

## **APPENDIX F: UDP Policies**

**UDP Policies: The UDP Traffic and Transport related policies are as follows:**

<b>UDP REF</b>	<b>POLICY</b>	<b>DETAIL</b>
<b>TRN 1</b>	<b>LOCATION OF NEW DEVELOPMENT</b>	The Council require the provision of non-residential development at the most local level practicable to reduce the need to travel. Where facilities will attract people from beyond walking distance they must be accessible by cycle, public transport or be capable of being made so; require the provision of non-residential development which attracts large numbers of people and higher density residential development (including those developments with limited parking provision to be located in existing town centres or areas which are highly accessible by public transport or where public transport can be suitably enhanced).
<b>TRN 2</b>	<b>TRANSPORT &amp; NEW DEVELOPMENTS</b>	The Council will only permit new development, or changes of use where it can be demonstrated that the transport infrastructure can accommodate it, or be adapted to do so, without creating congestion and hazards on the road network. Transport Assessments will be required to support development proposals where there is significant transport issues to be addressed.
<b>TRN 3</b>	<b>GREEN TRAVEL PLANS</b>	The Council will require the development of travel plans for significant new non-residential developments and events.
<b>TRN 4</b>	<b>CAR &amp; BICYCLE PARKING STANDARDS</b>	Maximum car parking standards are set for all types of development. In Controlled Parking Zones and within 400 metres of a railway station, more restrictive standards than elsewhere in the Borough will apply as these are generally indicators of higher accessibility levels to public transport. The Council is committed to adopting a Public Transport Accessibility Level (PTAL) Model in future to determine parking standards. Appropriate provision for people with disabilities and cycle parking will be required.
<b>TRN 5</b>	<b>RETENTION OF OFF-STREET PARKING</b>	Developments, including residential extensions which would result in the unacceptable loss of off-street parking or lock-up garages, will generally be opposed. However, where redevelopment takes place, parking provision should be provided in accordance with the Council's standards, though these are currently under review.
<b>TRN 6</b>	<b>TRAFFIC MANAGEMENT &amp; ROAD SAFETY</b>	The Council will develop and introduce traffic management and other measures aimed at improving road safety.

UDP REF	POLICY	DETAIL
TRN 7	<b>PEDESTRIAN SAFETY</b>	The Council will continue to maintain and improve safety for pedestrians, by providing additional facilities, islands and refuges as needed, reviewing priorities at junctions to make it safer for pedestrians to cross, widening pavements where possible, ensuring adequate pavement maintenance and reducing conflict with other legal and illegal pavement users. Priority will be given to the needs of disabled people, the elderly and school children with regard to pedestrian safety.
TRN 8	<b>PEDESTRIAN ROUTES</b>	New development must be designed to give priority to pedestrian access and to the provision of links to existing pedestrian routes. Pedestrian routes should be accessible for disabled people. Identifiable safe pedestrian routes will be provided, improved and promoted to key destinations such as town centres, schools, leisure facilities, public transport, and routes primarily for recreation. Routes should be direct, convenient, safe and secure, with appropriate levels of lighting. Closed circuit television will be introduced if necessary to help ensure personal security.
TRN 9	<b>PEDESTRIAN ENVIRONMENT</b>	The Council will maintain and improve the environment for all pedestrians, including those people with disabilities.
TRN 10	<b>PUBLIC RIGHTS OF WAY</b>	The Council will seek to retain existing rights of way unless an alternative is proposed which is at least as safe, convenient and attractive. The Council will seek to improve public rights of way by signposting and maintenance and promote access through appropriate way-marking and interpretation as finance permits.
TRN 11	<b>CYCLING</b>	The Council will seek to provide practical facilities for the safe and convenient movement of cyclists, including the development of a local cycle route network to complement the London Cycle Network shown on Map 8. New development must be designed to give high priority to cycle facilities and to link to the cycle route network and include secure parking in accordance with standards. It will also seek to provide and support the provision of secure parking areas for cycles in shopping and leisure centres, public transport interchanges and other public buildings. Cycle training and awareness form part of Safety Education's remit to educate cyclists.

UDP REF	POLICY	DETAIL
TRN 12	<b>PUBLIC TRANSPORT IMPROVEMENTS</b>	The Council will support and promote proposals to make the public transport service more efficient, safe, convenient, comfortable, reliable, frequent and more accessible, particularly for those people with disability or mobility problems. It will also press operators for cleaner exhaust emissions in all bus fleets operated in this borough. In particular the Council will oppose any proposal to close any of the railway stations in the Borough or any changes which reduce the level of service of public transport. Existing transport infrastructure should normally be retained, though improvements to level crossings will be encouraged in order to reduce "downtime". New development which affects transport infrastructure should provide the opportunity to improve rather than detract from public transport.
TRN 13	<b>PUBLIC TRANSPORT MOVEMENT</b>	The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.
TRN 14	<b>TRANSPORT INTERCHANGES</b>	The Council will seek to improve the interchange facilities at all rail stations and bus interchanges in the Borough, having particular regard to information systems, cycle parking, bus, taxi and pedestrian links, safety / security, access for people with mobility difficulties and environmental improvements.
TRN 15	<b>COACHES</b>	The Council will seek to produce a Borough wide strategy for coaches having particular regard to routing of journeys, the picking up and setting down of passengers and parked vehicles.
TRN 16	<b>ROAD HIERARCHY</b>	Subject to the location policies of the plan, the Council will use the hierarchy of roads as the basis for land use planning, traffic and environmental management measures. The Council will seek to ensure that safety for vulnerable road users is a priority on all roads and that environmental improvements to the streetscene will be promoted to enhance the amenity of adjoining areas, improve conditions for residents and foster civic pride. The road hierarchy is shown on Map 9 and the characteristics defined in the glossary to the Plan.
TRN 17	<b>TRAFFIC CONGESTION</b>	The Council will seek to overcome points of isolated congestion and delay for motor vehicles whilst maintaining a balance for all users of the road network.

