

## CHAPTER 3

### Borough Policy Statement

#### 3.1 Introduction

3.1.1 This chapter sets out the first stages for the London Borough of Richmond upon Thames's Transport Strategy. Firstly, it details the national, regional and local policy context. Secondly, the Council's transport objectives and finally, the Council's (draft) policies.

#### 3.2 National, Regional and Local Policy & Priority Context

##### 3.2.1 National Policy Context

3.2.1.1 Recent central government transport policy is centred on the following documents:

- A New Deal for Transport White Paper, July 1998
- Tomorrow's Roads: Safer for Everyone, March 2000
- Transport Ten Year Plan, July 2000
- Planning Policy Guidance 13: Transport, October 2002
- Review of the Commission for Integrated Transport, December 2003
- Department for Transport Sustainable Development Policy Statement, March 2004
- Walking and Cycling: An Action Plan, June 2004
- Future of Transport White Paper, July 2004
- Future of Rail, November 2004
- London Cycle Action Plan

3.2.1.2 The Ten Year Plan for Transport identifies a strategic approach to transport planning. It contains a long-term Government commitment to sustained increases in transport spending. This led to the 'Future of Transport' white Paper which outlined expenditure plans to 2015, as well as setting out the longer-term aspirations for the next 30 years.

3.2.1.3 The Government wishes to achieve a more integrated transport system through reducing the dependency on cars and lorries, through providing genuine alternatives and promoting greater use of more attractive public transport, and safer walking and cycling.

3.2.1.4 The key Acts that have been taken into account for the preparation of this document include:

<b>Disability Discrimination Act (DDA) 1995</b>	The Act aims to end the discrimination which many disabled people face and gives disabled people rights in the areas of: <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> </ul>
<b>Road Traffic Reduction Act 1997</b>	Whereas London boroughs were previously exempt from the statutory requirement to set targets for reducing traffic volumes where they are the Highway Authority. Transport for London now requires all London boroughs to adopt a traffic reduction target.
<b>Greater London Authority Act 1999</b>	This act gave the Mayor of London the authority to require all London boroughs to develop Local Implementation Plans. These plans must have regard to the Mayor's Transport Strategy.
<b>Traffic Management Act 2004</b>	This Act seeks to improve conditions for all travellers and consists of five key elements: <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>

3.2.1.5 Other acts referred to include:

- **Refuse Disposal Amenity Act 1978** deals with abandoned vehicles and waste disposal regulations
- **The Highways Act 1980** gives the Council powers to maintain and manage the highway
- **The Road Traffic Act 1988** says that each local authority "must prepare and carry out a programme of measures to promote road safety including the dissemination of information and advice relating to the use of the road and the giving of practical training to road users"
- **Environmental Protection Act 1990** requires the Council to clean the borough, recycle, dispose of waste, litter and duty of care
- **The Road Traffic Act 1991** decriminalised parking offences and empowers local authorities to enforce all non-endorsable parking restrictions (related powers in this area come from the **London Local Authorities Act 1996 and 2000** and the **GLA Act 1999**)
- **Dogs (Fouling of Land) Act 1996**
- **Regulatory Investigative Powers Act 2000** gives regulations on direct surveillance
- **Human Rights Act 2000** covers enforcement activities

### 3.2.2 Regional Policy Context

3.2.2.1 Key regional planning guidance is contained in the policy documents RPG9 Regional Planning Guidance for the South-East and RPG3 Strategic Guidance for London.

3.2.2.2 The key regional policies developed by the Mayor of London that are associated with transport are as follows:

- Mayor's Transport Strategy, July 2001
- London Plan (spatial development strategy), February 2004
- Mayor's Air Quality Strategy, September 2002
- Mayor's Ambient Noise Strategy, March 2004
- Mayor's Energy Strategy, February 2004
- Mayor's Economic Development Strategy, July 2001
- Mayor's Municipal Waste Management Strategy, September 2003
- Mayor's Biodiversity Strategy - Connecting with London's nature, July 2002
- Mayor's Children and Young People's Strategy, January 2004
- Mayor's Culture Strategy, April 2004

### 3.3 The Mayor's Transport Strategy

3.3.1 The Mayor's Transport Strategy sets the policy framework for transport in London over a ten-year period, covering all modes of transport and management of London's road system. The transport priorities are as follows:

- i) Improving Road Safety
- ii) Improving Bus journey times & reliability
- iii) Reducing traffic congestion
- iv) Improving the working of parking & loading arrangements and the service and delivery of business
- v) Improving accessibility
- vi) Encourage walking
- vii) Encourage cycling
- viii) Bringing transport infrastructure into a state of good repair

