# Executive Summary

The following summary describes the contents of the London Borough of Richmond upon Thames's Local Implementation Plan (LIP) for transport. The LIP has been broadly developed to respond to the requirements of the Mayor's Transport Strategy and the provisions of the GLA Act.

Table ES1 at the end of this Executive Summary sets out a table showing the Mayors Transport Strategy Policies and Proposals together with the Borough response in the form of proposal form reference numbers. In addition, Appendix B also contains an extensive matrix outlining specific Borough responses to the Mayors Transport Strategy objectives. Following completion of consultation on the draft LIP, TfL provided a comment on the Borough's approach together with space for a Borough update in the final LIP. The Matrix contains the Borough update and is considered to be a useful cross-reference tool.

Subsequent to the submission of the draft LIP, there has been a change of political administration at the Council and the Council Transport Strategy is now under review. For this reason, the policies have been removed in this final LIP although an indication of potential policies/Council direction has been provided in Chapter 5 under each of the Mayoral Transport Strategy areas. It is hoped to provide a revised Transport Policy as a part of a LIP update for the 2008/09 Funding Submission.

It is noted that Table ES1 contains strategy numbers, which relate to the Mayors Transport Strategy and also Priority Areas, which respectively relate to one of 8 mayoral priority areas per strategy (see Chapter 3, part 3.3 and look for The Mayors Transport Strategy).

**Chapter One – Local Socio-Economic / Demographic Context**
Chapter One sets out the socio-economic background and diversity of the borough and highlights the features that influence the Boroughs transport environment.

**Chapter Two – Local Transport Context**
Chapter Two sets out the current transport perspective in the Borough and provides a broad overview of the transport environment. It identifies the road network including the road hierarchy, bridge structures and road safety initiatives currently in place. The provision and accessibility to public transport in the borough is set out, and a case is established for improving accessibility for such services. The Chapter also sets out the pattern of transport use and identifies the current environment for various transport modes and needs, these include, walking, cycling, powered-two wheelers, freight, parking and community transport initiatives.

**Chapter Three – Borough Policy Statement**
Chapter Three sets out the broader policy context, linking the borough's transport policies not only to the Mayoral and national policy background (in particular the *Mayor's Transport Strategy*) but also the wider borough policies. This includes strong linkages to land-use and planning, environment, regeneration and neighbourhood renewal, health, crime and community safety, and social inclusion. Links with the Richmond upon Thames Community Strategy are also made clear.

**Chapter Four- Equality Impact Assessment**
The Equality Impact Assessment assesses the equalities impact of the LIP and the transport strategy that it expresses. The methodology was based upon the TfL Equality Impact Assessment (EQIA) guidelines. In general, the assessment suggests that the borough's impacts on the different equality groups will be positive.

**Chapter Five – LIP Proposals**
As noted, earlier, the Council Transport Strategy is under review as a result of a change in the political administration at the Council. Notwithstanding this, an outline of policies that the Council is generally supportive of is included under the same topic headings as the Mayors Transport Strategy (MTS). This chapter also provides a table showing the Borough response to each of the MTS priority areas and linking those back to proposal forms where appropriate.

### Chapter Six – Road Safety Plan
The Road Safety Plan sets out the framework for monitoring the Council's progress in achieving its road safety targets and identifies the particular problem areas to be addressed. The plan also sets out the Boroughs initiatives that will be employed in achieving our objectives, working in partnership with Transport for London (TfL), the emergency services, schools, public transport operators, road user groups, residents, and other London Boroughs. The Chapter can be taken as a part of the LIP or it can be read as a separate plan.

### Chapter Seven – Parking and Enforcement Plan
The Borough's Parking and Enforcement Plan (PEP) has been designed to balance the needs of all stakeholders including the Council's position on, Car parks, Station Parking, and Park and Ride. The Design needs to address the full parking needs of the Borough and seek to ensure the provision of safe access to streets for emergency vehicles, for pedestrian movement and crossing points. This Chapter can be read as a separate document or as a part of the LIP and has been revised following comments received on the draft LIP.

