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7. TRANSPORT

Transport and development are inextricably linked and this is reflected in the policies set out in this chapter relating to determining land use and development in the Borough.

Background

- 7.1 One of the major factors which has led to an increase in the amount of travel by private car has been development patterns, based on increasingly larger scale developments in locations remote from communities and often poorly served by public transport. These developments have taken place both within (including Heathrow Airport) and outside Greater London, many designed specifically for the private car with limited public transport links and large areas of car parking. Car parking provision and the priority given to car access have resulted in the under-utilisation of urban land and designs which are incompatible with the character of the Borough. There is a need to focus more attention on provision of facilities at a local level within town centres and other areas with high public transport accessibility to support and maintain the Borough's economy. This will not only reduce the number and length of trips that need to be made but will increase travel choice by ensuring that facilities and opportunities are available to local residents who cannot afford to or choose not to drive.

Road network

- 7.2 Although the original UDP adopted in 1996 sought to resist changes to the road network that would have increased road capacity, there remained pressure to maximise the utilisation of the Strategic Road Network, including the implementation of Priority (Red) Routes along the A316 and the South Circular Road by the Traffic Director for London in the mid 1990s. Locally, policies sought to ensure that local benefits such as pedestrian and bus facilities, servicing and short term on-street car parking were achieved. The impact on residential areas and shopping centres means the South Circular Road remains totally unsatisfactory as a trunk road.

Motor Traffic

- 7.3 The A316 and A205 now form part of the Transport for London Road Network (TLRN) which is the responsibility of the GLA. The introduction of congestion charging in Central London in February 2003 will have an effect upon traffic patterns and parking in the Borough. It is predicted that additional pressure for parking will occur around stations in the Borough which could lead to further need for more Controlled Parking Zones and there is likely to be an increase in orbital car journeys. However it is predicted that there will be a reduction in radial car travel along the A316. A growth in traffic levels in Outer London is predicted at 7.5% over 10 years to 2011 in the Mayor's Transport Strategy (Ref: 4G63).

- 7.4 Generally, levels of congestion are a concern and key bottlenecks need to be tackled to both reduce air pollution and to facilitate car travel. The growth of traffic along the A316 has been in line with the London wide annual increases, however the flow has been controlled by the introduction of signalled roundabouts which have contributed to improvements in road safety although the severance effect of the A316 remains a problem locally. Measures to reduce through traffic in Richmond town centre require further consideration. The level of through traffic in Twickenham town centre has been controlled by the use of sophisticated traffic signals. Problems of air pollution, noise, and vibration are caused by the sheer volume of traffic, including commercial vehicles and lorries, in many areas. Traffic volume and the intensity of on street parking also cause visual intrusion, and create a potential danger to pedestrians and cyclists.

Pedestrians and cyclists

- 7.5 Provision for pedestrians and cyclists has been steadily improving, but remains a priority due to the volume and speed of traffic along roads in the Borough. Town centres in the Borough particularly Richmond, Twickenham and East Sheen experience high volumes of through traffic which can reduce the quality of the environment for shoppers and visitors alike. Town Centre improvement schemes have been identified and Teddington Town Centre has been the focus of significant work recently. Similarly, within residential areas traffic can be a significant factor in discouraging children from walking to school. Progress has been made in improving pedestrian and cycle routes through the Safer Routes to School projects but there is still a long way to go both to complete this programme and have a marked effect upon the local residential areas.

Public Transport

- 7.6 Responsibility for the provision of public transport is divided between the Department for Transport (DfT), Transport for London (TfL) London Boroughs, London Bus Services Ltd and rail operators.

Train services

- 7.7 These provide good links between most parts of the Borough and central and inner London. Orbital rail links with other areas of Outer London where economic activity has become increasingly concentrated are inadequate. This makes the provision of good quality public transport services an important objective of the Plan. Richmond town centre and Kew are also served by the London Underground (District Line.) The majority of peak hour services are overcrowded and plans to increase rail capacity are mainly linked to the re-franchising of the South West Rail franchisee by the Strategic Rail Authority which is awaited. This franchise when signed is expected to be for 20 years and contains a range of measures to increase capacity, reliability personal safety, station environment and facilities and information. In addition, the Strategic Rail Plan identifies a list of heavy rail projects in the medium to long term, ie. 5 to 20 years, to improve the rail network in London. Several of these projects, such as Airtrack, Crossrail 1 and 2, East and West London Lines and Tramlink will have an impact on the travel opportunities for residents of the Borough and upon development opportunities and locations.

Bus services

- 7.8 Passenger journeys in London have increased by 20% since 1995. Much progress has been made in the provision of bus priority measures, real time information, bus shelter provision, new low floor accessible buses and on board security for passengers via CCTV. Some bus lanes are also regulated by CCTV to maximise their effectiveness. The London Bus Priority Network (LBPN) and the more recently formed London Bus Initiative (LBI) have both enabled these bus improvements through their funding mechanisms. Accessibility for people with disabilities and the personal security of transport users remain priorities.

Interchanges

- 7.9 The need for improved interchange facilities at all railway stations, bus stations and town centres is being addressed through TfL funding via the LBPN and the South and West London Transport Conference (SWELTRAC). The latter is a sub regional partnership of Local Authorities, SRA, TfL, Railtrack, Transport Operating Companies and passenger user groups which is pressing for a range of improvements to transport in the sub region, one of which is the development of a metro style rail network across South London initially, where the service level is at least 4 trains per hour, thereby providing a turn up and go service. Part of this project involves upgrading the interchanges to improve passenger transfer between modes and make the use of public transport more attractive to everyone. However it is unlikely that the station buildings themselves will be rebuilt unless the sites are redeveloped commercially.

Accessibility

- 7.10 Parts of the Borough remain relatively isolated from public transport and in some areas the convenience of routeing buses through residential roads has to be balanced against the needs of residents including maintenance of street parking.

Parking

- 7.11 Demand for on- and off-street parking exceeds availability in many of the Borough's shopping and business centres, around railway stations and in older residential areas where there are concentrations of flats and terraced housing. Controlled parking zones have been extended to ensure that the spaces that are available are used efficiently to the benefit of local residents and businesses, but discourage car-borne commuting.

