

MTS - NATIONAL RAIL

Ref	Priority	Policy or proposal	Borough response	Must or Encouraged included	LIP page Ref	Observation	Cross-reference (page/para no.) to changes in Final LIP	Borough response/comments
4E.Pr7		Proposal 4E.Pr7: TfL will work with the SRA, Railtrack, the train operating companies and the London boroughs to identify a phased programme, co-ordinated with franchise replacement, for the implementation of the London Metro concept, including OrbiRail. (The programme will be published in 2002.)	Boroughs are encouraged to set out, in this regard, their planning policy context and any plans to amend it in line with the London Plan.	Yes	(UDP) Policies TRN 1 & TRN2	UDP policies and developing Borough Transport Strategy closely relate development to transport and show then importance of ON (London Metro) and orbrail to the development of Richmond's town centres.		Not required
4E.Pr8		Proposal 4E.Pr8: TfL will work with the SRA to ensure: additional network capacity for freight is provided to tackle existing pinch-points and to ensure that the growth in rail freight does not impose limitations on existing or planned passenger services; the development of freight bypass routes around London, wherever possible removing non-London traffic from dense residential areas and releasing capacity for expanded passenger services and London-based freight.	Boroughs are encouraged to identify sites for freight handling in their planning documents.	Yes	Page v (UDP) Policy TRN 29	The borough assesses proposals for new freight handling sites on an individual basis against UDP criteria. It would be of benefit if current/potential rail freight sites were identified in Final LIP.		The London Borough of Richmond-upon-Thames is a very lightly industrialised Borough with very little demand for a freight distn centre. The Council has discussed with Sweltrac that they could look at Rail Freight Distribution Centres and Interchanges within the ambit of Sweltrac and they have agreed to consider doing that. Refer also to 3.Po8
4E.Pr9	V	Proposal 4E.Pr9: TfL will work with the SRA, the Train Operating Companies and the London boroughs to significantly improve the sense of security felt by rail passengers when using rail stations, and to raise more stations in London to the 'Secure Stations' standard.	Boroughs must include supporting measures/schemes and must include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and TfL will be consulted (as per 4C.Pr12).	No		General support for safety and security initiatives. However, details are limited and measures appear to rely mainly on spin-off benefits from other schemes, e.g. CCTV systems in and around stations. The borough should set out the specific actions to be taken and the timescale for implementation.	RUTLIP 3a RUTLIP 5a1 RUTLIP 7	The Council's Crime and Anti-social Behaviour Reduction Group assesses the areas requiring attention. Crime prevention tends to be reactive to areas where crime is taking place and the Council would update the LIP on a yearly basis in this area depending on the crime taking place. Continuation of the use of Travel Safe Officers (on railways) being used in other crime prevention and reduction strategies. The Council and Sweltrac have also introduced CCTV at Teddington and Barnes Stations and have proposals in the 06/07 period to introduce CCTV as a part of Town Centre Schemes at Twickenham and Richmond. Section 106 from the Rugby Football Union is also being used for CCTV to manage crowd control up to 20 times per year and the camera's will be to the Council outside those times for safety and security purposes. As discussed in 4E.Pr13 the Council acknowledges that many of these schemes have been implemented through Sweltrac in the past and the Council intends from 2008/09 to implement more schemes in it's own capacity and will provide an update as a part of the annual LIP update