**3.4 London Plan**

3.4.1 The Mayor of London published the London Plan on 10<sup>th</sup> February 2004. It has superseded the Regional Planning Guidance and contains the following 6 key objectives:

<b>1</b>	<b>To accommodate growth within its boundaries without encroaching on open spaces</b>	The London Plan forecasts a growth in London's population of 800,000 in the period to 2016 combined with 640,000 additional jobs and seeks to accommodate this growth without development on open space or green belt through raising residential and commercial densities across London, particularly in areas of good public transport accessibility.
<b>2</b>	<b>To make London a better city for people to live in.</b>	The London Plan seeks to ensure a sufficient supply of affordable homes to meet existing and future needs and to ensure that Londoners have access to quality local services, particularly health and education. The London Plan also seeks to enhance the design of new buildings and public spaces, both in terms of appearance, and public safety and security.
<b>3</b>	<b>To make London a more prosperous city with strong and diverse economic growth.</b>	The London Plan seeks to enhance London's world city role, promoting dynamic sectors of growth and innovation whilst strengthening the diversity of the economy through providing for small and ethnic minority businesses and encouraging local enterprise.
<b>4</b>	<b>To promote social inclusion and tackle deprivation and discrimination.</b>	The London Plan aims to ensure that all sections of local communities benefit from economic growth and are engaged in the development process. In particular the Plan seeks to reduce unemployment through improving access to high quality jobs, training and education, and tackle homelessness and all forms of discrimination.
<b>5</b>	<b>To improve London's accessibility.</b>	The London Plan seeks to focus growth in areas that are, or have the potential to be, well served by public transport. Employment and housing growth will be focused in town centres and defined 'Opportunity Areas' and 'Areas of Intensification', closely related to existing and planned public transport infrastructure.
<b>6</b>	<b>To make London a more attractive, well designed and green city.</b>	The Plan provides strong protection of the Green Belt and open space, whilst seeking to preserve and enhance London's historic and built environment and its many waterways. The Plan also promotes sustainable use of resources, including land, water, energy and construction materials.

3.4.2 The London Plan requires the production of Sub Regional Development Frameworks (SRDFs) for each of the 5 sub-regions of London in order to provide more specific guidance to Boroughs to assist in the delivery of London Plan objectives. The SRDFs will also inform the review of the London Plan itself.

**3.5 Local Policy Context**

3.5.1 Unitary Development Plan and Local Development Framework

3.5.1.1 The Council's statutory Unitary Development Plan (UDP) is currently under review; the existing document sets out the Council's planning policies, and provides the basis for all the Council's planning decisions. It is based on the Council's priorities and policies of creating an environment where it's residents and visitors would:

- Have pride in the borough
- Feel safe
- Live in a clean and pleasant environment
- Enjoy good quality services that are value for money

3.5.1.2 Appendix F contains a copy of the transport policies from the Borough UDP. The Borough is currently undertaking a review of the UDP as part of preparing the Local Development Framework (LDF). It is anticipated that the Council's LDF will be completed towards the end of 2008 and the Borough would provide TfL with the latest information as a part of the

annual LIP update or as a component of any subsequent LIP preparation process. Further comment on the LDF is provided in paragraph 3.8 of this Chapter.

### **3.6 Richmond upon Thames's Strategic Transport Policies**

3.6.1 As a result of the local authority elections the 'Clear Road Ahead Transport Strategy' is under review. In this Chapter, paragraph 3.6.2 broadly aligns some of the policies that the Council will consider in the review with the relevant topic headings in the Mayors Transport Strategy. In addition, paragraph 3.6.3 outlines the key features in the manifesto of the new administration. This will also be incorporated into the revised Strategy. The final revised Council strategies will be provided to TfL as a part of a future LIP annual update. The relevant policies from the existing strategy that may be retained have been listed under the respective Mayor's Transport Strategy heading areas in the following paragraphs.

3.6.2 It is also noted that the reference to the Docklands Light Railway and Tramlink are not included, as these do not form a part of the Borough transport network. Furthermore, some of the policies are repeated under different headings.

