

Transport Strategy 2040 – Summary

Richmond upon Thames

Introduction and Purpose

The Richmond upon Thames Transport Strategy 2040 sets out a long-term framework to modernise how people and goods move across the borough. It recognises transport as a key enabler of economic vitality, public health, social equity and environmental sustainability, while responding to historic underinvestment in south-west London.

The Strategy commits the Council to a more proactive role, treating transport infrastructure as a strategic asset, planning ahead of funding opportunities, and advocating more strongly for investment. It aims to deliver a transport system that enables residents, visitors and businesses to move safely, efficiently and inclusively while protecting the borough's character. Clear objectives are supported by a programme of delivery plans, monitoring and regular review.

Strategic Vision and Objectives

By 2040, Richmond upon Thames aims to be a borough where walking, cycling and public transport are the natural choices for most everyday journeys.

Most residents should be able to reach key destinations, including town centres, schools, healthcare and green spaces, within around 20 minutes by sustainable modes. Streets will prioritise people over vehicles, and the borough will work towards eliminating deaths and serious injuries on its roads.

The Strategy's objectives are grouped around four themes:



Environmental and Health - reducing emissions, pollution, and climate impacts



Social and Accessibility - improving connectivity, accessibility, and inclusion



Economic - supporting town centres, employment, and efficient movement



Institutional - strengthening governance, integration, and accountability

Infrastructure Stewardship and Investment

A central theme is the shift from reactive maintenance to proactive infrastructure stewardship. Roads, pavements, bridges and other transport assets will be managed through a rolling five-year Asset Management Plan, prioritising preventative maintenance and embedding accessibility, safety and environmental improvements.

Priority improvements include upgraded pavements and crossings, more accessible stations and bus stops, safer bridges and towpaths, and improvements to key barriers within the network.

The Council will also maintain a pipeline of future schemes, including rail enhancements, walking and cycling links, mobility hubs, cycle parking and freight consolidation facilities.

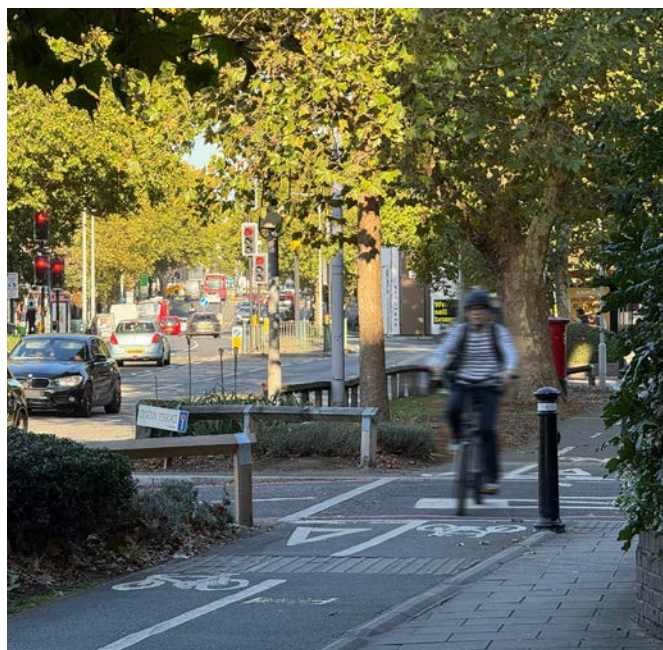


Urban Quality, Safety and Environment

Improving safety and street quality is a core priority. The Strategy supports Vision Zero through action to address collision hotspots, strengthen 20mph compliance, expand School Streets and improve pedestrian crossings.

Lighting, greening and sustainable drainage will be incorporated into transport schemes to improve safety, comfort and climate resilience, particularly for vulnerable users.

The Strategy also supports cleaner transport through expanded electric vehicle charging, a zero-emission bus fleet by 2035, and more sustainable freight and servicing.



Sustainable Mobility, Public Transport and Accessibility

Walking, cycling and public transport form the backbone of the transport system. A borough-wide walking network and protected cycling network will connect homes with town centres, schools, parks and stations, supported by a new Walking and Cycling Strategy.

The Council will advocate for increased rail frequencies, improved reliability, reinstated local services, full step-free access at all stations by 2040, and stronger east-west and orbital bus connectivity.

An annually updated Public Transport Plan will monitor service quality and identify opportunities for improvement, including bus priority measures.

Accessibility and Inclusion

A dedicated Accessibility and Inclusion Plan will prioritise improvements such as dropped kerbs, tactile paving, lighting, accessible bus stops and the removal of unnecessary street clutter.

The Council recognises that private vehicles will remain necessary for some users, particularly disabled residents, and will continue to support Blue Badge provision while ensuring street improvements do not reduce accessibility or inclusion.

Growth, Regional Advocacy and Delivery

Transport and land-use planning will be closely aligned to support sustainable growth. Development will be focused in areas with good or improvable public transport, with developers expected to contribute to supporting infrastructure. Council-owned car parks and highway assets will be reviewed to improve efficiency, and support uses such as EV charging and freight consolidation.

The Strategy adopts a more assertive approach to regional advocacy, working with partners to secure equitable investment, improve public transport, and address accessibility challenges in areas such as Ham, Hampton, Heathfield, and Whitton.

Delivery and Monitoring

Progress will be monitored through an annually updated Transport Strategy Action Plan covering safety, accessibility, air quality, asset condition and service performance.

The Strategy will be reviewed every five years, with 2030 identified as a key milestone by which residents should experience tangible improvements in infrastructure, accessibility and service quality.