FRAMEWORK FOR POLICIES

- 7.12 The White Paper 'A New Deal for Transport' sets out the government's objectives of a strong economy, sustainable environment and an inclusive society. In order to achieve its goals, the government considers there is a need for:

- reversing the dispersal of development;
- improving access to jobs and services;
- reducing the need to travel; and

- reducing reliance on the car ie providing a choice of alternative modes of transport.
- 7.13 It wishes to reduce dependence on car travel and through providing genuine alternatives and promoting greater use of attractive public transport, and safer walking and cycling. These themes reflect those outlined in earlier policy documents such as Strategic Planning Guidance for London (RPG 3 1996), Planning Policy Guidance Note 6: Town Centres and Retail Developments (PPG 6 1996) and Planning Policy Guidance Note 13: Transport (PPG 13 1994).
- 7.14 The Government's commitment to improve air quality upon which road traffic has a major adverse impact, is included in the Environment Act, 1995. This requires local authorities to review air quality in their areas, and, where standards are not or are unlikely to be achieved, designate an air quality management area and prepare an action plan for addressing air quality issues raised by the assessment.
- 7.15 The Road Traffic Reduction Act 1997, requires local authorities to assess traffic levels and the forecast growth of traffic levels in their areas. In addition, the Council will need to specify targets for reducing traffic or reducing the rate of growth of traffic levels.
- 7.16 The Greater London Authority (GLA) was established in April 2000. The Mayor's Transport Strategy for London was published in July 2001. London boroughs are then required to prepare a Local Implementation Plan (LIP) as soon as possible thereafter. It is likely that boroughs will publish these plans in 2004 following guidance from Transport for London (TfL). The LIP will contain the Borough's transport strategy to help deliver local and strategic transport objectives. To support the vision of London as an exemplary sustainable world city, the Mayor's Transport Strategy will increase the capacity, reliability, efficiency, quality and integration of the transport system to provide the world class transport system the capital needs. The ten key transport priorities, which flow from this, are:
- reducing traffic congestion;
 - overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;
 - making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services;
 - better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London-wide, high frequency 'turn up and go' Metro service;
 - increasing the overall capacity of London's transport system by promoting major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London;
 - improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice;
 - supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks;
 - making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts;
 - improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion;
 - bringing forward new integration initiatives to provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environment.

The Mayor also sets objectives/instructions for TfL. TfL is responsible for the underground, buses, taxis and mini cabs, rail (in consultation with the Strategic Rail Authority (SRA), the river, and Transport for London Road Network (TRLN). The policies in the UDP have taken account of the Mayor's Transport Strategy which in turn reflects the Government's White Paper on the future of transport, and also the Draft London Plan.

OBJECTIVES

- 7.17 The Council's key transport and development objectives are:
- to ensure that land use and transport policies are co-ordinated to minimise the number and length of trips
 - to support development conducive to the reduction of travel by private car coincident with the provision of a range of viable alternative modes of passenger transport
 - to aim to achieve the safe, unobstructed flow of traffic on the highway network,
 - to improve the safety of all users of the transport network through engineering measures, enforcement and education
 - to provide an integrated and accessible transport system to ensure the safe, secure and efficient movement of people and goods on the borough's road network giving due regard to the local environment.
 - to protect local residents and businesses from the adverse effects of commuter parking, to minimise the harmful environmental effects of road traffic pollution, congestion and noise on the quality of life of local residents
 - to ensure the transport priorities for people with disabilities and other vulnerable groups are reviewed on a regular basis

STRATEGY

- 7.18 To meet the key objectives and its transport and environmental targets the Council has developed a transport strategy which incorporates all modes of transport and is closely linked to land use policies. Safety issues and the needs of people with a disability will be fully taken into account in all aspects of strategy implementation.

land use strategy - transport and land use policies are complementary, working towards the protection and enhancement of amenity and the creation of a pleasant environment and maximising the efficient use of the transport network. The land use strategy is designed:

- to reduce the overall need to travel, both in the number and the length of journeys, by locating land uses likely to generate large numbers of journeys close to the public transport network
- to help protect local facilities and maintain the vitality of local centres

environmental transport strategy – transport policies will aim to provide a choice of alternative modes of transport to reduce the level of road congestion and resulting high levels of local air and noise pollution by:

- making the most efficient use of road space, to reduce congestion
- providing attractive and safe facilities for pedestrians and cyclists to encourage use of these modes for short trips and recreation
- considering regulating motor traffic in town centres and some residential areas, to improve the local environment
- keeping through traffic and heavy goods vehicles on the trunk road network to protect the environment and safety of local areas.

public transport strategy – public transport policies seek to enhance the public transport network both in terms of service provision, accessibility, interchange facilities and personal security. Measures will be taken:

- to seek to improve the integration between modes of transport to ease the interchange experience for travellers and to enhance the perceived status of public transport
- to enhance bus services and new route development as part of the Council's liaison role with the operators and Transport for London
- to promote the Bus Quality Commitment with London Buses to develop services into inaccessible areas of the Borough
- to improve bus reliability, passenger information and waiting environment to ensure that public transport is seen as a realistic choice for residents
- to provide an accessible transport network, providing for the needs of all groups of society
- to lobby train operators and the Strategic Rail Authority and Railtrack for increased capacity, improved accessibility, improved reliability, better information systems, personal security and station facilities on the rail network

safety strategy - the Council is committed to reducing the number of accidents on the highway network to meet government targets and protect local residents from the dangers of road traffic by pursuing the following strategies:

- the Safer Routes to School Programme will be developed across the Borough improving the safety and environment in the which children travel to school including the immediate area outside the school entrance where School Safety Zones will be introduced over time
- safety education, training and publicity will form a key strand of the overall safety strategy, aimed in particular at school children
- personal security of all road users will be a priority to allow all residents secure access to and use of all modes of transport, town centres and local amenities
- consideration will be given to restricting the movement of heavy goods vehicles and through traffic from local residential areas where appropriate

river transport strategy – notwithstanding that there are limited opportunities to develop the river as a major part of the transport network in the Borough the following will be pursued:

- The Council will promote the continued provision of ferry river crossings to increase accessibility for residents and those on leisure walking and cycling trips
- passenger transport on the river is likely to be recreational in this Borough, however support will be given to any feasible development on the river for regular passenger travel services.

parking strategy – parking policies are designed to protect the vitality of town centres and residential amenity by appropriate management of parking demand as follows:

- car parking controls will be designed to support the local economy in both major and district town centres by restricting the longer term commuter parking in favour of short-term local shopper parking
- parking controls will be introduced to maintain safety and access for emergency services
- the quality of life for residents will be protected by parking controls in residential areas located near to interchanges, town centres or business areas where commuter parking is prevalent
- parking provision will be made for disabled drivers where there is a demand.
- cycle parking at stations, town centres, local amenities and business areas will be provided to protect the environment and encourage cycling
- loading bays for servicing will be located in suitable areas in consultation with local businesses
- a coach parking strategy for tourist attractions will be developed for the Borough

sub regional strategy – given that there is a large proportion of through traffic using Borough roads and that Richmond Station is at the end / start of the District line and North London Line, there are significant strategic issues that need to be borne in mind when considering the transport network in the Borough.