### Chapter Eight – School Travel Plan Strategy
A School Travel Plan Strategy is required by the Department for Education and Skills from every Council and is also required as a part of the LIP. It outlines the Council approach to meeting the target for having approved school travel plans in place. This Chapter can be read as a separate document or as a part of the LIP.

### Chapter Nine – Performance Measures
Chapter Nine sets out the performance monitoring required by Transport for London. The Chapter sets out the Mayor's "priority areas for implementation" and MTS priorities, policies and proposals.

TfL is developing further indicators during 2005 and 2006 and where possible these have been incorporated into the final LIP. Where this is not possible, the indicators will be incorporated through the annual LIP update process. It is also noted that the Parking and Enforcement Plan includes a number of different performance indicators.

### Chapter Ten – Consultation Results
This Chapter outlines the approach taken to consultation on the draft LIP, both prior to its preparation and during the formal consultation period. The Chapter also outlines the key points raised during consultation together with the Borough response to the matters raised. It is noted that the comments from TfL are not summarised in this Chapter but can be located within the LIP Matrix, which is contained as Appendix B.

### Chapter Eleven – Borough Core Capacity Statement
This Chapter sets out the Borough's key resources and operational procedures needed for delivering a large and integrated programme of transport and traffic capital schemes. It provides an overview of the management structure of the transport planning and programme delivery functions of the Council. It also includes an overview of the Council's business framework, key resources both financial and non-financial, the Council's operating framework, management systems, key partnerships and external influences.

### Chapter Twelve - Funding Implications
This Chapter lays out the programme to deliver the proposals. It consists of a list of transport schemes or measures that will be undertaken to achieve one or more proposals together with estimated indicative costs for the programme. The programme is subject to funding and the successful consultation of each scheme.

### Appendix A – Form 1's
This Appendix details each of the proposal forms documented in Chapter 5 and in the LIP Matrix located in Appendix B.

### Appendix B – LIP Matrix
The LIP Matrix is a tabular overview of the Mayor's Transport Strategy together with the Borough response. In particular, this table looks to show what has been updated in the final LIP compared

with the draft version.  This is a very useful cross-referencing tool to other relevant sections of the LIP.

**Appendix C – Environmental Statement**
The Environmental Statement is the final version of the Strategic Environmental Assessment (SEA) process and is a requirement of European Union (EU) regulation.  The Environmental Statement refers to the SEA Environment Report submitted with the draft LIP and includes reference to the consultation process and findings undertaken for the draft LIP as well as justification on the approach chosen.

**Appendix D – Richmond upon Thames Walking Strategy**

**Appendix E – Richmond upon Thames Cycling Action Plan**

**Appendix F – UDP Policies**

**Appendix G – Common Statements (LBPN; LCN+; NORP: Sweltrac)**
The Common Statements relate to the partnerships that the Council are involved with and comprise standard wording for all of the partner Boroughs.  These are the London Bus Priority Network (LBPN), London Cycle Network Plus (LCN+), Northern Orbital Rail Partnership (NORP), and the South West London Transport Conference (Sweltrac).

**Appendix H – Maps**

**Appendix I – Traffic Management Orders**
Traffic Management Orders are included for each of the tourist destination events in the Borough each year.