#### **1. Strategies**

- The Council will make every effort to ensure that transport improvements in Richmond upon Thames contribute towards crime-reduction and help people to feel more secure, especially vulnerable street users.
- The Council will consult widely with representatives of all sections of the community on all transport proposals in accordance with the Council's equality and diversity policy.
- The Council will work to make the public realm in Richmond upon Thames accessible to all members of the community.
- The Council will encourage improved public health through promotion of more physically active transport modes, and will work towards reducing health inequalities in Richmond upon Thames.
- The Council will make every effort to improve air quality by reducing transport-related air pollution generated in Richmond upon Thames.
- The Council will make every effort to reduce transport-related noise generated in Richmond upon Thames.
- The Council recognises walking as the primary mode of transport and therefore will maintain and improve the environment for all pedestrians. It will seek to develop new routes for direct, convenient, safe and secure movement across the borough. It will continue implementing its Walking Action Plan.
- The Council's evolving transport systems should be developed without any significant negative impacts on the borough's diverse flora and fauna.
- The Council's evolving transport systems should be developed without any significant negative impacts on the pollution levels of water and soil.
- The Council will oppose further developments or changes in aviation activity that will be likely to adversely affect residents.

#### **2. London Underground**

- The Council will promote and facilitate safer travel options at night to support London's growing late-night economy in line with the Mayor's priority
- The Council will implement its Parking and Enforcement Plan.
- The Council has identified that there are no appropriate sites within safe, accessible distance from public transport nodes within the borough for the development of Park and Ride facilities.
- The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.
- The Council will continue to lobby the Mayor of London and central government for significant improvements to the public transport network including reducing overcrowding on all public transport modes.

**3. National Rail**

- The Council will promote and facilitate safer travel options at night to support London's growing late-night economy in line with the Mayor's priority
- The Council has identified that there are no appropriate sites within safe, accessible distance from public transport nodes within the borough for the development of Park and Ride facilities.
- The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.
- The Council will continue to lobby the Mayor of London and central government for significant improvements to the public transport network including reducing the overcrowding on all public transport modes.

**4. Bus**

- The Council will promote and facilitate safer travel options at night to support London's growing late-night economy in line with the Mayor's priority
- The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.
- The Council will continue to lobby the Mayor of London and central government for significant improvements to the public transport network including reducing the overcrowding on all public transport modes.

**5. Streets**

- The Council considers the reduction of casualties from road traffic accidents is of the highest importance and will continue to implement its Road Safety Plan and design traffic schemes to ensure the safety of all road users.
- The Council will continue to research and introduce effective speed management measures in residential, shopping and school areas.
- The Council will continue its programme to review the traffic arrangements around every school in the borough with the intention of improving road safety.
- The Council will work with the local police to reduce motor vehicle related crime.
- The Council will work with the local police to reduce cycle and powered two-wheeler theft and damage related crime.
- The Council desires to maintain its position as Highway Authority on all borough roads currently under its control.
- The Council acknowledges the following road hierarchy within the borough:
  - Transport for London Road Network (TLRN)
  - London Distributor Roads
  - Local Distributor Roads.
  - Crown Roads (the roads through the Royal Parks)
  - Local Access Roads
- The Council will seek to overcome congested routes and hotspots in the borough that cause delays for all users of the road network.
- The Council will work with the borough's emergency services to maintain quick response times on its roads.
- The Council will implement its Parking and Enforcement Plan.
- The Council will seek to introduce improvements to the safe and accessible movement and parking of powered two wheelers taking into consideration the effects of nuisance in residential areas.

**6. Car User**

- The Council will seek to minimise areas of congestion for car users in order to minimise air pollution caused by slow moving traffic. This will be undertaken in a manner that also provides for the needs of other road users such as buses and cyclists.
- The Council will seek funding to keep roads in a state of good repair in order to maintain safe travelling conditions.

**7. Walking**

- The Council recognises walking as the primary mode of transport and therefore will maintain and improve the environment for all pedestrians. It will seek to develop new routes for direct, convenient, safe and secure movement across the borough. It will continue implementing its Walking Action Plan.

**8. Cycling**

- The Council will continue to raise awareness of road dangers, with particular focus on vulnerable road users.
- The Council will encourage improved public health through promotion of more physically active transport modes, and will work towards reducing health inequalities in Richmond upon Thames.
- The Council will support and promote cycling as a healthy, safe and convenient mode of transport. It will continue its programme of research and implementation of physical measures and provide Cycle training and promote awareness in other road users.

**9. Freight**

- The Council seeks to balance the need to maintain safe and convenient delivery of goods and services in the borough while reducing the environmental and safety impact of freight vehicles in its residential areas.
- The Council will work to ensure that, providing there are no risks to public safety, transport improvements in the public realm are visually compatible with areas of conservation and points of interest.
- The Council will make every effort to improve air quality by reducing transport-related air pollution generated in Richmond upon Thames.
- The Council will make every effort to reduce transport-related noise generated in Richmond upon Thames.
- The Council's evolving transport systems should be developed without any significant negative impacts on the borough's diverse flora and fauna.
- The Council's evolving transport systems should be developed without any significant negative impacts on the pollution levels of water and soil.