MTS - NATIONAL RAIL

Ref	Priority	Policy or proposal	Borough response	Must or Encouraged included	LIP page Ref	Observation	Cross-reference (page/para no.) to changes in Final LIP	Borough response/comments
			Boroughs are encouraged to include ways in which they promote TfL's 'Safer Travel at Night' initiatives.	No	Pv, 70 & 194	The Summary Sheet in Appendix A refers to RUTLIP Forms 5 & 6 but they do not deal with this MTS Policy Area. The Final LIP could usefully identify ways in which the LIP proposals contribute to promoting Safer Travel at Night.	RUTLIP 5a1	The Borough intend to undertake a policy study of how best to implement measures pertaining to Safer Travel at Night (STAN) and to focus the Council on those locations that most require STAN initiatives. Whilst there are many good examples of this in some areas- such as improved lighting and CCTV provision at Stations, as well as the LBR Community Safety Booklet that has been distributed to every household and is redistributed at various events, the Borough believes that it could enhance it's actions in this area. It is noted that the STAN Study is proposed for 2008/09 as the list of proposals for 2007/08 Funding Submission is substantial.
4E.Pr10			Boroughs are encouraged to set out their programme(s) to implement their elements of the Interchange Plan.	No	P 27 – 32, 97 & Table ES1 (UDP) Policy TRN 15	Generally supportive. Improving interchange is a key objective of SWELTRAC's programme for station works and the Area Transport Strategies include several proposals to improve connectivity between local rail stations and other modes. However, an actual programme is not specified and no proposal forms have been included.	RUTLIP 7 RUTLIP 7a	A programme of Sweltrac works has been specified in Proposal Form RUTLIP 7 attached as a part of Appendix A. A programme of non-borough specific Sweltrac works is located in RUTLIP form 7a
4E.Pr13	V		Boroughs must set out programmes for projects to contribute towards improved accessibility of rail stations.	Yes	P18, 22, 27 – 32, 77, 97, 113, Table ES1. 2.10, Ch 5 & Appendix A, page 32	Strong on policy context and work being done by SWELTRAC. However it is difficult to identify the programmes, the LIP identifies Barnes, North Sheen, Mortlake, Hampton, Fulwell, Kew Gardens, Richmond, Strawberry Hill and Whitton stations. Page 113 gives the estimated cost of the proposed Station Access programme but it is unclear if this relates to the stations mentioned.	RUTLIP 3a RUTLIP 7	The Council has chosen to work through Sweltrac in the past in order to respond to station access issues and works closely with Sweltrac to achieve positive outcomes. Whilst it intends to continue in the short term with this approach, it is note that it intends undertaking more of this work in house from 08/09. In the meantime, the Borough will work with Sweltrac to co-ordinate a programme of work relating to Station Access and a programme will be provided in the LIP Funding Submission Annual update. The Borough are also a part of NORP and have stations at Kew Gardens and Richmond that are served by Silverlink, although only Kew Gardens Station would be covered by the NORPpartnership as Richmond is within the remit of Sweltrac. It is understood that NORP are looking to become a partnership and the Borough support this initiative.

MTS - NATIONAL RAIL

Ref	Priority	Policy or proposal	Borough response	Must or Encouraged included	LIP page Ref	Observation	Cross-reference (page/para no.) to changes in Final LIP	Borough response/comments
4E.Pr14		4E.Pr14: TfL will, in conjunction with the SRA, Network Rail, Train Operating Companies and the London boroughs, develop a framework by mid 2002 within which proposals for park-and-ride in London can be considered, particularly in outer London where the issue has the most relevance. The framework will need to encompass both National Rail and London Underground stations.	Boroughs are encouraged to set out proposals, if any, for park-and-ride.	Yes	Chapter 3 P73, Table ES1, PEP p41 & RULIP24	The LIP states that there are no appropriate sites for park and ride within safe and accessible distances from public transport nodes in the borough.		No further work required
4E.Po3		Policy 4E.Po3: Railtrack (<i>Network Rail</i>), Train Operating Companies and the London boroughs should consider proposals to increase parking to ensure they achieve a net gain for sustainable modes from the car, and have regard to the local traffic, access and environmental impacts. The Mayor will have regard to these criteria in considering cases in which he has a planning remit.	Boroughs are encouraged to include a programme for review of existing parking provision.	No	Appendix C Parking and Enforcement Plan. (UDP) Policy TRN 24	Provision of off- street parking will be supported where appropriate to protect local residential environment and encourage modal switch. However, potential is limited and no schemes are identified. On street parking is extensively controlled through CPZs including ones around stations. No additional proposal for stations are identified nor is consideration given to reviewing the existing parking provision in the consultation draft parking and enforcement plan.	The PEP is now located as Chapter 7 of the LIP.	Subsequent to the preparation of the draft LIP, the Borough has developed a list of CPZ schemes and at the time of writing, funding has been secured from Borough resources (£101k) for 4 schemes in the 2006/07 financial year with the possibility of further schemes also being awarded funding. A further list for subsequent years has also been drafted. The Borough is happy to provide details if required.

highlighting denotes a priority area