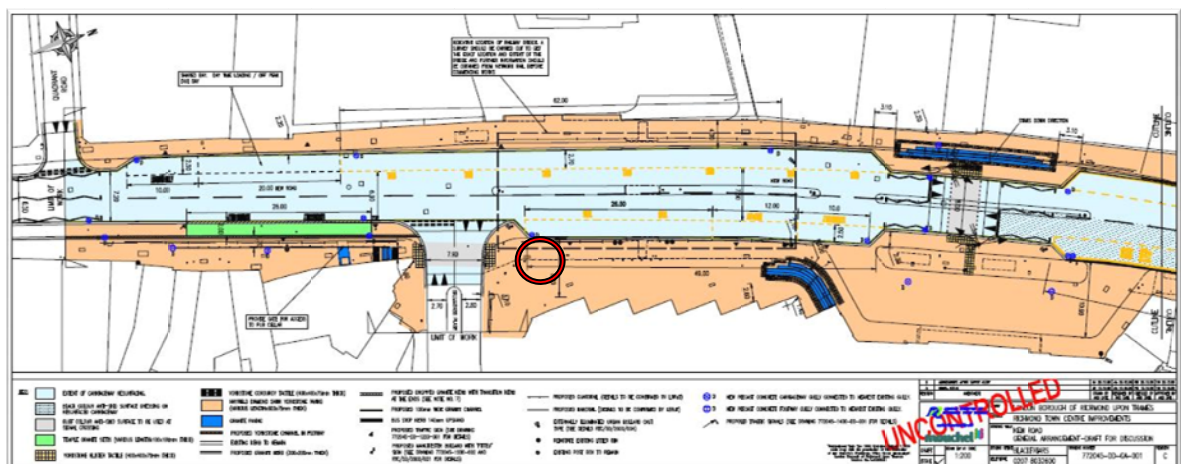
- 6.7 Location 2 – No. 31 George Street. This location between the existing florist and tree planter has a wide footway as it joins with the walkway of Lower George Street, therefore this area could accommodate the bicycle counter without obstructing the high pedestrian footfall. The counter would be located in a very prominent location for visibility. However, George Street is only one-way northbound and therefore, would limit the amount of cyclists detected by the counter. Figure 6.2 shows the proposed location of the bus counter on George Street

Figure 6.2 – George Street



- 6.8 Location 3 – Kew Road. This location immediately north of its junction with Drummonds Place is outside Richmond Station. There is a high pedestrian footfall and traffic at this location, as a result of its close proximity to Richmond Station. Therefore, the bicycle counter would be located in a prominent location in terms of visibility and detection of cyclists.
- 6.9 Kew Road however, has narrow footways relative to the pedestrian footfall and servicing activity of bus stops, taxis and good vehicles and therefore, the impact off additional street furniture at this location could impact on pedestrian movements and conflict with LBRuT's streetscape aspiration of Richmond Station's forecourt. Figure 6.3 shows the proposed location of the bicycle counter on Kew Road.