**Appendix J – Air Quality Action Plan**

**Appendix K – Waste Reduction and Recycling Strategy**

**Appendix L – Road Condition Index**

**Appendix M – Asset Management Programme**

## Table ES1 - Matrix of Mayors Transport Strategy Policies and Proposals with the Borough Responses

| MTS Policy & Proposal Refs | MTS Priority | Borough response |
|---|---|---|
| **STRATEGIES (Refer also to the LIP Matrix- Appendix B)** | | |
| 3.Po5 | | Chapter 3 refers to the Council's integrated land use and transport planning policies which are designed in line with EU, National and Regional objectives. |
| 3.Po6 | | The London Borough of Richmond supports London's bid to host the 2012 Olympics. The Council will work to make the public realm in Richmond accessible to all members of the community including increasing visitors to some of London's key tourist sites. Appendix I contains a list of Traffic Management Orders for some of the major events held in the Borough each year that attract large numbers of visitors. |
| 3.Po7 | | Chapter 3 refers to the Council's plans to review the Unitary Development Plan (UDP) in line with the London Plan and will encourage the use of Public Transport Accessibility Levels (PTAL's) as a tool for assessing public transport accessibility as part of this review. |
| 3.Po8 | | Chapter 3 refers to the Council's plans to review the UDP in line with the London Plan (will form a part of the Local Development Framework – LDF). It is also noted that as the Borough is a very lightly industrialised Borough there is very little need for a freight distribution centre. There is a bus garage at Fulwell which serves the needs of the Borough at present. |
| 3.Po9 | | Chapter 4 contains the Equality Impact Assessment of the LIP which will address equalities and inclusion issues of the LIP and the approach to transport schemes in the Borough in general. The Borough undertakes a number of actions relating to equality groups which are detailed in the response detailed under this policy in the LIP Matrix and in the EQIA, Chapter 4. |
| 3.Pr1 | V | As part of our consultation on the LIP the Council consulted local community and mobility groups and comments from these groups are detailed in the EQIA chapter. |
| 3.Pr2 | VI | The London Borough of Richmond upon Thames published its Air Quality Action Plan and is in support of a London LEZ. A copy of the AQAP is included as Appendix J. It is very likely that the AQAP will be updated in order to respond to matters raised by the Mayor through consultation outside the LIP process. Updates can be provided as a part of the annual LIP update process. |
| 3.Pr4 | VI | Transport provides the 2 main sources of noise pollution in the Borough from aircraft and road traffic and therefore the Council will make every effort to reduce the generation of transport-related noise. Chapter 3 and 5 refers. In addition a proposal to monitor aircraft noise is proposed as a part of LIP proposal form: RUTLIP 5b. |
| 3.Pr5 | VI | As part of the LIP process we have developed a Strategic Environmental Assessment- Environmental Statement as a follow-up the Environmental Report which accompanied the draft LIP. The Environmental Report included a risk assessment of the Borough's biodiversity and is located on the Council website www.richmond.gov.uk. For a copy of the Environmental Statement, refer to Appendix B. |
| 3.Pr6 | VI | Rail and waterborne freight will be encouraged where practicable and suitable, and where impact on adjoining land is acceptable. The loss of wharves, railways sidings and related land will also be resisted where appropriate, particularly where they are still in regular use or have the potential to be so in the future. A proposal is included in RUTLIP form 2g to undertake a feasibility study for a vehicle hard standing next to the Thames. |
| 3.Pr7 | | The Council will encourage improved public health through promotion of more physically active transport modes, and will work towards reducing health inequalities in Richmond upon Thames, Chapter 1, part 1.7 and Chapter 5 refer. |

