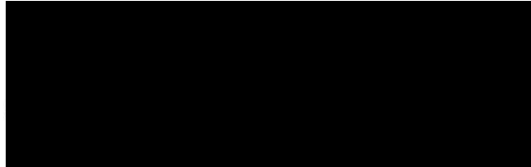


## STATEMENT OF COMMON GROUND

### 1. List of Parties involved:

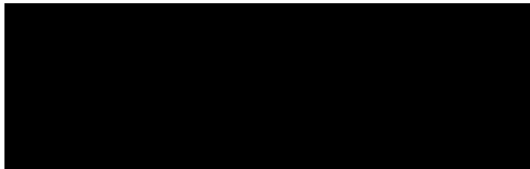
- Elmbridge Borough Council (EBC)
- Transport for London (TfL)

### 2. Signatories:



**18.07.2023**

***Elmbridge Borough Council  
Kim Tagliarini, Head of Planning & Environmental Health***



**04.07.2023**

***Transport for London  
Danny Calver, Planning Manager – Spatial Planning***

### 3. Strategic Geography

The Statement of Common Ground (SoCG) sets out the areas of agreement between Elmbridge Borough Council (EBC) and Transport for London (TfL) in relation to the draft Elmbridge Local Plan 2037. It applies to Elmbridge Borough.

TfL are the integrated transport authority responsible for delivering the Mayor of London's strategies and commitments on transport in London and for running the day-to-day operations of the Capital's main public transport network and managing London's strategic roads.

Elmbridge Borough is located south-west of the Greater London Authority (GLA) boundary, adjacent to the London Borough of Richmond upon Thames (LBT) and the Royal Borough of Kingston upon Thames (RBK). Due to this proximity, development within Elmbridge Borough has the potential to impact on the Capital's public transport network and London's strategic roads for which TfL is responsible.

As such, EBC has sought this SoCG with TfL.

## 4. Strategic Matters

### Duty to Cooperate

EBC has engaged TfL on an active and on-going basis throughout the preparation of its draft Local Plan 2037. This has included engagement on the evidence base documents; through meetings; and at the Regulation 18 & 19 Stages, up until the submission of the draft Local Plan for Examination in Public (EiP).

Duty to cooperate activities up until the Regulation 19 Stages are recorded in EBC's Duty to Cooperate: Statement of Compliance (June 2022). Specifically, activities relating to Strategic Matter 4: Transport and the preparation of the Transport Assessment in support of the draft Local Plan, are set out in pages 128 – 148 of the Statement.

TfL agrees that the above document sets out an accurate record of their engagement up until the Regulation 19 Stage and has not raised an objection to the draft Local Plan in relation to the duty.

A summary of the activities undertaken prior to the Regulation 19 stage is set out below:

- **Elmbridge Local Plan: Strategic Options Consultation (2016/17)** – response received from TfL highlighted the potential benefit from additional capacity and connection provided by Crossrail 2 which could assist in delivering higher levels of growth in appropriate locations. TfL stated that the impact of new development on travel demand for both road and rail including train, station, bus and road junction capacity will need to be assessed and the effects of cross boundary travel within London be considered. In general terms TfL stated it would support an overall approach that aimed to maximise the benefits from planned rail investment by focusing new development and increasing development densities in locations that are highly accessible to rail stations. Comments were also made relating to the potential release of land from the Green Belt for development and one particular site located on the boundary with RBK.
- **Elmbridge Local Plan: Options Consultation (2019)** – TfL noted that the Local Plan will have an impact on road networks in adjoining London boroughs such as Kingston and Richmond, particularly where growth is proposed close to the borough boundaries e.g., at Long Ditton, and that this could put pressure on the public transport system within Kingston / Surbiton as they present quicker connections to Central London. Comments made previously regarding Crossrail 2 and the potential benefits / opportunities were re-iterated as well as extending some of the Mayor's strategic transport policy objectives, as set out in the Mayor's Transport Strategy, into the Elmbridge Local Plan.