Figure 6.3 – Kew Road



7 Conclusions and Recommendations

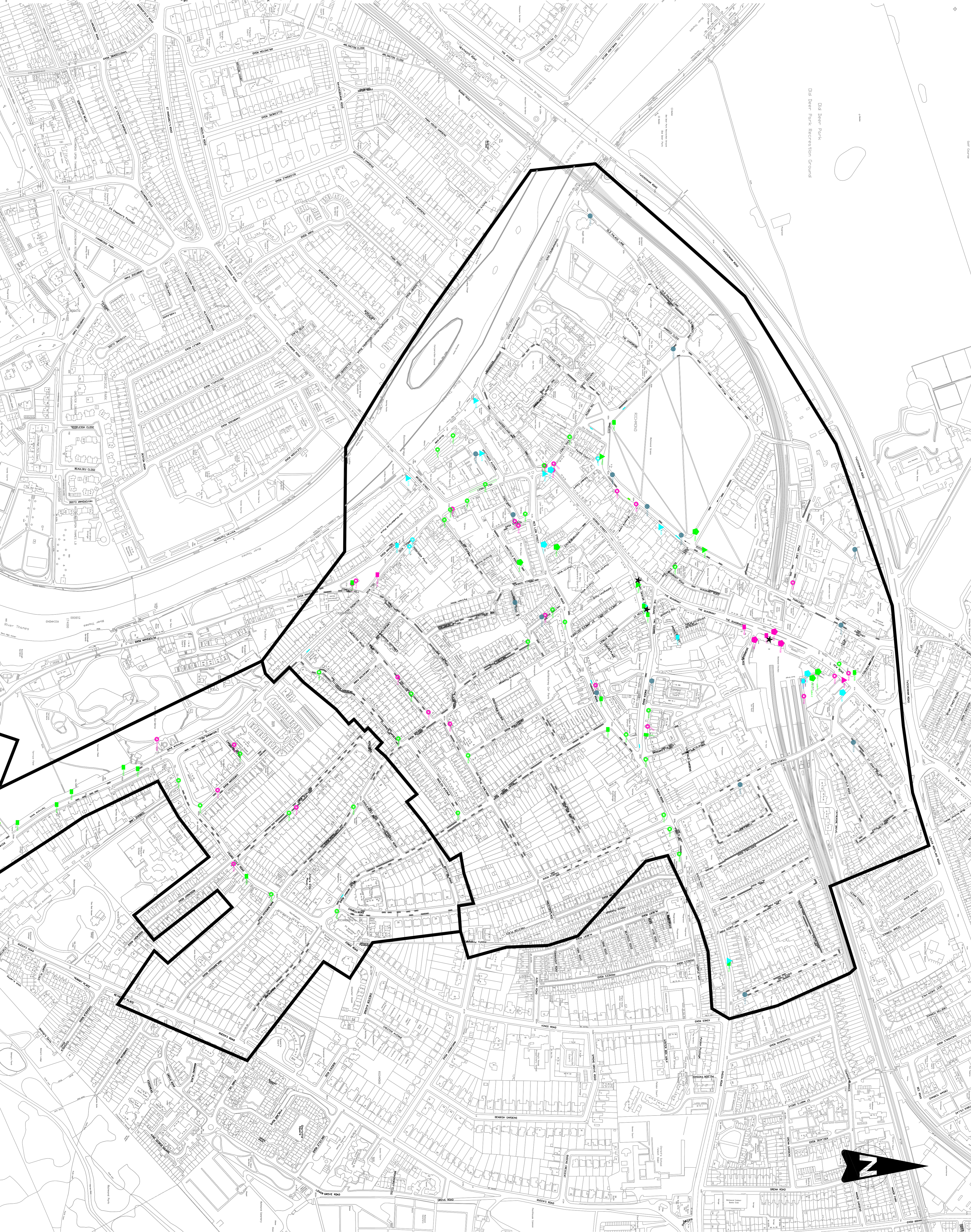
Conclusion

- 7.1 Richmond Town Centre has minimal cycle parking facilities for cyclist to secure their bicycles. As a result most existing cycle facilities are fully utilised, particularly around Richmond Station and the main shopping streets.
- 7.2 Consequently, due to the lack of cycle parking provisions significant levels of cycle fly-parking to street furniture exists throughout the area of CPZ A1.
- 7.3 To address the levels of cycle fly-parking a significant cycle parking infrastructure programme is proposed with the introduction of an additional 283 cycle stands throughout the study area of A1 and A2. There is also an additional 64 on-carriageway cycle stands proposed by LBRuT to replace existing CPZ bays. In total this would provide an additional 347 new cycle stands, equating to 694 cycle parking spaces.
- 7.4 It is considered that the introduction of these cycle stands, while exceeding the demand for cycle parking on the day that the inventory was undertaken, while adequately account for future demand and increased demand due to seasonal variations.
- 7.5 The results of the questionnaire survey has shown that cyclists hold a high importance for both on-street facilities for short term cycle parking and sheltered facilities for longer term cycle parking. Therefore, it is fundamental that adequate numbers of both short and long term parking provisions are provided to assist a significant increase in cycling levels in Richmond Town Centre.

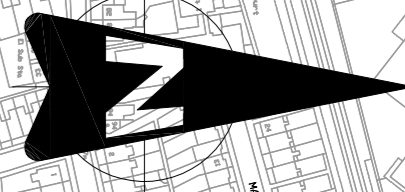
Recommendations

- 7.6 It is recommended that a cycle parking implementation strategy is adopted with a view to introduce the schemes listed in Table 2.3 in order of priority.
- 7.7 It is recommended that should STR desire CPZ bays to be replaced with on-carriageway cycle parking then the schemes listed in Table 2.4 should be implemented in order of JMP's allocated priority.
- 7.8 Option 1 of the 60 space cycle shelter at the rear of Richmond Station should be progressed for implementation.
- 7.9 Cycle parking at Richmond Station should be monitored 3 months after implementation of Option 1. Following the results of the monitoring, there is evidence showing that the new cycle shelter is fully utilised and there is a further demand for more cycle parking provisions, Option 2 should also be progressed.
- 7.10 It is recommended that the Tradeinvent bicycle counter should be installed on Lower George Street as this prominent location overall provides optimum visibility and detection of bicycles.

Cycle Parking Inventory Tables and Maps



Old Deer Park
Old Deer Park Recreation Ground



- KEY**
- Observed Fly parking
 - 10+ cycles
 - 7-9 cycles
 - 4-6 cycles
 - 1-3 cycles
 - Existing cycle stands
 - 10+ cycles
 - 7-9 cycle spaces
 - 4-6 cycle spaces
 - 1-3 cycle spaces
 - Proposed cycle stands
 - 10+ cycles
 - 7-9 cycle spaces
 - 4-6 cycle spaces
 - 1-3 cycle spaces
 - Existing CPZ spaces to be replaced with cycle stands (LBRTU proposals)
 - Proposed cycle counter location

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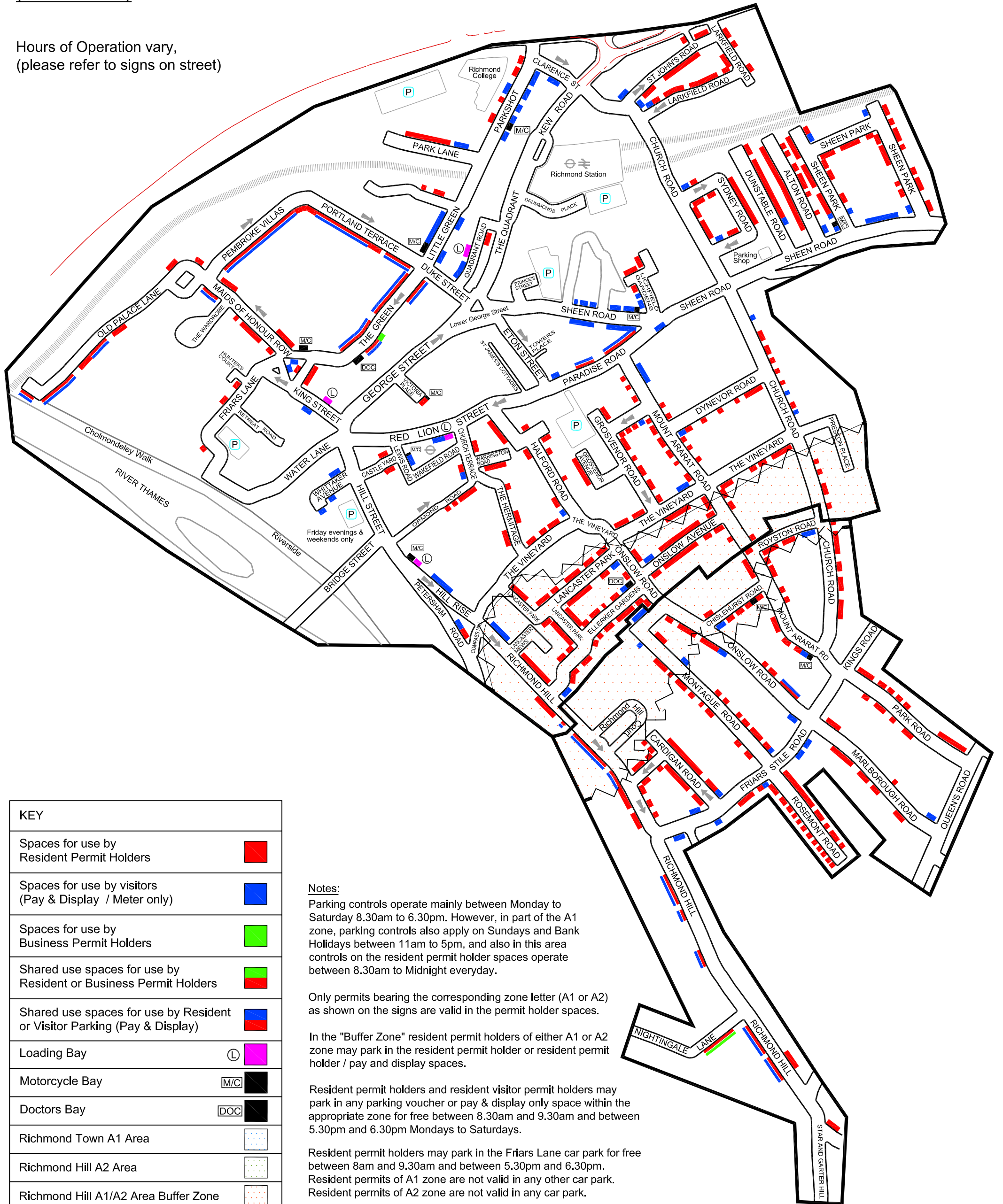
LONDON BOROUGH OF RICHMOND
 RICHMOND TOWN CENTRE
 CYCLE PARKING AUDIT