| MTS Policy & Proposal Refs | MTS Priority | Borough response |
|---|---|---|
| | | See also the Road Safety Plan in Chapter 6. |
| **UNDERGROUND (Refer also to the LIP Matrix- Appendix B)** | | |
| 4C.Pr12 | | The Council will make every effort to ensure that transport improvements in Richmond-upon-Thames contribute towards crime-reduction and help people to feel more secure, especially vulnerable users and promote and facilitate safer travel options at night. The Council Community Safety and Substance Misuse Strategy is reviewed every 3 years. |
| **DLR AND CROYDON TRAMLINK** | | |
| 4D.Pr3 | V | No Borough comment as they are not located within Borough area |
| 4D.Pr4 | | No Borough comment as they are not located within Borough area |
| 4D.Pr5 | | No Borough comment as they are not located within Borough area |
| 4D.Pr6 | V | No Borough comment as they are not located within Borough area |
| 4D.Pr7 | | No Borough comment as they are not located within Borough area |
| **NATIONAL RAIL (Refer also to the LIP Matrix- Appendix B)** | | |
| 4E.Pr7 | | The Borough is working with Sweltrac and supports the Overground Network refer Chapter 2, part 2.17 and Appendix G |
| 4E.Pr8 | | Proposals for new freight handling sites will be assessed on an individual basis against the criteria of the UDP. It is noted that the Borough is a very lightly industrialised area and there is a very little demand for a freight distribution centre. |
| 4E.Pr9 | V | The Council will make every effort to ensure that transport improvements in Richmond upon Thames contribute towards crime-reduction and help people to feel more secure especially vulnerable users and promote and facilitate safer travel options at night. See also the comments provided in the LIP Matrix under this policy reference number. |
| 4E.Pr10 | | The Council will support and promote proposals for improved public transport interchange facilities in outer south and west London. See RUTLIP 7 for a list of schemes proposed through Sweltrac. |
| 4E.Pr13 | V | The Council is working in partnership with Sweltrac and Network Rail to improve access to stations. Refer Chapter 2, part 2.17. See the LIP Matrix for further comment. |
| 4E.Pr14 | | The Council has identified that there are no appropriate sites within safe, accessible distance from public transport nodes within the borough for the development of Park and Ride facilities. |
| 4E.Po3 | | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. A number of CPZ's have received Council funding for the 2006/07 financial year and further schemes may also receive funding. |
| **BUS (Refer also to the LIP Matrix- Appendix B)** | | |
| 4F.Pr2 | II | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. The Council is committed to reducing the EWT as part of its bus programme. Refer to Chapter 2, part 2.3 for the Council's gritting procedure. CCTV cameras will be used for the enforcement of bus priority. Further comment provided in the LIP Matrix. |
| 4F.Pr3 | II | The Borough will continue to support provision of bus standing and garage facilities where the impact on surrounding areas is acceptable. Two schemes are being worked through at present for the Pools on the Park site and at the Manor Road Sainsbury's. |
| 4F.Pr6 | II | Chapter 2, part 2.19 sets out the principles of the Borough's bus programme with details provided in RUTLIP forms 2f, 3a, 4d and 6. Chapter 5 also has useful information under the relevant Mayoral Priority area. |
| 4F.Pr7 | II | Refer to Chapter 7 which contains the Borough's Parking and Enforcement Plan. The Borough supports the use of red surfacing in appropriate locations (except for |