- partnership working with a range of organisations such as other boroughs, transport operators, Transport for London/ GLA, Strategic Rail Authority, BAA and Railtrack, is essential to ensure the delivery of high quality rail and public transport systems and services
- improved radial and orbital transport links across south and west London will help maintain the Borough as a desirable area in which to live and work and support the local economy
- improved links to Heathrow for employment and leisure reasons is essential, in the light of the continuing development of Heathrow

POLICIES TOWARDS DEVELOPMENT

TRN 1 LOCATION OF NEW DEVELOPMENT

7.19 **The Council will:**

- (a) 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;**
- (b) 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

- 7.20 Major developments which attract large numbers of people (either employees, customers or visitors) could lead to traffic generation and increased road congestion with adverse impacts on the environment, air quality and road safety. Where appropriate agreements will be sought to require contributions towards the establishment of an appropriate level of public transport, cycle and walking networks. Residential development, with limited parking, may be acceptable in areas of good public transport accessibility, provided there is in place a controlled parking zone.

TRN 2 TRANSPORT AND NEW DEVELOPMENTS

- 7.21 **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 are significant transport issues to be addressed. New development should:**

- (a) provide adequately for the needs of disabled people, pedestrians and cyclists;**
- (b) provide links to the pedestrian and cycle network and add to and enhance it, wherever appropriate;**
- (c) make provision for short, direct links to public transport and add to / enhance the public transport network wherever possible;**
- (d) be acceptable in terms of traffic generation and traffic impact on the road network (taking into account the cumulative effects with other existing and committed developments in the area), and in terms of the availability of public transport and its ability to meet increased demand;**
- (e) adequately provide for vehicular access and servicing, having regard to the needs of safety and to ensure that limited improvements in vehicular access are only allowed where they do not increase overall highway congestion;**
- (f) where possible minimise the environmental impact and amount of land used by transport facilities, including roads, parking and turning heads. Street signs and furniture should be well designed and rationalised wherever possible;**
- (g) be acceptable in terms of impact on air quality and noise levels caused by traffic generated.**
- (h) seek in appropriate cases the concept of planning advantages appropriate to the site and commensurate to the scale of development in accordance with the Council's transportation policies.**

- 7.22 The Council is concerned that all development proposals are compatible with the transport infrastructure, including the capacity of the road network and public transport. In order to achieve environmental objectives and prevent additional traffic congestion all development should seek to minimise the number and length of trips generated. In order to assess the acceptability of proposals to the Council and Transport for London the Council will seek transport assessments in relation to specific development proposals including those in the Plan. Mitigating measures such as improvements to public transport, cycling/walking facilities, junction improvements, and the provision of a company travel plan (see TRN 3) will be required where appropriate, as will specific arrangements for construction and service traffic. Such measures will inevitably follow on from the transport assessment process. Where the impact of development is likely to be significant in air quality terms, an air quality assessment, together with necessary mitigation measures should be submitted as part of the application.

- 7.23 The Council has adopted in principle the recommendations of the Department of the Environment's Design Bulletin 32 'Residential roads and Footpaths: Layout Considerations' (Second Edition, 1992) for the design of residential roads in the Borough and will require access roads to be as narrow as feasible in residential areas, bearing in mind the need for access by larger vehicles, such as refuse vehicles or buses, as well as capacity and safety implications. Particular attention must be paid to the provision of parking and servicing to ensure satisfactory designs. The Council expects the needs of pedestrians and cyclists to be met, ensuring there are links to local facilities and public transport by the shortest route possible. The Council will also seek to minimise the disturbance caused by construction in surrounding areas. Where appropriate, it will impose conditions on development to limit the impact on neighbouring areas from construction vehicles and noise, fumes and other pollution arising from the construction.

TRN 3 GREEN TRAVEL PLANS

- 7.24 **The Council will require the development of travel plans for significant new non-residential developments and events.**
- 7.25 Travel plans can be developed to provide for transport choice, including public transport, walking and cycling, to reduce the level of congestion, improve road safety and personal security and to encourage environmentally friendly delivery and freight movements. Measures included in a Travel Plan can include, personal travel planning for employees, travel information on the web or made easily available, creation of a car sharing database, secure cycle parking and shower/locker facilities, public transport infrastructure or service improvements, public transport ticket loans, cycle purchase loans, parking management including restrictions for staff and electric pool cars and cycles for site visits and meetings. These measures when taken collectively with business participation, will enable the council to work towards reducing the levels of air pollution in the borough which has been designated an Air Quality Action Area. Company and School Travel Plans form an important part of the Council's Air Quality Action Plan to reduce pollution and the Community Plan has a target to work with at least four schools and businesses annually to develop Travel Plans.
- 7.26 For any development where a Traffic Assessment is required, a travel plan will also be required, and may be a condition of planning permission. The Council will encourage and advise existing employers, retail, leisure and education providers to develop travel plans to increase travel choice, reducing dependency on the car. Particular consideration is needed for rugby, major tourist attractions and other events attracting large influxes of people.

TRN 4 CAR AND BICYCLE PARKING STANDARDS

- 7.27 **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.**
- 7.28 In Richmond and Twickenham town centres the high level of public transport accessibility and existing provision means that there is no need currently to provide any additional public parking. Public transport accessibility and car parking provision is at a level where it is appropriate to apply operational only standards to retail units. Throughout the Borough, traffic and parking problems are such that the Council wishes to restrain the number of car parking spaces with any development. The Council's parking standards reflect this (see Appendix A). Good levels of public transport availability mean that such an approach can be taken without detriment or harm to the vitality of town and local centres. Car parking standards are commensurate with the retail characteristics and residential nature of the Borough.
- 7.29 All standards are maximum. Developers may provide fewer car parking spaces, unless there would be an adverse impact on amenity, road safety or emergency access in the surrounding area or a generation of unacceptable overspill of on-street parking in the vicinity.

- 7.30 In areas where off-street parking usable by the general public is provided. The Council, through direct provision or appropriate agreements, would wish to:
- (a) ensure that parking is available to the public at convenient times, and at acceptable prices;
 - (b) seek to deter commuter parking through unfavourable charging, whilst maintaining the viability of the town centre / area.
- 7.31.1 Residential developments with parking provision below the maximum standards may be acceptable, unless there are valid reasons for not doing so, in locations within Controlled Parking Zones and easily accessible by public transport and where there is a range of amenities including shops and services, or where the provision of car parking on site would be unacceptable in planning terms through impact on visual amenity or utilisation of the site. Residential developments as described above have advantages such as the better utilisation of town centre sites, achieving higher quality designs and potentially reducing car ownership and usage. Residential developments elsewhere are generally required to provide sufficient parking space to cater for parking needs.
- 7.32 For revised parking standards see Appendix A. Parking on forecourts will be discouraged where it would have an adverse effect on the street scene. Cycle parking as set out in Appendix A as minimum standards, will be required at all new developments. Wherever possible shower and locker facilities for both staff and visitors using bicycles should be provided. Where developments are residential within a Controlled Parking Zone developers may be informed that residents will not be eligible for on-street parking permits. A developer would need to agree to enter into a Section 106 agreement with the Council for this purpose. This will typically be used in situations where the demand for on-street residents parking within a particular zone is considered by the Council to be close to saturation, and car parking on site would preclude the optimum utilisation of land or building or would have an adverse impact on residential amenity.
- 7.33 Elsewhere, residential developments are generally required to provide sufficient parking space, up to the maximum standard to cater for parking needs. Where there is still a potential for overspill on-street parking to occur in the vicinity as a result of the development, developers will be expected to contribute towards future alleviation measures such as resident's parking schemes and/ or public transport improvements.