EXISTING AND PROPOSED
 CYCLE PARKING LAYOUT

Drawn	LG	Checked	AC	Approved	BH
Scale	A1	Date	05/01/10	Scale	NTS
Drawing Status	DRAFT				
Drawing Number	STH1194-FCA-001				

**Richmond CPZ
(A1 & A2 Zones)**

Hours of Operation vary,
(please refer to signs on street)



Notes:
 Parking controls operate mainly between Monday to Saturday 8.30am to 6.30pm. However, in part of the A1 zone, parking controls also apply on Sundays and Bank Holidays between 11am to 5pm, and also in this area controls on the resident permit holder spaces operate between 8.30am to Midnight everyday.

Only permits bearing the corresponding zone letter (A1 or A2) as shown on the signs are valid in the permit holder spaces.

In the "Buffer Zone" resident permit holders of either A1 or A2 zone may park in the resident permit holder or resident permit holder / pay and display spaces.

Resident permit holders and resident visitor permit holders may park in any parking voucher or pay & display only space within the appropriate zone for free between 8.30am and 9.30am and between 5.30pm and 6.30pm Mondays to Saturdays.

Resident permit holders may park in the Friars Lane car park for free between 8am and 9.30am and between 5.30pm and 6.30pm. Resident permits of A1 zone are not valid in any other car park. Resident permits of A2 zone are not valid in any car park.

KEY	
Spaces for use by Resident Permit Holders	
Spaces for use by visitors (Pay & Display / Meter only)	
Spaces for use by Business Permit Holders	
Shared use spaces for use by Resident or Business Permit Holders	
Shared use spaces for use by Resident or Visitor Parking (Pay & Display)	
Loading Bay	
Motorcycle Bay	
Doctors Bay	
Richmond Town A1 Area	
Richmond Hill A2 Area	
Richmond Hill A1/A2 Area Buffer Zone	



Job title
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Drawing no.		Revision	
Scale	Date	Section	Drawn
	OCT-04	PARKING	Checked

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**STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
EXISTING CYCLE FACILITIES**

ID	Address 1	Address 2	Location Type	Facility	Streetscape Approved	No.	Spaces	Utilisation	Proximity to main destination	Access to parking	Access at parking	Condition	Signage	Covered	CCTV	Lighting	Recommendation	Priority	OSGR X	OSGR Y	Comments
Ex01	116 - 130	Sheen Road	Residential	Sheffield stand	Yes	6	12	17%	1	1	1	2	No	No	No	No	Retain	N/A	518559	175076	Cycle parking facility underutilized
Ex02		Hill Rise	Shopping	Sheffield stand	Yes	4	8	38%	2	1	2	2	No	No	No	No	Retain	N/A	517882	174536	Cycle parking facility underutilized
Ex03	36 - 38	Hill Rise	Shopping	Sheffield stand	Yes	2	4	0%	1	1	1	1	No	No	No	No	Retain	N/A	517884	174556	Cycle parking facility underutilized
Ex04	30 - 32	Hill Rise	Shopping	Sheffield stand	Yes	2	4	0%	1	1	1	1	No	No	No	No	Retain	N/A	517872	174561	Cycle stands not in use, fly parking nearby
Ex05	1 - 18	Lewis Road	Residential	Sheffield stand	No	5	7	14%	1	1	4	3	No	No	No	Yes	Replace	Med	517853	174965	Substandard cycle stands
Ex06	Riverside House	Water Lane	Restaurant	Sheffield stand	Yes	5	10	10%	1	1	1	1	No	No	No	Yes	Retain	N/A	517647	174664	None
Ex07	30	The Green	Restaurant	Sheffield stand	No	2	4	25%	1	3	2	2	No	No	No	Yes	Retain	N/A	517741	174863	Access to cycle stand obstructed by benches and telephone booth
Ex08		Church Road	Transport	Sheffield stand	No	10	20	95%	3	1	1	2	No	No	No	Yes	Retain	N/A	518122	175261	None
Ex09	Behind Car park	Richmond Station	Transport	Sheffield stand	No	16	32	84%	1	2	1	2	No	Yes	Yes	Yes	Retain	N/A	518091	175204	Oversubscribed cycle facility
Ex10	Car park	Richmond Station	Transport	Locker	No	4	4	0%	1	2	2	2	No	Yes	Yes	Yes	Retain	N/A	518103	175197	None
Ex11	21 - 23	Red Lion Road	Residential	Sheffield stand	Yes	10	20	20%	2	2	1	1	No	No	No	No	Retain	N/A	517881	174775	None
Ex12	2	George Street	Shopping	Sheffield stand	No	5	10	10%	1	1	1	1	No	No	No	No	Retain	N/A	517766	174776	Increase cycle stand as fly parking in recorded in the vicinity.
Ex13	75 - 81	George Street	Shopping	Sheffield stand	No	10	20	40%	1	1	1	2	No	No	No	Yes	Retain	N/A	517759	174788	None
Ex14	1 - 3	Lower George Street	Shopping	Sheffield stand	Yes	6	12	75%	1	1	1	1	No	No	No	No	Retain	N/A	517981	174939	Adequate space for more cycle stands
Ex15	Mooring Post	Riverside	Restaurant	Sheffield stand	Yes	4	8	0%	1	2	1	1	No	No	No	No	Retain	N/A	517772	174554	None
Ex16	Library	Whittaker Avenue	Leisure	Sheffield stand	No	5	10	10%	1	1	1	2	No	No	No	No	Retain	N/A	517733	174672	None
Ex17	RC Voluntary Services	Princes Street	Workplace	Sheffield stand	No	4	8	38%	1	1	1	1	No	No	No	No	Retain	N/A	518034	174993	Abandon bicycle