**10. International**

- The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.
- The Council will continue to lobby the Mayor of London and Central Government for significant improvements to the public transport network including reducing the overcrowding on all public transport modes.

**11. Water**

- The Council will encourage waterborne transport for freight and passenger movement where practicable and suitable.

**12. Taxis, Private Hire and Community Transport**

- The Council will promote and facilitate safer travel options at night to support London's growing late-night economy in line with the Mayor's priority.
- The Council will work to make the public realm in Richmond-upon-Thames accessible to all members of the community.

**13. Accessible Transport**

- The Council will implement its Parking and Enforcement Plan.
- The Council will work to make the public realm in Richmond upon Thames accessible to all members of the community.

**14. Integration**

- The Council will promote and facilitate safer travel options at night to support London's growing late-night economy in line with the Mayor's priority.

- The Council will work to reduce community severance due to barriers to free movement across the public realm
- The Council will continue to raise awareness of the benefits of travel choice through an ongoing programme of events, information and pilot projects.
- The Council will make every effort to aid in the preparation and implementation of travel plans among the borough's businesses, schools, universities, community facilities and new developments.

#### **15. Major Projects**

- The Council will consult widely with representatives of all sections of the community on all transport proposals in accordance with the Council's equality and diversity policy.
- The Council will support and promote proposals for improved public transport bus and rail facilities in outer south and west London.
- The Council will continue to lobby the Mayor of London and central government for significant improvements to the public transport network including reducing the overcrowding on all public transport modes.

3.6.3 The manifesto of the new Council administration is very likely to form the basis of a revised Council transport strategy. The policies are divided into 6 main categories and the relevant transport policies are listed under each heading:

- **Community Safety**
  - Add to the number of CCTV cameras and ensure that those on the railway system are integrated with those in other parts of the Borough.
- **Environment**
  - Highway and footway repairs
  - Support Thames Landscape Strategy and Arcadia in the City.
- **Sustainability**
  - Accelerate implementation of the Climate Change Report recommendations, in particular:
    - Promote biodiversity and sustainable transport policies
    - Enhance village and town centres
- **Sustainable Road and Transport Policies**
  - Safety not speed – use all available methods with local support
  - Self enforcing 20 mph zones, in residential areas and near schools
  - A road safety assessment and Green Travel Plan for every school
  - Pragmatic criteria for Controlled Parking Zones to meet local wishes
  - Prioritise pedestrians, cyclists and public transport
  - Encourage safer cycling using funds from Transport for London
  - Keep bus lanes red
  - Fight night flights and Heathrow expansion
  - Work with others to maintain runway alternation
  - Encourage low car and no car developments
  - Progress Council's Green Travel Plan and reduce environmental impact of Council's own vehicle fleet.
  - Undertake pavement improvements including looking at main pedestrian routes to ensure there is no discontinuity in dropped kerbs and other matters pertaining to walking routes.
- **Accessibility**
  - Pavements for pedestrians – enforce pavement parking ban
  - Invest in pavement improvements
  - Review short pedestrian phases at traffic lights
  - Maximise ease of use of traffic lights for all
- **Education and Youth Services**
- **Health and Social Services**
  - Improve transport options for those who can't use ordinary public transport
- **Housing, Libraries, and Arts**

### **3.7 Unitary Development Plan**

- 3.7.1 The Unitary Development Plan has a number of transport related policies that are relevant from a transport perspective. As has been stated elsewhere in the LIP, these policies are under review as a part of the Local Development Plan process and some of these policies will change as a result of this process. Among other changes it is intended that the LDF include the use of Public Transport Accessibility Level data (PTAL) when considering the location of new developments and car parking provision for new developments. At present the UDP does not make provision for the use of PTAL's. The LDF process will also provide the opportunity to clarify existing UDP policies.

The UDP policies are contained within Appendix F- UDP Policies.

### **3.8 Summary**

- 3.8.1 The Borough land use policies can make a valuable contribution to achieving the strategic objectives of the Borough and the Mayors Transport Strategy. The Borough considers that the UDP policies provide a useful basis for this and with the development of the LDF, together with the input of Borough residents and stakeholders, there will be an opportunity to enhance the policies for the future and to align them with other region wide strategies.