| MTS Policy & Proposal Refs | MTS Priority | Borough response |
|---|---|---|
| | | sensitive heritage locations). |
| 4F.Pr8 | III | Chapter 2, paragraph 2.2 refers to the Borough's position on, and support of, parallel initiatives. |
| 4F.Pr11 | V | Chapter 2, paragraph 2.19.3 sets out the principles of the Borough's bus stop accessibility programme. The bus stop accessibility programme is detailed in RUTLIP form 4d in Appendix A. |
| 4F.Pr21 | IV | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan, for the Boroughs position on coach parking. |
| **STREETS (Refer also to the LIP Matrix- Appendix B)** | | |
| 4G.Pr1 | IV | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. A proposal is included for secure motorcycle parking in RUTLIP form 3c1 |
| 4G.Po2 | III | The Borough's principles for traffic management are contained in chapters 3 (Part 3.6), and the Road Safety Plan in Chapter 6. Parallel Initiatives are detailed in RUTLIP form 6. |
| 4G.Pr2 | | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. See also the LIP Matrix. |
| 4G.Pr3 | | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. See also the LIP Matrix. |
| 4G.Pr4 | II | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. |
| 4G.Pr7 | I | Refer to the Borough's Road Safety Plan in Chapter 6. See also the LIP Matrix for additional comment on the Accident Investigation Programme (AIP). |
| 4G.Pr9 | I | The Council reviews road safety around all primary and secondary schools as part of its School Travel Plan programme (Safer Routes to School), refer to chapter 5 and the LIP Matrix under this policy number. Refer to the Boroughs Road Safety Plan in Chapter 6. |
| 4G.Pr10 | VI | Chapter 5, RUTLIP Form 3a, and the LIP Matrix identify streets for people areas. The Council has been submitting step 1 applications under the new Area Based Schemes Guidance issued by TfL in March 2005, and covering the period through to March 2010. |
| 4G.Pr11 | VI | Chapter 5, RUTLIP form 3a, and the LIP Matrix identify town centres for which the Council has been submitting step 1 applications under the new Area Based Schemes Guidance issued by TfL in March 2005, and covering the period through to March 2010. |
| 4G.Pr12 | III | The borough is in the process of developing the relevant traffic reduction target but has a number of proposals designed to reduce traffic volume over the next few years. Further detail is provided under 4G.Pr12 in the LIP Matrix. |
| 4G.Pr14 | III | The Council would like to be kept informed and be involved with any plans for the western extension of the charging zone. |
| 4G.Po5 | | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. |
| 4G.Pr15 | IV | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. RUTLIP form 6 contains a number of proposals for parallel initiatives on 'A' roads and busy bus routes. |
| 4G.Po6 | | Chapter 3 refers to the Council's plans to review the UDP in line with the London Plan. See LIP Matrix for further commentary. PTAL's are taken into consideration when considering planning applications. |
| 4G.Pr16 | IV | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. |
| 4G.Pr17 | IV | Refer to Chapter 7, which contains the Borough's Parking and Enforcement Plan. |
| 4G.Pr18 | III | Chapter 2, paragraph 2.2 refers to the Boroughs position. |
| 4G.Pr19 | III | Under the new traffic management act the Borough is under the process of improving its traffic information system, which will include information to assist LTCC. RUTLIP form 5b contains a proposal for Automatic Traffic Counters to assist with information gathering. |