**STH1194 - RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' LOCATION SURVEY**

ID	Address 1	Address 2	Destination Type	Facility	No of F/P cycles	Covered	Photo No. / Name	Recommendation	Priority	OSGR X	OSGR Y
FP01	1	Park Lane	Residential	Lighting Column	1	No	103	No Action	N/A	517943	175180
FP02	10	Paradise Road	Residential	Guard railing	3	No	195	Provide Cycle Stand	Low	518110	174859
FP03	15	Halford Road	Residential	Guard railing	1	No	101	Provide Cycle Stand	Low	517996	174777
FP04	34	The Vineyard	Residential	Guard railing	1	No	32	No Action	N/A	518173	174622
FP05	2	Onslow Road	Residential	Lighting Column	1	No	29	No Action	N/A	518309	174372
FP06	36	Friar Stile Road	Workplace	Lighting Column	1	No	12	Provide Cycle Stand	Low	518401	174270
FP07	96	Richmond Hill	Residential	Guard railing	1	No	13	Provide Cycle Stand	Med	518198	174145
FP08	110	Richmond Hill	Residential	Guard railing	2	No	18	Provide Cycle Stand	Med	518198	174145
FP09	13 - 24	Cardigan Road	Residential	Sign post	2	No	25	Provide Cycle Stand	Low	518207	174271
FP10	21	Cardigan Road	Residential	Sign post	1	No	28	Provide Cycle Stand	Low	518281	174244
FP11	10	Lancaster Park	Residential	Sign post	1	No	33	No Action	N/A	518415	174576
FP12	19	Lancaster Park	Residential	Sign post	1	No	34	No Action	N/A	518097	174537
FP13		Compass Hill	Transport	Guard railing	3	No	39	Provide Cycle Stand	High	517945	174463
FP14		Compass Hill	Transport	Lighting Column	1	No	40	Provide Cycle Stand	High	517940	174469
FP15	78	Hill Rise	Shopping	Guard railing	4	No	44	Increase cycle stands	Med	517930	174504
FP16	68	Hill Rise	Shopping	Guard railing	2	No	49	Increase cycle stands	Med	517930	174504
FP17		Hill Street	Shopping	Guard railing	1	No	63	No Action	N/A	517823	174626
FP18	58	Lewis Road	Workplace	Directional sign	2	No	85	Increase cycle stands	Med	517849	174733
FP19	1	Court Yard House	Workplace	Sign post	2	No	88	Increase cycle stands	Med	517843	174728
FP20	12	The Green	Residential	Guard railing	1	No	126	Provide Cycle Stand	Med	517815	174925
FP21	17	The Green	Residential	Lighting Column	1	No	125	Provide Cycle Stand	Med	517794	174894
FP22	75 - 81	George Street	Shopping	Guard railing	2	No	224	No Action	N/A	517760	174788
FP23	21 - 26	King Street	Shopping	Guard railing	1	No	227	Provide Cycle Stand	Low	517749	174791
FP24	3	King Street	Shopping	Guard railing	1	No	233	Provide Cycle Stand	Med	517753	174777
FP25	Midmoor House	The Quadrant	Shopping	Guard railing	25	No	160	Provide Cycle Stand	High	518023	175150
FP26		Richmond Station	Transport	Guard railing	12	No	297	Provide Cycle Stand	High	518042	175161
FP27	27	The Quadrant	Mixed Use	Guard railing	5	No	298	Provide Cycle Stand	High	518029	175137
FP28	29	The Quadrant	Mixed Use	Guard railing	4	No	296	Provide Cycle Stand	High	518015	175101
FP29		Drummonds Place	Workplace	Guard railing	12	No	307	Provide Cycle Stand	High	518036	175118
FP30	14	Sheen Road	Shopping	Sign post	1	No	188	Provide Cycle Stand	Med	518177	174944
FP31	Car Park	Richmond Station	Transport	Lighting Column	1	No	185	Provide Cycle Stand	High	518103	175197
FP32	Car Park	Richmond Station	Transport	Lighting Column	1	No	183	Provide Cycle Stand	High	518128	175198
FP33	Car Park	Richmond Station	Transport	sign post	2	No	187	Provide Cycle Stand	High	518095	175248
FP34	41	Kew Road	Mixed Use	Lighting Column	1	No	148	Provide Cycle Stand	Med	518091	175271
FP35	N/E of Richmond Station Car park	Kew Road	Mixed Use	Guard railing	8	No	172	Provide Cycle Stand	Med	518102	175263

STH1194 - RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PROPOSED CYCLE FACILITIES