TRN 5 RETENTION OF OFF STREET PARKING

- 7.34 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 (see Appendix A). In some cases this will involve a reduction in the number of the car parking spaces to meet the current standards.**
- 7.35 This policy recognises the serious concern there is about on- street parking in the Borough, both in town centre and residential areas. It can cause obstruction, danger and delays to emergency and service vehicles, annoyance to residents and is generally unsightly. Problems are inevitable especially in those parts of the Borough developed before the age of the motor car where ownership levels are high, and around shopping centres and stations. There is always pressure to redevelop lock-up garages and open land currently used for parking, and the need for retaining car parking will be considered against the benefits of the proposed development.
- 7.36 Developments, including residential extensions, will normally only be permitted where it can be demonstrated that on completion of the scheme, sufficiently acceptably designed and located car parking space will be available within the site to meet the Council's car parking standards. This should be achieved without having to resort to unsatisfactory forecourt parking or parking in rear gardens, (especially where the approach is via a long access drive). In view of the lower car parking standards now required in business developments, proposals for non-residential development involving a reduction in on-site car parking may be acceptable in appropriate cases, subject to them complying with other policies in the Plan, particularly where schemes are located in controlled parking zones.

- 7.37 An area of concern has been the conversion of garages and forecourts in residential developments to other uses as permitted development. In new developments it is normal practice to impose a condition restricting development rights in the case of garages.

POLICIES FOR ROAD SAFETY

TRN 6 TRAFFIC MANAGEMENT AND ROAD SAFETY

- 7.37 **The Council will develop and introduce traffic management and other measures aimed at improving road safety.**
- 7.38 The Council has a statutory duty to carry out studies of accidents within the Borough and to prepare and carry out a programme of measures designed to promote road safety. A Road Safety Plan has been produced which will be regularly updated. This provides for the monitoring and analysis of road accidents in the Borough and the development of specific proposals for remedial action, the continuation of a road safety education programme and continued liaison with the police to ensure that the most effective enforcement is provided.
- 7.40 The Council supports the Government's objectives to reduce casualties nationally and welcomes the new targets. By 2010 these should be
- a 40% reduction in the total number of people killed or seriously injured
 - a 50% reduction in the number of children killed or seriously injured
 - a 10% reduction in the slight casualty rate based on the distance travelled.

The Council is determined to achieve that reduction in all user groups subject to resources being made available, paying special attention to the most vulnerable groups, such as pedestrians, cyclists and motor cyclists, where the severity of accidents is much higher than for other groups. The decline in accidents since 1981 amounts to 38% and this has been consistently achieved over the last five years.

POLICIES TOWARDS PEDESTRIANS

TRN 7 PEDESTRIAN SAFETY

- 7.41 **The Council will continue to maintain and improve safety for pedestrians, by providing additional crossings, 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.**
- 7.42 Speed reduction measures will improve conditions for the pedestrian, both in terms of safety and air quality. Changes specifically for the pedestrian such as pavement widening, and improved crossing arrangements will also improve safety. Measures will be taken to remove illegal pavement obstructions such as unlicensed street traders, bill-boards and illegally parked vehicles. Cyclists will be discouraged from cycling on pavements and on public footpaths where cycling is not permitted. Pavements will be maintained to a safe standard, and key routes will be gritted in icy weather. Any new traffic management and development schemes, whether specifically for pedestrians or not, will be subject to a pedestrian audit to ensure that the safety and convenience of pedestrians, including disabled people, are improved. A programme of Safer Routes to School and School Safety Zones will be pursued. To reduce the fear of crime and improve personal security, all pedestrian areas, walking routes and interchanges should be well lit and CCTV should be introduced where appropriate.

TRN 8 PEDESTRIAN ROUTES AND SECURITY

7.43 **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.**

7.44 New developments must give priority to pedestrian access, including links with existing routes. Most existing facilities in this Borough are accessible to pedestrians, but there may be scope for physical improvements, and publicity, including signing, to encourage users to come on foot. Priority will be given to pedestrian access to town centres, public transport, interchanges and safe routes to schools. Pedestrian audits will be used to identify a range of actions to plan positively for pedestrians, including overcoming barriers such as railway lines and rivers through new footbridges, subject to the availability of capital for construction and revenue for continued maintenance. Where possible routes should have natural surveillance from surrounding properties and be well lit. Landscaping should not lead to concealed areas. The use of subways will not usually be pursued. The creation of new routes can include physical links and the promotion of routes or areas which are already accessible to the public, such as rights of way or paths in public parks (see also policy ENV 6 Green Chains). Extensions and improvements to the footpath network are effective ways of increasing provision for informal recreation as walking is a popular form of recreation in this Borough.

TRN 9 PEDESTRIAN ENVIRONMENT

7.45 **The Council will maintain and improve the environment for all pedestrians, including those with disabilities, by:**

- (a) considering regulating some or all motorised traffic from limited town centres areas,**
- (b) introducing 20 mph zones;**
- (c) well designed and maintained pavements and street furniture;**
- (d) using landscaping to enhance the pedestrian environment;**
- (e) providing signs for pedestrians as a way of encouraging walking;**
- (f) ensuring that all walking facilities and routes are accessible to everyone.**

7.46 The removal of congestion from streets provides a safer and more pleasant environment for pedestrians, however, the opportunities for the complete exclusion of traffic are limited in this Borough as they depend on the availability of alternative access routes particularly for servicing. Partially pedestrianised areas with restricted hours for servicing, and suitable provision for access by public transport and for disabled people, may be more practical options. The improvement of conditions for pedestrians through full or part pedestrianisation of George St., Richmond is being fully investigated. Pavements should be wide enough to accommodate peak flows of pedestrians and allow for the presence of bus queues etc., surfaces should be smooth and non-slip, and the gradient should allow for the drainage of surface water and be comfortable to walk upon. Street furniture, such as seats, bins, bollards, lighting and signs can all enhance the pedestrian environment, and will be provided or changed as required and as resources permit. New furniture will be as recommended in the Council's Street Design Manual and siting will take account of the needs of pedestrians. See also the Council's Design for Maximum Access.

TRN 10 PUBLIC RIGHTS OF WAY

7.47 **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 waymarking and interpretation as finance permits.**

- 7.48 Public rights of way include public footpaths, bridleways and byways open to all traffic. These paths are legally highways under the Highways Act 1980, and as such the Council has a duty to sign them from metalled roads, maintain them, and protect their route. The Council has a duty under the National Parks and Access to the Countryside Act 1949, and the Wildlife and Countryside Act 1981 to keep the details of public rights of way up to date. Changes to the public right of way network such as closures, diversions and changes in status are subject to legal procedures which the Council has a duty to carry out. The Council may also waymark public rights of way, and install interpretative panels, to encourage more use. The Council's Rights of Way Strategy forms supplementary planning guidance to the Plan.