| MTS Policy & Proposal Refs | MTS Priority | Borough response |
|---|---|---|
| 4G.Pr20 | III | Chapter 2, part 2.2 discusses congestion hot spots and possible remedial action. See also RUTLIP form 6. |
| 4G.Pr22 | | Street name plates and directional signage are part of the Council's highway maintenance programme. See also RUTLIP form 4a2. |
| 4G.Pr23 | | As part of the new traffic management act the Council will be considering proposals like lane rental. See LIP Matrix for further information. |
| 4G.Pr24 | III | As part of the new traffic management act the Council is currently reviewing its procedures in terms of the new statutory duties. See LIP Matrix for further information. |
| 4G.Pr25 | VIII | The Council is in the process of preparing of it's Asset Management Plan and a programme of action has been included as Appendix M. |
| 4G.Pr26 | VIII | As part of the new traffic management act the Council is currently reviewing its procedures in terms of hours of operation regarding roadworks. See Appendix L for a Road Condition list. |
| **CAR USER (Refer also to the LIP Matrix- Appendix B)** | | |
| 4H.Pr1 | | See comments in LIP Matrix, |
| 4H.Pr2 | IV | The Council has identified that there are no appropriate sites within safe, accessible distance from public transport nodes within the borough for the development of Park and Ride facilities. |
| 4H.Pr3 | III | The Council is hoping to establish an on street city car club in the near future, refer to the LIP Matrix and RUTLIP form 1d1. |
| **WALKING (Refer also to the LIP Matrix- Appendix B)** | | |
| 4I.Pr2 | VI | Chapter 5 sets out the Council programme for the removal of barriers to walking. The Council's walking strategy is included in Appendix D. RUTLIP form 4b is also useful |
| 4I.Pr3 | VI | Chapter 5 sets out the Council programme for the removal of barriers to walking. The Council's walking strategy is included in Appendix D. RUTLIP form 4b is also useful |
| 4I.Pr4 | VI | See LIP Matrix for comment. |
| 4I.Pr6 | VI | The Council is continuing to work on its strategic walking routes. Chapter 5 refers. RUTLIP form 4b is also useful |
| 4I.Pr7 | VI | The majority of the Borough's signal-controlled junctions now have pedestrian phases, however the continuation of this, including modernisation, will depend on the availability of TfL's Network Implementation Division programme. See RUTLIP form 6. |
| 4I.Pr8 | VI | The Council's programme for footway improvements are set out in chapter 5. Programmes include highways maintenance, walking accessibility, bus stop accessibility and area-based schemes. See RUTLIP forms 4d and 3a. |
| **CYCLING (Refer also to the LIP Matrix- Appendix B)** | | |
| 4J.Po1 | | The Council regularly meets with the Richmond Cycle liaison group who are included in the Councils statutory consultation list. The Council is hoping to develop a cycle audit procedure as part of its Cycle Action Plan contained in Appendix E. |
| 4J.Pr1 | VII | Appendix E contains the current Cycle Action Plan, which is proposed for review and adding to in RUTLIP form 4c. |
| 4J.Pr3 | VII | The Council is continuing to implement the LCN+, refer to chapter 5. |
| 4J.Pr4 | VII | The Council is continuing to implement the LCN+, refer to chapter 5, Chapter 2, part 2.11, and RUTLIP form 4c2. |
| 4J.Pr5 | VII | The Council's Road Safety Plan includes targets to reduce cycle casualties. |
| 4J.Pr6 | VII | The Council is hoping to develop a cycle audit procedureas part of its Cycle Action Plan contained in Appendix E. |
| 4J.Pr7 | VII | The Cycle Action Plan and the Parking and Enforcement Plan identify cycle |

| MTS Policy & Proposal Refs | MTS Priority | Borough response |
|---|---|---|
| | | parking enhancement programme.  See also RUTLIP form 4c. |
| 4J.Pr8 | VII | Chapter 5 and the Road Safety Plan detail the Council's cycle training programme. See also RUTLIP form 4c |
| **FREIGHT (Refer also to the LIP Matrix- Appendix B)** | | |
| 4K.Pr1 | | The Council will continue to work with TfL on the LSDP. The Parking and Enforcement Plan includes issues on the efficient delivery |
| 4K.Pr2 | | The Council participates in a regional FQP coordinated by Sweltrac.  See also RUTLIP form 7 |
| 4K.Pr3 | III | The Council considers that the A316, A205 and A308 are the roads considered suitable for inclusion in a Lorry route network. |
| 4K.Pr4 | | The Borough supports the development of a London wide LEZ. |
| 4K.Pr5 | | Rail freight will be encouraged where practicable and suitable, and where impact on adjoining land is acceptable. The loss of existing wharves, railways sidings and related land will also be resisted where appropriate, particularly where they are still in regular use or have the potential to be so in the future.  Notwithstanding this, the Borough is a very lightly industrialised area and there is no demand for a freight distribution centre. |
| **INTERNATIONAL (Refer also to the LIP Matrix- Appendix B)** | | |
| 4L.Po6 | | The Council will maintain membership of the various Airport Transport Forums so as to represent the interests of the Borough.  It will seek benefits where possible, but oppose further developments or changes in aviation activity that will be likely to adversely affect residents. |
| **WATER (Refer also to the LIP Matrix- Appendix B)** | | |
| 4M.Pr2 | | Waterborne freight will be encouraged where practicable and suitable, and where impact on adjoining land is acceptable.  The loss of existing wharves, railways sidings and related land will also be resisted where appropriate, particularly where they are still in regular use or have the potential to be so in the future. |
| 4MPo2 | | The loss of existing wharves, railways sidings and related land will be resisted where appropriate, particularly where they are still in regular use or have the potential to be so in the future. |
| **MTS - TAXIS, PRIVATE HIRE AND COMMUNITY TRANSPORT (Refer also to the LIP Matrix- Appendix B)** | | |
| 4N.Po2 | | The Council contracts for all providers of services to children and vulnerable groups will include a clause that ensures that such providers are CRB checked. More detail on this is available in the LIP Matrix. |
| 4N.Pr1 | | The Council will consider proposals for new and improved taxi ranks in its town centres and at stations, where the impact on surrounding areas is acceptable.  See RUTLIP forms 3d and 5a1 for more information as well as the LIP Matrix. |
| 4N.Pr5 | V | The Council is continuing its Community Transport Programme refer to Chapter 2, part 2.28, and the LIP Matrix |
| **MTS - ACCESSIBLE TRANSPORT (Refer also to the LIP Matrix- Appendix B)** | | |
| 4O.Po1 | | There is little need for a shop-mobility service and the Borough has very few areas suitable for such a service as a result of heritage street design.  More information is available in the LIP Matrix. |
| 4O.Pr1 | V | The Borough has included provision in the LIP (RUTLIP form 4a) to consider door-2-door schemes when TfL have developed the strategy. |
| 4O.Po2 | | The Borough has included provision in the LIP (RUTLIP form 4a) to consider door-2-door schemes when TfL have developed the strategy. |
| 4O.Pr3 | V | The Borough has included provision in the LIP (RUTLIP form 4a) to consider door-2-door schemes when TfL have developed the strategy. |
| 4O.Pr4 | V | The Council voucher scheme uses licensed mini-cabs, which will enhance the door-2-door services when developed. |