ID	Location	No of parking displaced	Address 1	Address 2	Destination Type	Recommended Facility	Proposed No. of stands	New parking spaces	Priority	Est cost	OSGR X	OSGR Y
PR01	Footway	N/A		Maids of Honour Row	Leisure	Sheffield Stand	6	12	High	£1,200	517682	174889
PR02	Footway	N/A		The Green	Restaurant	Sheffield Stand	8	16	High	£1,600	517738	174869
PR03	Parking space	3		The Green	N/A	Sheffield Stand	4	8	Medium	£800	517860	175022
PR04	Parking space	2		Little Green	N/A	Sheffield Stand	7	14	Medium	£1,400	517890	175036
PR05	Open space	N/A		Lower George Street	Restaurant	Sheffield Stand	8	16	High	£1,600	517947	174928
PR06	Open space	N/A		Lower George Street	Workplace	Sheffield Stand	8	16	High	£1,600	517982	174938
PR07	Footway	N/A		Etons Road	Workplace	Sheffield Stand	4	8	Medium	£800	517995	174944
PR08	Footway	N/A	41 - 45	Kew Road	Restaurant	Sheffield Stand	5	10	High	£1,000	518087	175281
PR10	Car Park - Option 2	10		Westminster House	Transport	Sheffield Stand	30	60	High	£11,000	518078	175211
PR11	Car Park - Option 1	4	Car park	Richmond Station	Transport	Sheffield Stand	30	60	High	£11,000	518105	175238
PR14	Footway	N/A	16 - 17	Sheen Road	Workplace	Sheffield Stand	5	10	High	£1,000	518190	174941
PR15	Footway	N/A	1 - 10	Paradise Road	Residential	Sheffield Stand	6	12	Medium	£1,200	518132	174868
PR16	Footway	N/A	116 - 128	Sheen Road	Residential	Sheffield Stand	4	8	Low	£800	518563	175076
PR17	Carriageway	1	12	King Street	Restaurant	Sheffield Stand	3	6	Medium	£600	517714	174810
PR18	Bus stop - Island	N/A		Wakefield	transport	Sheffield Stand	10	20	Medium	£2,000	517910	174736
PR19	Courtyard	N/A		Victoria Place	Residential	Sheffield Stand	10	20	Medium	£2,000	517885	174796
PR20	Post office	N/A		King Street	Workplace	Sheffield Stand	3	6	Medium	£600	517753	174777
PR21	Footway	N/A	38 - 50	Hill Street	Shopping	Sheffield Stand	3	6	High	£600	517810	174652
PR22	Footway	N/A	B/N Whittaker Ave & Bridge Street	Hill Street	Shopping	Sheffield Stand	3	6	Medium	£600	517782	174679
PR23	Carriageway	2	Opposite 96 - 100	Richmond Hill	Residential	sheffield Stand	6	12	Low	£1,200	518246	174114
PR24	Carriageway	1	Opposite 96 - 98	Richmond Hill	Residential	Sheffield Stand	4	8	Low	£800	518307	173956
PR25	Carriageway	2		Cardigan Road	Residential	Sheffield Stand	2	4	Low	£400	518305	174215
PR26	Carriageway	1		Onslow Road	Residential	Sheffield Stand	3	6	Low	£600	518308	174465
PR27	Footway	N/A		Mount Ararat Road	Residential	Sheffield Stand	4	8	Medium	£800	518182	174879
PR29	Carriageway	1	7	Halford Street	Residential	Sheffield Stand	3	6	Medium	£600	517987	174789
PR30	Footway	N/A	6	Warple Way	Restaurant	Sheffield Stand	3	6	Medium	£600	518385	174995
PR31	Footway	N/A	49	Sheen Road	Residential	Sheffield Stand	3	6	Medium	£600	518391	174965
PR32	Footway	N/A	30	Sheen Road	Residential	Sheffield Stand	2	4	Low	£400	518325	174941
PR33	Footway	N/A	51	Warple Way	Residential	Sheffield Stand	2	4	Medium	£400	518344	174979
PR34	Footway	N/A	Christian Science Church	Sheen Road	Residential	Sheffield Stand	3	6	Medium	£600	518190	174908
PR35	Footway	N/A	6	Sheen Road	Shopping	Sheffield Stand	3	6	High	£600	518151	174945
PR36	Carriageway	0	42	Grosvenor Road	Restaurant	Sheffield Stand	3	6	High	£600	518224	174651
PR37	Footway	N/A	56	Friars Stile Road	Shopping	Sheffield Stand	2	4	Medium	£400	518450	174331
PR38	Walkway	N/A		Terrace Field	Leisure	Sheffield Stand	4	8	High	£800	518243	174090
PR39	Walkway	N/A		Terrace Field	Leisure	Sheffield Stand	4	8	High	£800	518283	174006
PR40	Walkway	N/A		Terrace Field	Leisure	Sheffield Stand	4	8	High	£800	518333	173918
PR41	Carriageway	0	15	Cardigan Road	Residential	Sheffield Stand	2	4	Low	£400	518221	174280
PR42	Footway	N/A		Friars Stile Road	Shopping	Sheffield Stand	2	4	High	£400	518265	174180
PR43	Walkway	N/A		Riverside	Leisure	Sheffield Stand	3	6	High	£600	517703	174627
PR44	Walkway	N/A		Riverside	Leisure	Sheffield Stand	3	6	High	£600	517726	174601
PR45	Frontage	N/A	Odeon Cinema	Red Lion Road	Leisure	Sheffield Stand	2	4	High	£400	517831	174744
PR46	Footway	N/A	Odeon Cinema	Hill Street	Leisure	Sheffield Stand	2	4	High	£400	517919	174607
PR47	Footway	N/A	74	Ormond Road	Shopping	Sheffield Stand	2	4	High	£400	517840	174613
PR48	Footway	N/A	9	Paradise Road	Workplace	Sheffield Stand	2	4	Medium	£400	518007	174807
PR49	Footway	N/A	Ambassador House	Paradise Road	Workplace	Sheffield Stand	2	4	Medium	£400	518059	174819
PR50	Carriageway	0	27	Halford Road	Workplace	Sheffield Stand	2	4	Medium	£400	518146	174755
PR51	Footway	N/A		Duke Street Baptist Church	Workplace	Sheffield Stand	2	4	Medium	£400	517917	174988
PR52	Footway	N/A	31 - 33	Kew Road	Restaurant	Sheffield Stand	3	6	High	£600	518074	175254
PR53	Footway	N/A		Richmond Station	Transport	Sheffield Stand	7	14	High	£1,400	518053	175171
PR54	Footway	N/A		Richmond Station	Transport	Sheffield Stand	7	14	High	£1,400	518063	175197
PR55	Footway	N/A		Richmond Station	Transport	Sheffield Stand	8	16	High	£1,600	518047	175174
PR56	Footway	N/A		Richmond Station	Transport	Sheffield Stand	10	20	High	£2,000	518055	175098
PR57	Footway	N/A	1	The Quadrant	Transport	Sheffield Stand	2	4	High	£400	518034	175184
PR58	Footway	N/A	Opposite Richmond Station	The Quadrant	Transport	Sheffield Stand	2	4	High	£400	518042	175202
PR59	Footway	N/A	Eastern buildout	Drummonds Place	Transport	Sheffield Stand	3	6	High	£600	518025	175126
PR60	Footway	N/A	Western buildout	Drummonds Place	Transport	Sheffield Stand	3	6	High	£600	518019	175112
PR61	Walkway	N/A		Princes Street	Workplace	Sheffield Stand	2	4	High	£400	518034	174993