POLICIES TOWARD CYCLING

TRN 11 CYCLING

- 7.49 **The Council will seek to provide practical facilities for the safe and convenient movement of cyclists, including the development of a local cycle route 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.**
- 7.50 Traffic management measures will consider the needs of cyclists in the design. However, in the case of pedestrian streets where conflict might occur, there may be a need to restrict the freedom of cyclists.
- 7.51 The Council supports the implementation of the London Cycle Network and the development of local complementary cycle routes. The Council will consider introducing segregated cycle paths on footways that are sufficiently wide (see TRN 7). The Council will promote shared use of the River Thames towpath by pedestrians and cyclists along those sections where the existing character would not be impaired nor the safety of pedestrians compromised (see ENV 28). When implementing specific proposals, cyclists will be encouraged through information and training to continue to respect pedestrian priority along the towpath. It is not intended that the surfacing of the towpath be changed or other urban features introduced which would detract from those stretches of the river which are rural in nature. Where shared use is not considered appropriate the Council will seek the provision of an alternative route where feasible.
- 7.52 The Council has an on-going programme of providing secure, convenient and properly designed cycle parking facilities. Through publicity, the Council will continue to encourage the use of bicycles, and the provision of secure bicycle parking facilities and shower facilities.
- 7.53 The design of new development must give high priority to cycle access and connecting into the cycle route networks. As part of the transport impact assessment process, additional trips should be accounted for on the highways network by means of (among other things) mitigating contributions towards providing links to and enhancing the cycle route network.

POLICIES TOWARD PUBLIC TRANSPORT

TRN 12 PUBLIC TRANSPORT IMPROVEMENTS

- 7.54 **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. 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. New development which affects transport infrastructure should provide the opportunity to improve rather than detract from public transport.**

7.55 The Council will actively pursue an increase in the present levels of bus and rail services in the Borough, particularly to shopping centres and the main areas of employment and mixed use. In order to achieve this the Council has entered into a Bus Quality Partnership with London Buses and through this and other initiatives such as the South and West London Transport Conference (SWELTRAC), the London Bus Initiative (LBI) and the London Bus Priority Network (LBPN), will promote or seek to encourage:

- (a) provision of more and better quality bus shelters and seating with real time information;
- (b) provision of improved passenger facilities near bus stops and railway stations;
- (c) improvement of interchange facilities;
- (d) bus and railway rolling stock improvements;
- (e) changes to routing and scheduling which result in a better service to the public in terms of reliability, accessibility, frequency, etc.;
- (f) bus priority measures to help improve the regularity and reliability of bus services;
- (g) increase the reliability of bus routes through CCTV bus lane enforcement;
- (h) co-ordination and through-ticketing between train operating companies, London Transport and other public transport operators;
- (i) provision of facilities to make public transport more accessible to all users including disabled and elderly people, those travelling with babies and young children and people with shopping or luggage;
- (j) provision of better information for public transport users;
- (k) provision of limited car parking at certain stations;
- (l) improvement of orbital public transport services;
- (m) improved safety for travellers including the co-ordination of adequate, safe night time services between the Borough and central London and nearby town centres;
- (n) provision of CCTV security on board all buses to tackle crime and unruly behaviour;
- (o) provision of facilities for taxi services;
- (p) provision of passenger services on the river, particularly for leisure purposes, noting restrictions on speed and tides.

The public transport network is shown on Map 9.

7.56 The Council will encourage the provision of new bus routes providing greater coverage of the Borough. In some cases the Council will consider supporting new services until they become self-financing. In particular the Council will support the conversion of existing routes to shorter, higher frequency and more reliable routes where there is quantified demand and local support. Through publicity the Council will encourage the use of public transport, especially for commuter trips, but also for shopping and recreational trips (see policy TC 1). The Council will support and encourage the introduction of wheelchair accessible and environmentally friendly buses. It will also encourage the use of buses of a type and size which are compatible with the residential environment. New developments will be expected to enhance bus provision and priorities where appropriate. This may be in the way of contributions which should be made on a mitigating basis and be related to the development in question.

- 7.57 Public transport services in the Borough are operated by a number of agencies, including Railtrack, London Buses and the train and bus operators. The Council has no direct control over the operators but maintains strong liaison with them through its Public Transport Liaison Groups, Blackspot meetings, SWELTRAC and the LBI and LBPN.
- 7.58 The London Bus Priority Network Study is being carried out by all 33 London boroughs in conjunction with London Transport and aims to create a series of high quality bus corridors throughout which major priority is given to buses. The Council is the lead authority for the south west sector. More recently the Mayor for London has launched the London Bus Initiative (LBI) which focuses on a core network of 69 routes to develop more holistically, including the provision of pedestrian crossings adjacent to bus stops, improvements to the waiting environment, real time information and new low floor accessible buses and stops with clearways. Route 65 is the first LBI route in this Borough and will be followed by Routes 281 and 72. The LBI and LBPN network is shown on Map 11. The enforcement of bus lanes across London is a priority to ensure that the measures are effective. CCTV on board buses has been introduced on routes and CCTV bus lane enforcement in Richmond town Centre and Twickenham town Centre will be introduced. The programme for further CCTV enforcement is being developed.
- 7.59 The Council will also:
- encourage community transport initiatives
 - seek sites for the parking and storage of buses and encourage research into alternative forms of public transport such as trams and guided buses.

TRN 13 PUBLIC TRANSPORT MOVEMENT

- 7.60 **The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.**
- 7.61 The South and West London Transport Conference (SWELTRAC) is a partnership of local authorities, London Transport, Railtrack, Strategic Rail Authority, passenger user groups and the bus and train operators in the south and west sectors of London. The Council is the lead authority for SWELTRAC which is looking to develop a package of measures to improve strategic transport on both bus and rail corridors within the south and west London sectors. The Council and SWELTRAC support and work with adjoining sub-regional partnerships including the West London Leadership. The recently formed South London Partnership will also work closely with SWELTRAC to develop a framework for transport and economic regeneration across South London.
- 7.62 The overall objectives of SWELTRAC are:
- (a) to reduce car dependency and the need to travel by providing attractive sustainable alternative modes of transport and implementing traffic restraint measures
 - (b) to provide safe and efficient movement of people and goods
 - (c) to improve the local environment and quality of life for all
 - (d) to improve public transport accessibility by enhancing integration through better interchange and increased public transport availability
 - (e) to promote economic regeneration and social inclusion by improving sustainable accessibility for all travellers to town centres, business parks, places of education and tourist attractions
- 7.63 Within the Borough measures such as bus priority, enhancement of interchanges and rail links are being pursued. The following proposals have land use implications and have been identified for further consideration:
- (a) a new flyover curve at Twickenham for use by trains from Feltham to Strawberry Hill without reversing at Twickenham Station;
 - (b) track reorganisation from Barnes to Putney (on Railtrack owned land);
 - (c) an additional platform at Richmond Station which would be used as a

terminus for orbital services;

- (d) a third track from Feltham to the Hounslow loop involving demolition and reconstruction of the bridge at Hanworth Road.