| MTS Policy & Proposal Refs | MTS Priority | Borough response |
|---|---|---|
| 4O.Pr5 | V | See the LIP Matrix for further information, |
| 4O.Pr6 | V | There are eligibility criteria for all the door-to-door transport schemes operated by the borough. These schemes include a shopping bus service and a scheme to allow eligible people to attend adult education classes.<br>A new transport solutions model is being rolled out across the borough this is designed to integrate provision by LBRUT and by voluntary agencies and is designed to get the best use of all available transport in the borough.<br>Currently there is no charge to passengers using LBRUT services but the voluntary sector make a small charge. |
| 4O.Pr9 | V | The Borough has a Disability Forum which forms many of the functions of a Local Mobility Forum. |
| 4O.Pr12 | V | The Borough is happy to assist with information on the provision of powered wheelchairs. |
| 4O.Pr13 | V | See the Parking Enforcement Plan in Chapter 7 for more information on the implementation of designated disabled parking bays. |
| 4O.Pr14 | V | The Bluse Badge scheme is outlined in the Parking Enforcement Plan in Chapter 7 |
| **MTS - INTEGRATION (Refer also to the LIP Matrix- Appendix B)** | | |
| 4P.Po2 | | RUTLIP forms 6 and 7 contain measures pertaining to improving interchange in the Borough.  RUTLIP form 4a2 proposes measures to reduce signage/street-naming deficiencies. |
| 4P.Pr3 | | The Borough is happy to provide information to TfL when cycling and walking schemes are completed so that they can be added to the online journey planner facility on the TfL website. |
| 4P.Pr4 | III | Travel Awareness is an important component of the Borough Transport programme and proposal detail can be found in RUTLIP forms 5a, 7 and 1d. |
| 4P.Pr5 | V | The Council supports the Mayor's Safe Travel at Night initiative. A study is proposed in RUTLIP form 5a1 |
| **MTS - MAJOR PROJECTS (Refer also to the LIP Matrix- Appendix B)** | | |
| 4Q.Po1 | | The Council is working in partnership with TfL, SWELTRAC and Public Transport operators to improve public transport capacity. |
| 4Q.Pr7 | | The West London Tram is not relevant to the Borough programme. |