LBRuT's CPZ Replacement Proposals with On-carriageway Cycle Parking

ID	Location	No of parking displaced	Recommended Facility	Number	New spaces	Priority	Recommendation notes	Est cost	OSGR X	OSGR Y
CPZ01	2 Sheen Road	1	Sheffield Stand	4	8	High	Tree build-out close by	£1,200	518095	174962
CPZ02	2 The Green	1	Sheffield Stand	4	8	High	footway build-out close by	£1,200	517855	175005
CPZ03	13 The Green	1	Sheffield Stand	4	8	High	footway build-out close by	£1,200	517800	174943
CPZ04	23 The Green	1	Sheffield Stand	4	8	High	shops and pub close by	£1,200	517767	174904
CPZ05	Maids of Honour Row	1	Sheffield Stand	4	8	Medium	Island with tree close by	£1,200	517556	174981
CPZ06	Richmond Adult College Car Park	2	Cycle Shelter	4	8	High	unknown	£2,500	517756	175256
CPZ07	13 Parkshot	1	Sheffield Stand	4	8	Low	unknown	£1,200	517999	175273
CPZ08	1 St John's Road	1	Sheffield Stand	4	8	Medium	SYL by church	£1,200	518218	175268
CPZ09	20 Church Road	1	Sheffield Stand	4	8	Medium	Residential Area	£1,200	518282	175100
CPZ10	Whittaker Avenue (Library)	1	Sheffield Stand	4	8	Low	Isolated area	£1,200	517733	174664
CPZ11	8 Warrington Road	1	Sheffield Stand	4	8	Medium	unknown	£1,200	517975	174728
CPZ12	3 Halford Road	1	Sheffield Stand	4	8	Medium	near cafe	£1,200	517990	174770
CPZ13	Old Place Lane (Asgill House)	1	Sheffield Stand	4	8	Medium	by Asgill House	£1,200	517350	174849
CPZ14	1 Castle Yard	1	Sheffield Stand	4	8	Medium	by cinema	£1,200	517832	174725
CPZ15	36 Paradise Road	1	Sheffield Stand	4	8	High	by shops	£1,200	518114	174878
CPZ16	Sheen Park	1	Sheffield Stand	4	8	Low	no very prominent	£1,200	518622	175111

Appendix B

Site Photos

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF EXISTING CYCLE STANDS/SHELTERS



Ex01 - 116 – 130 Sheen Road



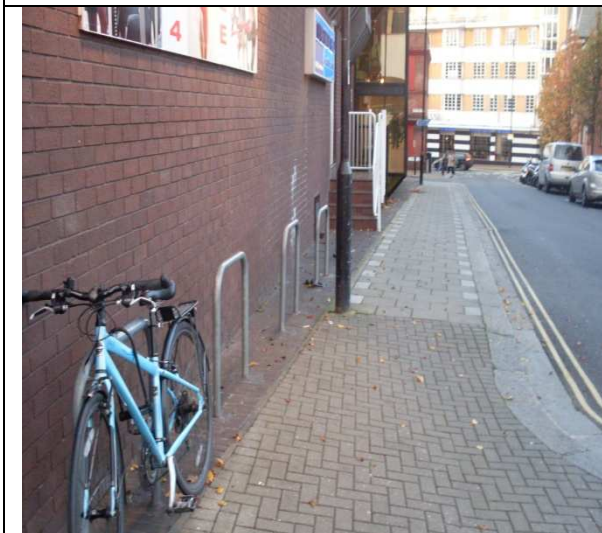
Ex02 - Hill Rise



Ex03 - 36 – 38 Hill Rise



Ex04 - 30 – 32 Hill Rise



Ex05 - 1 – 18 Lewis Road



Ex06 - Water Lane (Riverside House)

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF EXISTING CYCLE STANDS/SHELTERS



Ex07- 30 The Green



Ex08 - 41 – 45 Church Road



Ex09 – Richmond Station (Behind Car park)



Ex10 – Richmond Station (Car park)



Ex11 - 21 – 23 Red Lion Road



Ex12 – 2 George Street

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF EXISTING CYCLE STANDS/SHELTERS



Ex13 - 75 – 81 George Street



Ex14 – 1 – 3 Lower George Street



Ex15 - Mooring Post (Riverside)



Ex16 - Whittaker Avenue (Library)



Ex17 – Princes Street

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' PHOTOS



FP01- 1 Park Lane



FP02 – 10 Paradise Road



FP03 – 15 Halford Road



FP04 - 34 The Vineyard



FP05 – 2 Onslow Road



FP06 – 36 Friar Stile Road

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' PHOTOS



FP07 – 96 Richmond Hill



FP08 – 110 Richmond Hill



FP09 - 13 – 24 Cardigan Road



FP10 - 21 Cardigan Road



FP11 - 10 Lancaster Park



FP12 – 19 Lancaster Park

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' PHOTOS



FP13 - Compass Hill



FP14 - Compass Hill



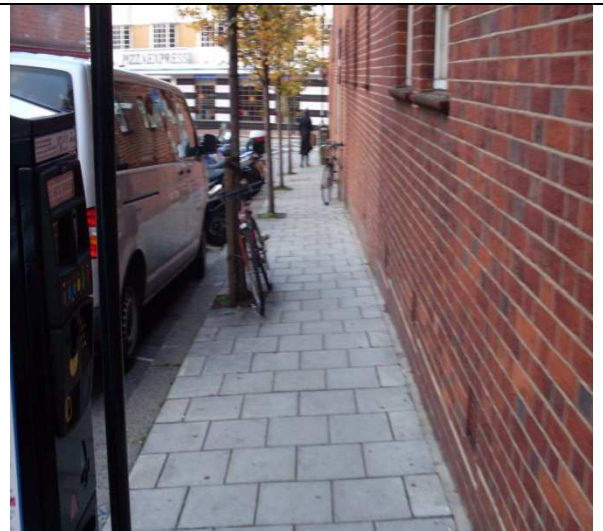
FP15 - 78 Hill Rise



FP16 - 68 Hill Rise



FP17 - Hill Street



FP18 - 58 Lewis Road

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' PHOTOS



FP19 – 1 Court Yard House



FP20 – 12 The Green



FP21 – 17 The Green



FP22 - 75 – 81 George Street



FP23 - 21 – 26 King Street



FP24 – 3 King Street

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' PHOTOS



FP25 - The Quadrant (Midmoor House)



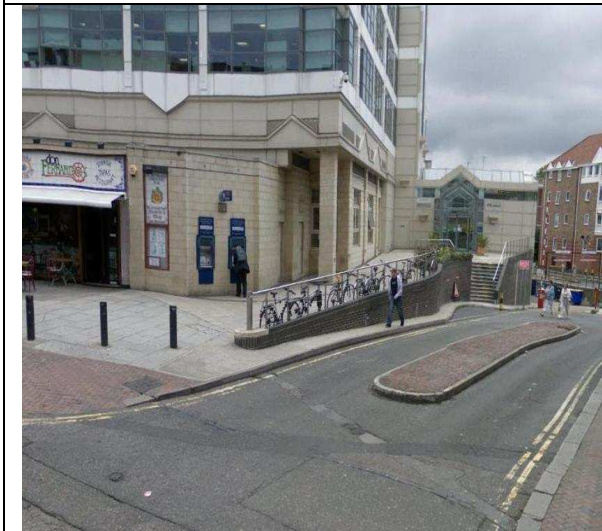
FP26 - Richmond Station



FP27 - 27 The Quadrant



FP28- 29 The Quadrant



FP29 - Drummonds Place



FP30 - 14 Sheen Road

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
'FLY PARKING' PHOTOS



FP31 - Car Park (Richmond Station)