TRN 14 TRANSPORT INTERCHANGES

- 7.64 **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 and pedestrian links, safety / security, access for people with mobility difficulties and environmental improvements.**
- 7.65 Many journeys include an interchange. It is therefore essential to have a quick and easy interchange for public transport to compete with the convenience of the car. The omission of the proposal in the adopted UDP for a rail loop (to link the Waterloo-Reading line to the Teddington loop line) means that priority should be given to Twickenham as an interchange station in terms of facilities and service timings, to provide good links with stations to and beyond Kingston. These improvements should not prejudice redevelopment of the Post Office Sorting Office (proposal T3).
- 7.66 Small scale improvements such as passenger information on routes, and connectivity between modes, can make a real difference at interchanges.
- 7.67 Sufficient, adequate and convenient cycle parking at stations is required. It is important that such facilities are secure and safe, by use of such measures as surveillance cameras, in order to encourage rail passengers to cycle to the station.
- 7.68 Bus, cycle and pedestrian access to stations should be improved, giving a greater priority to the needs of disabled passengers. Additional entrances should be made where practicable.
- 7.69 Safety and security are paramount in encouraging people to travel by rail. Improving the station environment can add to the quality of interchanges and make them safer and more inviting places.

TRN 15 COACHES

- 7.70 **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.**
- 7.71 Coaches are efficient users of road space which offer flexibility in routing and play an important role in the provision of long distance travel, and supporting London's tourism industry. The Council will encourage coach operators to use the Transport for London Road Network for longer journeys and local distribution whilst also seeking to restrain the use of local roads for direct access only. Coach facilities should be planned to be convenient for passengers without causing inconvenience or danger to pedestrians or other traffic and be able to cope with all levels of demand.
- 7.72 The Council, as part of its strategy, will seek to improve facilities at existing locations wherever possible and in particular, where it is felt that the presence of coach parking takes place at the expense of safety to pedestrians and other highway users. New development should provide parking or picking up and setting down points as specified in the Council's car parking standards. For uses such as hotels, exhibition halls and tourist attractions, the council will seek through negotiation with developers suitable facilities that minimise congestion to other traffic, environmental intrusion and nuisance to local residents.

POLICIES TOWARD THE ROAD NETWORK

TRN 16 ROAD HIERARCHY

- 7.73 **Subject to the locational 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, by introducing measures to assist public transport, pedestrians and cyclists, while maintaining an efficient road network, and that environmental improvements will be promoted to enhance the amenity of adjacent areas and to improve conditions for residents. The road hierarchy is shown on Map 10 and the characteristics defined in the glossary to the Plan.**

STRATEGIC ROUTES

- 7.74 The functions of strategic routes are;

- (i) to provide for the longer journeys and particularly those by coaches and goods vehicles;
- (ii) to link London effectively with the national road system;
- (iii) to reduce traffic demands on London distributor roads so that, in association with restraint policies, they can provide an adequate level of service and, in turn, relieve local roads of through traffic.

- 7.75 The A316 trunk road linking the M3 and the A4 and central London is the only road which functions, and broadly has the characteristics of a strategic route. The Council considers that the characteristics of the A205 (South Circular Road) do not merit its designation as a strategic route. Transport for London is the highway authority for these roads. They are also Priority (Red) Routes. These roads are included in the Transport for London Road Network (TLRN), which is the responsibility of the Greater London Authority (GLA).

- 7.76 Generally, new side road, access road or footway crossover access onto the A316 will be opposed and access to the A205 will be discouraged. Cycle and pedestrian facilities will be fully segregated from road traffic where possible. The characteristics of strategic routes can be found in the glossary.

LONDON DISTRIBUTOR ROUTES

- 7.77 London distributor roads are those roads other than strategic routes in which the traffic function predominates over needs for local distribution and access. They will provide:

- (i) links to the strategic routes, and to attract and serve traffic crossing boroughs;
- (ii) access to strategic centres for short and medium distance traffic;
- (iii) attractive routes for bus services;
- (iv) local routes for heavy goods vehicles to attract through commercial traffic away from borough distributor and access roads.

- 7.78 London distributor roads will also distribute traffic to and around, but not within, environmental areas. Traffic management regulations will be used to divert non-essential traffic from environmental areas and to confine it as much as possible to the future network of secondary and primary roads providing safety and traffic flows on these roads are not adversely affected.

- 7.79 Generally for London distributor roads pedestrian crossing facilities will be controlled at grade crossings (i.e. those without a change in level). New access onto London distributor roads will generally be discouraged. Kerbside loading and parking may be required to facilitate frontage development, but should not interfere with the traffic capacity of road junctions. Bus priority measures and facilities for cyclists are being pursued, particularly through the London Bus Priority Network and the London Cycle Network. Vertical speed reduction will not be introduced. The characteristics of London distributor roads can be found in the glossary.

LOCAL DISTRIBUTOR ROADS

These fall into three categories

7.80 (a) Local Distributor Roads;

These distribute traffic within environmental areas as well as providing access to fronting premises. They form links between London distributor roads and local access roads and therefore have an important local traffic carrying function. They provide suitable routes for emergency vehicles and in some cases public transport. (The characteristics of local distributor roads can be found in the glossary). Local distributor roads tend to be the old ' B' classified routes.

7.81 Generally for local distributor roads pedestrian crossings will be uncontrolled crossings and pedestrian refuges, although some controlled crossings will be required. New access onto local distributor roads will generally be discouraged, although each case will be considered on its merits. Bus priorities may be appropriate, sections may form part of the Cycle Network, kerbside parking and loading spaces will often be appropriate. Vertical speed reduction measures will not usually be introduced although the layout of these roads will be designed to discourage speed.

7.82 (b) Crown Roads (Restricted Access);

These are roads through the Royal Parks, for which the Council is not the highway authority. Commercial vehicles must have permits to use these roads, which are closed to all traffic overnight.

7.83 (c) Local Access Roads;

These are all other roads in the Borough, the purpose of which is to provide for local traffic and to provide access to land and buildings in the immediate vicinity.

7.84 Where necessary consideration will be given to the introduction of physical traffic management restrictions, parking controls or other environmental measures designed to restrict traffic speed or to restrict types of vehicle using the road. Special facilities may be appropriate for local bus, pedestrian or cycle movements. New access onto local access roads will not usually be discouraged unless it has adverse road safety implications.

TRN 17 TRAFFIC CONGESTION

7.85 **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.**

7.86 There are some isolated points on the road network which cause unnecessary delay and congestion, restricting traffic flow and affecting local economic prosperity. In some cases, delays at these points can be reduced. For example linking the phasing of nearby traffic signals or shortening signal cycle times at isolated junctions will reduce delays without disbenefitting other road users. See policies TRN 6, 7, 9, 11, 12, 13 and 16.