<b>UDP REF</b>	<b>POLICY</b>	<b>DETAIL</b>
<b>TRN 18</b>	<b>HIGHWAY IMPROVEMENT &amp; SAFEGUARDING LINES</b>	The Council will continue to pursue longer term schemes and maintain the safeguarding lines on Designated Roads and other roads of more than Local Importance as defined in the UDP.
<b>TRN 19</b>	<b>LOCAL AREA TREATMENTS</b>	<p>The Council will support and develop suitable schemes, with public consultation, for the control and management of demand for road traffic and parking on an area basis in order to:</p> <ul style="list-style-type: none"> <li>• Improve road safety</li> <li>• Improve the local environment for residents</li> <li>• Improve facilities for pedestrians and cyclists</li> <li>• Eliminate extraneous traffic (particularly at peak periods) and heavy goods vehicles</li> <li>• Improve facilities and priority for buses; and Redirect through traffic onto roads of more than local importance.</li> <li>• Town and local centres are identified as pedestrian priority areas where measures will be pursued, as appropriate, to improve the environment for pedestrians.</li> </ul>
<b>TRN 20</b>	<b>TRAFFIC IN ROYAL PARKS</b>	The Council will consider proposals to enhance the environment in Richmond and Bushy Parks.
<b>TRN 21</b>	<b>ON-STREET PARKING</b>	The Council will pursue the control of on-street parking where this is necessary to ensure the safe and efficient movement of motor vehicles, public transport, pedestrians, and cyclists, to maintain essential access to premises fronting the roadway, to provide loading bays to improve the local environment or to maintain the vitality of shopping centres. Where parking congestion is so severe that an equitable balance between conflicting demands cannot be achieved, the Council will promote the introduction of Controlled Parking Zones.
<b>TRN 22</b>	<b>OFF-STREET PARKING</b>	The Council will seek the provision in appropriate locations of further public off-street parking, priced to favour short- and medium-term users, where a need for such facilities can be demonstrated. The Council will seek to provide appropriate high quality landscaping for all surface level car parks
<b>TRN 23</b>	<b>STATION PARKING</b>	The Council will support and promote the provision of some additional off-street parking spaces at railway stations in the Borough under the following conditions. Where there is local need, where there is sufficient highway capacity and where it forms part of the implementation and development of a public transport interchange, involving improvements to bus, taxi, cycle and pedestrian facilities.

UDP REF	POLICY	DETAIL
TRN 24	<b>PARKING CHARGES</b>	The Council acknowledges the limited land and financial resources available for the provision of car parks in the Borough. Parking charges will be levied on such scales as to favour short term parking by visitors and shoppers in the centres while still being structured to discourage use by long term parkers, particularly commuters. In Richmond and Twickenham town centres, charges will be used as necessary to regulate parking and ensure sufficient parking for residents in the evenings and weekends.
TRN 25	<b>HEAVY LORRIES-LORRY ROUTE NETWORK</b>	The Council considers that the A316 is the only road in the Borough suitable for inclusion in any lorry route network and it will continue to resist proposals which include any other road in the Borough in such a network.
TRN 26	<b>HEAVY LORRIES-TRAFFIC MANAGEMENT/ PARKING</b>	The Council will support and promote traffic management measures to control unnecessary heavy vehicle through traffic where such measures are needed to protect the environment and can be introduced without unduly affecting other roads and areas. The Council will support proposals to control and reduce the undesirable noise, vibration and polluting effects of heavy lorries. The Council supports the continuation of the ban on overnight on-street parking of commercial vehicles in the Borough.
TRN 27	<b>RAIL &amp; WATERBORNE FREIGHT</b>	Rail and 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.
TRN 28	<b>AIR TRANSPORT</b>	The Council will maintain membership of the various organisations so as to protect 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.
TRN 29	<b>PROMOTION &amp; PUBLICITY</b>	The Council will seek to achieve its aims with regard to transport in the Borough through appropriate publicity, and by supporting other organisations providing such publicity.

## REVISION TO UDP PARKING STANDARDS

As agreed at Cabinet on 4<sup>th</sup> July 2005, the new parking standards for residential areas are as follows:-

3 bedroom units : was 1 space in or outside Controlled Parking Zones (CPZs), **now 2 spaces both in and outside CPZs**

4 bedroom units: was 1 space in CPZs, & 2 spaces outside, **now 2 spaces for both**

5 bedroom units: was 2 spaces in and out of CPZs, **now 2 spaces within a CPZ and 3 spaces outside**

Amendments are proposed for Development Control purposes on an interim basis pending the wider review as part of the LDF process. These are maximum standards. All other standards remain unchanged.