FP32 - Car Park (Richmond Station)



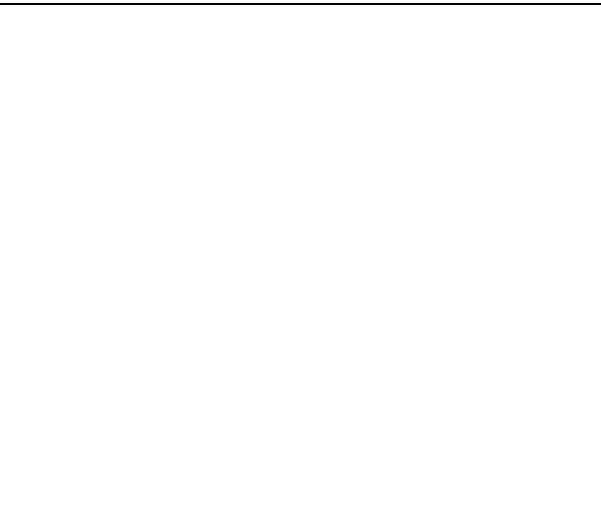
FP33 - Car Park (Richmond Station)



FP34 - 41 Kew Road



FP35 - Kew Road (N/E of Richmond Station Car park)



STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR01 - Maids of Honour Row



PR02 - The Green



PR03 - The Green



PR04 - Little Green



PR05 - Lower George Street



PR06 - Lower George Street

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR07 - Etons Road



PR08 - 41 – 45 Kew Road



PR10 – Westminster House (Station car park)



PR11 – Station car park



PR14 - 16 – 17 Sheen Road



PR15 - 1 – 10 Paradise Road

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR16 - 116 – 128 Sheen Road



PR17 – 12 King Street



PR18 - Wakefield



PR19 - Victoria Place



PR20 - King Street



PR21 - 38 – 50 Hill Street

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR22 - Hill Street



PR23 - Richmond Hill



PR24 - Richmond Hill



PR25 - Cardigan Road



PR26 - Onslow Road



PR27 - Mount Ararat Road

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR29 - Halford Street



PR30 - Warple Way



PR31 - Sheen Road



PR32 - Sheen Road



PR33 - Warple Way



PR34 - Sheen Road (Christian Science Church)

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR35 - Sheen Road



PR36 - Grosvenor Road



PR37 - Friars Stile Road



PR38 - Terrace Field



PR39 - Terrace Field



PR40 - Terrace Field

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR41 - Cardigan Road



PR42 - Friars Stile Road



PR43 - Riverside



PR44 - Riverside



PR45 - Red Lion Road (Odeon Cinema)



PR46 - Hill Street (Odeon Cinema)