TRN 18 HIGHWAY IMPROVEMENT AND SAFEGUARDING LINES

7.87 **The Council will continue to pursue the following longer term schemes;**

DESIGNATED ROADS:

Upper Sunbury Road

Deleted.

**Rocks Lane/Mill Hill Junction,
Barnes**

**Junction improvement to
reduce delays
as part of London Bus Priority Network**

OTHER ROADS OF MORE THAN LOCAL IMPORTANCE:

Church Road/Kew Road, Richmond

**To accommodate traffic by-
passing the town centre.**

Hanworth Road railway bridge, Whitton

**Highway widening/rail scheme
- pedestrian footway provision.**

LOCAL ROADS:

Hospital Bridge Road, Whitton

**Highway widening
- pedestrian footway provision.**

The Quadrant, Richmond

**Service Road extension
- improved pedestrian environment,
reduced delay to buses.**

Holly Road, Twickenham

**Service road improvements
- to improve pedestrian environment, improve
shop servicing and reduce delays to buses and
traffic on Heath Road**

- 7.88 The location and extent of the above proposals are shown on the proposals map insets, and where necessary in Appendix C. The proposals all involve land acquisition. It should be noted that highway widening may refer to footways and/or carriageways.
- 7.89 New highways may need to be constructed in order to facilitate the redevelopment of continued use of land with unsatisfactory or no access to highways.

TRN 19 LOCAL AREA TREATMENTS

- 7.90 **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:**
- (a) improve road safety;**
 - (b) improve the local environment for residents;**
 - (c) improve facilities for pedestrians and cyclists;**
 - (d) eliminate extraneous traffic, (particularly at peak periods) and heavy goods vehicles;**
 - (e) improve facilities and priority for buses; and**

(f) redirect through traffic onto roads of more than local importance.

Town and local centres are identified as pedestrian priority areas where measures will be pursued, as appropriate, to improve the environment for pedestrians.

- 7.91 Local roads are intended for access and local traffic but are increasingly being subjected to greater flows of through traffic. Traffic management and safety measures are used to reduce the quantity and speed of through traffic. In addition, town and local centres are identified as pedestrian priority areas which are considered as part of the Local Area Treatment programme across the Borough. Studies will be carried out to identify which of these or other areas (e.g. around schools) which would be suitable for designation as 20 mph zones, to bring about a safer and more attractive environment with pedestrian priority.
- 7.92 The Council carries out extensive public consultation on area traffic management schemes. The needs of the emergency services and public transport operators are of great importance when considering the design and implementation of traffic management proposals. Proposals such as road humps will not be supported or introduced, if they are likely to adversely affect public transport or the emergency services.

TRN 20 TRAFFIC IN ROYAL PARKS

- 7.93 **The Council will consider proposals to enhance the environment in Richmond and Bushy Parks.**
- 7.94 The Parks' roads are the statutory responsibility of the Secretary of State for Culture, Media and Sport and carry a considerable volume of traffic within the Borough. Diversion of part or all of this traffic will have traffic and environmental implications on surrounding roads and in consequence, the Council will consult with appropriate authorities concerning any future proposals within the parks which impact on the surrounding road network
- 7.95 The parks also provide a valuable network of cycle routes. The Council will seek to retain and extend such routes and to promote their use by means of signage. The routes are included in the Borough's cycle route network.
- 7.97 The Council will support proposals to enhance the environment within the parks, provided such proposals do not unacceptably worsen conditions on the Borough's roads.

POLICIES FOR PARKING

TRN 21 ON-STREET PARKING

- 7.98 **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.**
- 7.99 The Council is preparing a Parking Plan for the Borough for future submission to TfL. The Council is committed to putting its parking business on a commercial footing within the context of the Plan's parking policies which recognise that parking controls will be necessary to maintain safety, business vitality and the local environment for residents.
- 7.100 In most of the Borough's centres and the older residential streets demand for parking exceeds supply. This is becoming more acute as car ownership continues to increase. Parking controls are essential in order to ensure adequate and safe access to premises and to facilitate traffic movement. There is a finite supply of on-street resident parking places. Innovative solutions including dual use of visitor spaces will be employed to ensure the best use of the limited space available.

- 7.101 Generally the aim of controlled parking is to limit the extent of commuter parking in areas of high parking demand by residents, to ensure that residents can park within reasonable distance of their homes.
- 7.102 Where controlled parking zones are implemented, priority is given to residents, shoppers and the operational needs of local businesses and to the needs of short- and medium-term visitors. In order to deter long term parking, low priority is given to commuters, particularly near railway stations. Controlled parking zones are only introduced with the agreement of the majority of residents who express a view. Larger zones may be sub-divided to prevent intra-zonal commuting by residents to major attractions, such as stations and shopping areas.
- 7.103 An annual review is carried out of the need for and priority for future parking investigations. The Parking Plan is shown on Map 11 and sets out existing Controlled Parking Zones.
- 7.104 The Council strongly supports the effective enforcement of parking regulations and will make maximum use of its powers of enforcement provided for within the Road Traffic Act 1991. The Council will give priority to the enforcement of parking regulations in bus lanes, on the main bus routes and in the vicinity of bus stops. The Council will also seek to ensure that parking does not disrupt cycle lanes. The use of CCTV to reduce illegal use of bus lanes and illegal parking is being actively pursued by the Borough.

TRN 22 OFF-STREET PARKING

- 7.105 **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 landscaping for all surface level car parks.**
- 7.106 Generally the Council will only provide off-street parking for short- and medium-term parkers. An increase in short term parking in shopping centres and district centres in particular which is well signed and publicised can help these centres remain attractive to shoppers. Long term commuter parkers, who add to peak hour congestion, will be actively discouraged. Wherever possible, bays for people with disabilities will be provided near the entrances to car parks. Where necessary, long term parking will be discouraged by such measures as an unfavourable charging structure or the late opening of the car park in the mornings, combined with strict enforcement.
- 7.107 The lack of off-street short stay shoppers' car parks in a number of local centres not only creates problems of on-street parking and traffic congestion, but also detracts from the attractiveness of the centres to some local car-borne shoppers.
- 7.108 In Richmond and Twickenham town centres the current ratio of public car parking spaces to commercial floor space will be broadly maintained. Existing facilities are currently operating at or close to capacity, particularly in Richmond on Saturdays. Long term parking (over 4 hours) will be further discouraged by price differentials and the limited number of season tickets restricted to essential users so as to release space for additional short term parking by visitors and shoppers.
- 7.109 For new developments, where parking provision exceeds 50 spaces, consideration will be given to these spaces being made available for public use.