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS



PR47 - Ormond Road



PR48 - Paradise Road



PR49 - Paradise Road



PR50 - Halford Road



PR51 - Duke Street Baptist Church



PR52 - 31 - 33 Kew Road

STH1194 RICHMOND TOWN CENTRE CYCLE PARKING AUDIT
PHOTOS OF PROPOSED CYCLE STAND/SHELTER LOCATIONS

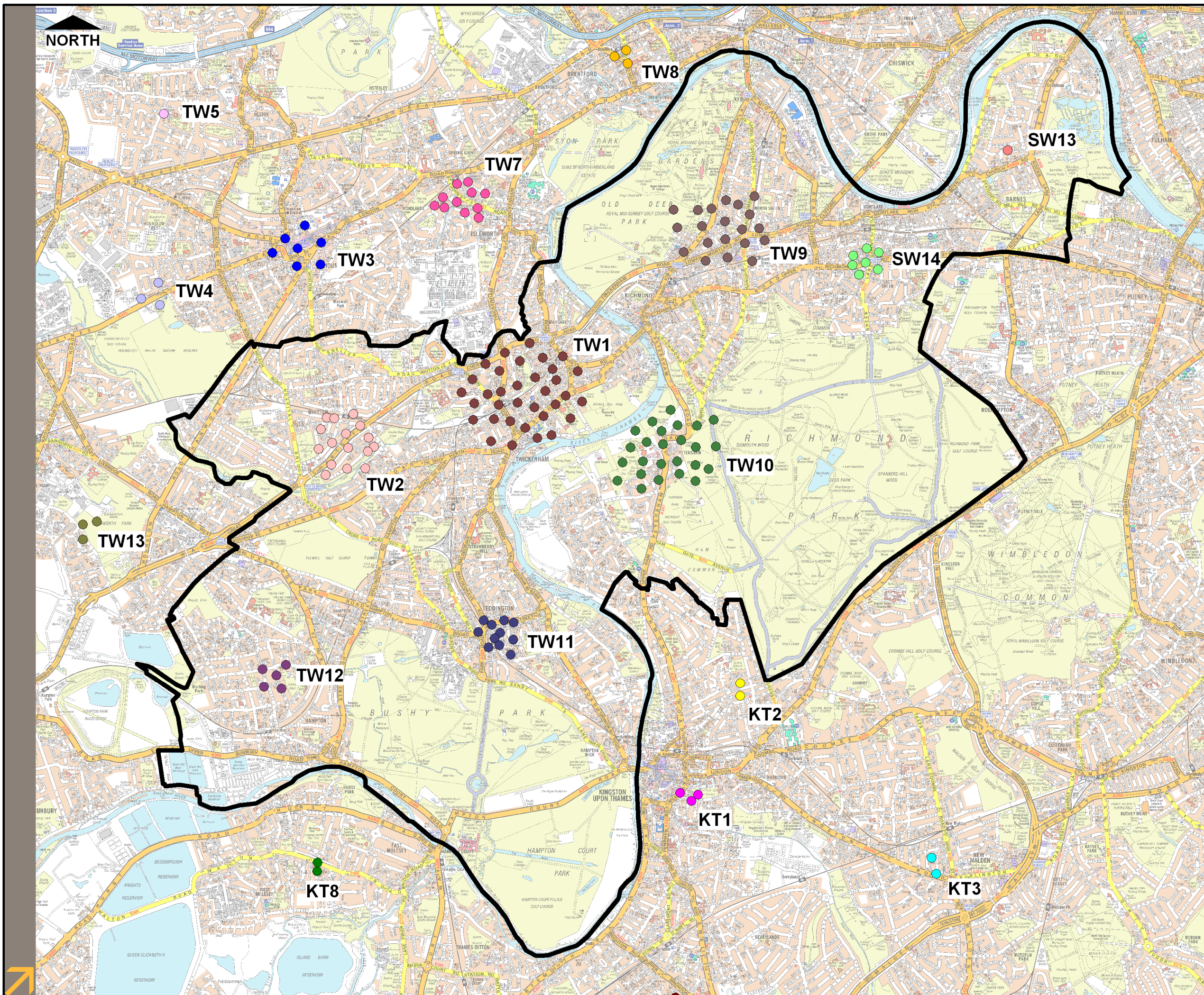


PR61 – Princes Street

Appendix D

Cyclist Questionnaire Survey

Job No	Report No	Issue no	Report Name	Page
STH1194	1	1	Richmond Town Centre - Cycle Parking Audit	D1



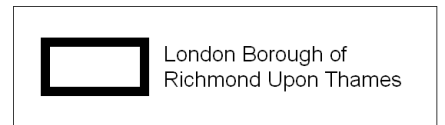
Client:
London Borough of Richmond Upon Thames

Project Title:
Richmond Town Centre Cycle Parking Audit

Drawing Title:
Cyclist Origin Catchment Map - Weekday

Scale:
NTS

File Ref:
STH1194

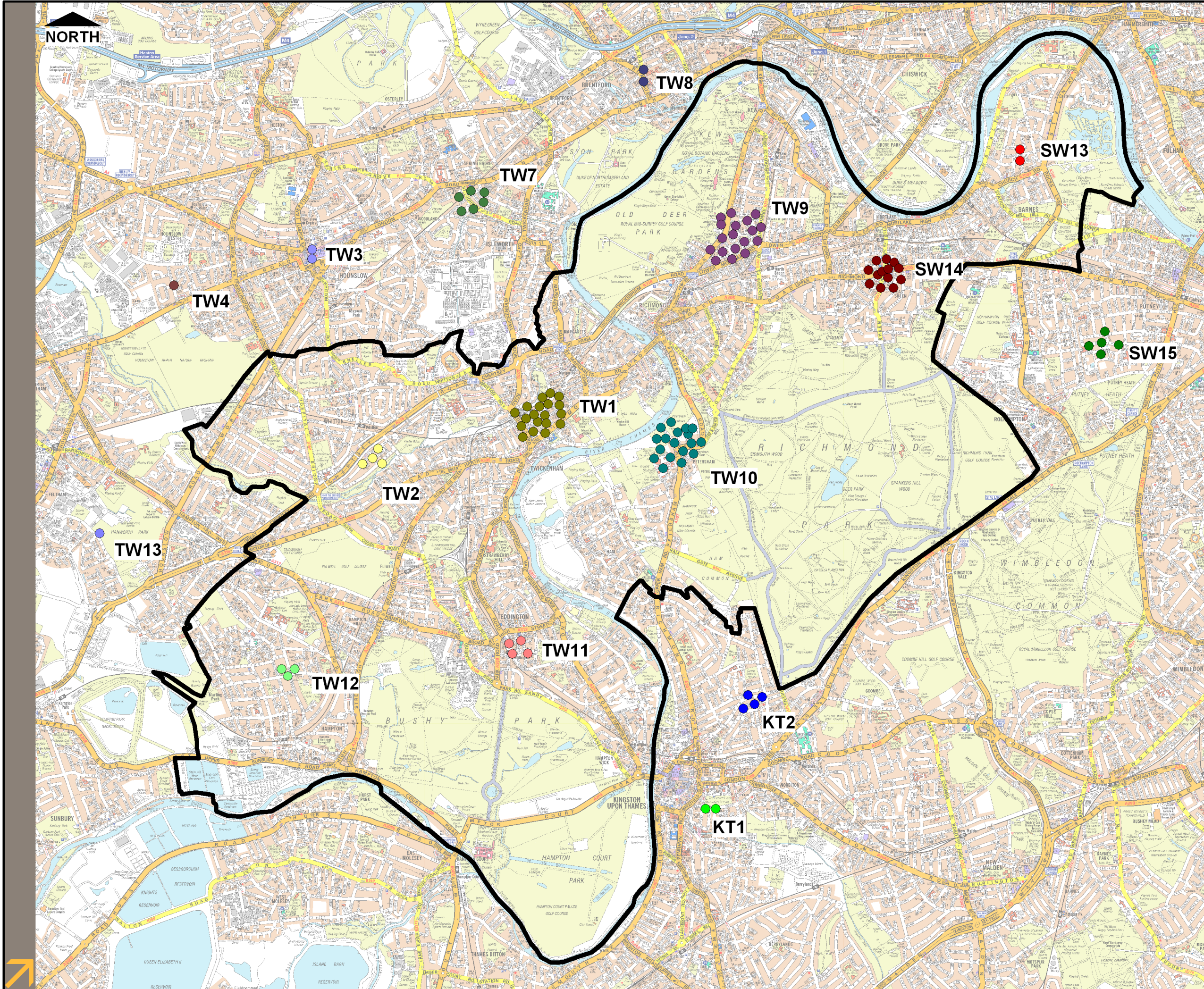


Note: The following list details postcodes outside the map area:

- RM9 - 1 Cyclist
- EC1A - 1 Cyclist
- NW1 - 1 Cyclist
- N5 - 1 Cyclist
- SW4 - 2 Cyclists
- SW13 - 1 Cyclist
- SW17 - 1 Cyclist
- SW18 - 2 Cyclists
- CR7 - 1 Cyclist
- W13 - 1 Cyclist
- KT6 - 1 Cyclist
- TW14 - 3 Cyclists



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 E: docklands@jmp.co.uk




Client:
London Borough of
Richmond Upon Thames

Project Title:
Richmond Town Centre
Cycle Parking Audit

Drawing Title:
Cyclist Origin Catchment
Map - Weekend

Scale:
NTS

File Ref:
STH1194

 London Borough of
Richmond Upon Thames

Note: The following list details
postcodes outside the map area:

- NW3 - 1 Cyclist
- SE6 - 1 Cyclist
- SW4 - 1 Cyclist
- SW18 - 2 Cyclists
- GU1 - 1 Cyclist
- TW16 - 1 Cyclist



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