TRN 23 STATION CAR PARKING

- 7.110 **The Council will support and promote the provision of some additional off-street parking spaces at railway stations in the Borough 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, cycle and pedestrian facilities.**
- 7.111 The Council will work in partnership with Railtrack and the train operating companies to provide car parks on land adjacent to railway stations provided such car parks are for local need and considered in conjunction with improvements to bus, cycle and pedestrian facilities as part of the development

of a transport interchange. Where agreement can be reached, the Council will operate such car parks as part of its car parking business particularly where there are controlled parking zones. The size of station car parks will be carefully controlled allowing for local need and the use of other modes of transport. They will be used to help relieve parking in nearby residential streets, whilst not encouraging 'rail heading' by drivers who drive into the Borough and continue their journeys by train.

- 7.112 In areas where parking problems are severe, the provision of a car park will be particularly effective with a complementary controlled parking zone. This will give residents the maximum relief from parking congestion, without prejudicing use of the station.

TRN 24 PARKING CHARGES

- 7.113 **The Council acknowledges the limited land and financial resources available for the provision of car parks in the Borough and 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.**
- 7.114 Parking charges are levied at most of the Borough's off-street car parks, and in all Controlled Parking Zones. The charges are structured to encourage short- and medium-term parkers (under 4 hours) to support the commercial viability of the area. Charges for long term parkers (over 4 hours) will have regard to the need to deter commuter parking.
- 7.115 In accordance with the relevant legislation, any surpluses from the parking account will be used to provide or support other additional or improved parking places, to introduce traffic management and road safety schemes and other transport related facilities.

POLICIES FOR COMMERCIAL VEHICLES

TRN 25 HEAVY LORRIES - LORRY ROUTE NETWORK

- 7.116 **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.**
- 7.117 Roads exempted from the London-wide night-time and weekend lorry ban include the A205, A316 and A308 (west of Hampton Court Bridge) because they form part of the TfL Network (see policy TRN 16 - Roads Hierarchy). The Council considers that the M25 motorway provides the best route for longer distance traffic. The Council also supports the use of smaller delivery vehicles, particularly within the M25.

TRN 26 HEAVY LORRIES - TRAFFIC MANAGEMENT / PARKING

- 7.118 **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.**
- 7.119 Heavier vehicles will be more environmentally intrusive than before; therefore through traffic management measures the Council will seek to protect the environment and unsuitable residential

and shopping areas from the impact of heavy vehicles. The Council will seek to encourage heavy vehicles to use the A316, and will particularly seek to remove heavy vehicles from local access and local distributor roads. In considering traffic management measures the Council will take into account the needs of commercial premises which may be affected by the proposals.

- 7.120 The Council actively supports controls to minimise the adverse effects of lorries and coaches on the environment and believes that action should be on a London-wide basis. The GLA co-ordinates the operation of the London-wide night-time and weekend lorry ban. Through signing, lorries are encouraged by the TfL to use the A205 and A316 trunk roads.
- 7.121 The Council, via SWELTRAC will look to bring forward a Freight Quality Partnership with major operators such as supermarkets and breweries, to develop understanding of distribution issues, problems at a local level, and to promote constructive solutions which reconcile the need for access for goods and services, with the local environmental and social concerns.
- 7.122 The Goods Vehicle Operators Licences Regulations 1986 require each operator to provide a centre for each goods vehicle for off-street parking and servicing. This, together with the overnight ban and adequate enforcement by the Borough, will prevent commercial vehicles over 5 tonnes from being parked on-street overnight throughout the Borough. There are no special restrictions on the parking of light commercial vehicles under 5 tonnes. The Council will seek ways of controlling the parking of such vehicles in residential areas where problems occur.

TRN 27 RAIL AND WATERBORNE FREIGHT

- 7.123 **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.**
- 7.124 The importance of alternative forms of transport will be stressed. This is especially the case given the current private vehicular congestion levels within London and the fact that the potential for gaining any additional capacity is itself limited and contrary to national and local government policies. Thus rail and water will need to play a more prominent role in the future where possible, for both freight and passengers. For this reason potential sites where these objectives might be met should be preserved. There is a speed limit upstream of Wandsworth Bridge, which could inhibit time sensitive passengers. (See ENV 29).

TRN 28 AIR TRANSPORT

- 7.125 **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 which will be likely to:**
- (a) generate significant additional traffic;**
 - (b) add to the problems of overheating of the local economy;**
 - (c) worsen noise or other pollution in the Borough;**
 - (d) pose increased risk to public safety.**
- 7.126 The Council will continue to press for a reduction in aircraft noise. In particular it will oppose the provision of any additional terminals or third runway at Heathrow Airport and will support the provision of better public transport provision to London airports, particularly between Heathrow and Gatwick.
- 7.127 Aircraft noise is a major source of disturbance in the Borough. The Council, through its membership of the Heathrow Airport Consultative Committee (HACC) and the Strategic Aviation Special Interest Group (SASIG), will continue to press for a reduction of aircraft noise through the introduction of quieter engines minimising the use of noisier aircraft and reduction of night flights. The Council will also oppose changes in operations at Heathrow and other airports and heliports which appear likely to worsen noise or other pollution in the Borough. Potential improvements in noise and other

pollution (as a result of technological improvements) should not be lost through overall expansion of activity or changes in operations.

- 7.128 Although the Council opposed the development of a fifth terminal this has now been permitted subject to conditions in relation to number of flights (maximum 480,000 per year) and the extent of the noise contours. The Council will press for these conditions to be observed. "The Future of Air Transport" White Paper proposes operational changes to maximise the utilisation of the existing runways at Heathrow, and in the longer-term, subject to meeting air quality standards, a new 3rd runway and associated terminal. These could prejudice the constraints set by the Inspector and lead to a further deterioration in environmental conditions. Particular concerns would be the additional demand for travel which without major public transport investment would lead to further car travel. Further development would also be likely to lead to economic overheating, perpetuating existing recruitment problems and increasing development pressures. Any expansion of activity must be located where it would benefit less buoyant parts of the region and pose least threat to public safety.
- 7.129 The Council will seek to persuade the airports to encourage their staff, many of whom live in the Borough, to travel to work by public transport. The Council is the lead authority for the SWELTRAC study which is compiling a package of measures to improve orbital public transport in the south west London sector. One of the rail options being considered is a south orbital rail link to Heathrow via Wimbledon and Kingston. Implementation of this link would help alleviate road congestion and significantly enhance public transport facilities in south west London.

TRN 29 PROMOTION / PUBLICITY

- 7.130 **The Council will seek to achieve its aims with regard to transport in the Borough by appropriate publicity, and support other organisations providing such publicity.**
- 7.131 Many of the aims of the Council require not only the provision of physical measures, but also promotion to raise public awareness. Examples of topics already promoted are:
- Road safety training
 - Walk to school initiatives
 - Exploring Richmond upon Thames by Public Transport
 - Cycling in Richmond upon Thames
- 7.132 Other topics could include further recreational walking route leaflets, access for disabled pedestrians, walking for health, cycling on pavements, rollerblading and safety.