- **Local Plan: Creating our vision, objectives, and the direction for the Development Management Policies (2020)** – TfL responded with no comments
- **Engagement on the modelling for the Transport Assessment** – in May 2021, the Council's appointed Transport Consultants, WSP, followed up previously informal discussions with TfL which highlighted the issues raised by TfL to date: Crossrail 2, Kingston Bypass, and bus provision. WSP set out the current situation / EBC's position on each issue.
- **Engagement of the draft Transport Assessment** – Following further modelling work, the EBC & WSP engaged TfL on the inputs and outcomes (without mitigation) in December 2021. It was requested that TfL consider the information and provided a response from a strategic transport perspective. A Briefing Note on the completed modelling including mitigation was emailed to TfL in January 2022 and discussed at a meeting between the parties and WSP in February 2022. The A3 / Hook Road grade-separated junction was discussed in detail with TfL expressing an interest in the suggested mitigation. TfL stated they would raise objection to any mitigation which provided additional traffic capacity, to the detriment of the passage of buses through the junction. WSP provided after the meeting the traffic demand flows for the Hook junction to allow TfL to check the flows against their own Saturn traffic model.

### **Elmbridge Local Plan – Regulation 19 Representation Period (June 2022)**

EBC invited representations on their draft Local Plan (Regulation 19) between 17 June and 29 July 2022. Key points raised by TfL in their representation (dated 18 July 2022) were:

- Where there are cross boundary transport impacts, developer contributions may be required to provide improved public transport or active travel connectivity or increased capacity.
- Given that a high proportion of Elmbridge's working population commute out of the borough to London, the location and design of major development should aim to ensure that cross boundary trips are sustainable. In the light of proximity to London, TfL requested that EBC consider extending some of the Mayor's strategic transport policy objectives set out in the Mayor's Transport Strategy and London Plan to the borough including the promotion of Healthy Streets, rebalancing the transport system towards walking, cycling and public transport, improving air quality and reducing road danger.
- TfL stated that they were working with the Department for Transport (DfT) and Network Rail on the Crossrail 2 project and that this would pass through Elmbridge serving stations on the Southwest Main Line branches of the exiting

suburban rail network. TfL highlighted that they continue to work with stakeholders whose developments are affected by safeguarding so that we can continue to protect the route until such time as the railway can be progressed. TfL acknowledged that given the current lack of a viable funding package for the scheme at the moment, they were not in a position to confirm when work on seeking consent can restart.

### **Mitigation on the A3 / Hook Road grade-separated junction**

EBC met with TfL and WSP on 18 October 2022, to discuss the above junction and any mitigation that may be required. It was agreed that:

1. Previous objections / concerns expressed as to the impact of the development strategy for Elmbridge on the Transport for London Road Network, principally related to options relating to the release of large Green Belt sites (specifically the site in Long Ditton). This option (the release of Green Belt) is not being pursued.
2. TfL, having run the traffic demand flows for the Hook junction through their Saturn traffic model, do not consider that the development strategy for Elmbridge will have a significant impact on the Transport for London Road Network and, do not consider that mitigation at the junction is required.
3. There are also opportunities to minimise the impact of growth proposed on the Transport for London Road Network through proactive policies surrounding the location of future development and active travel as set out in the draft Local Plan which complement the Mayor's Transport Strategy and London Plan.
4. In the case of the draft Elmbridge Local Plan, a 'plan-monitor-manage' approach is considered acceptable providing that EBC engage TfL as part of the Development Management process consulting them on large-scale planning applications (e.g., over 100 units) within the vicinity of the GLA boundary or on routes that connect to the Transport for London Road Network e.g. A3 and A309.

Regarding point 3 above, whilst both parties are mindful that Surrey County Council is the Local Highways Authority for Elmbridge Borough, it is agreed that the draft Local Plan sets out a sound policy approach to seek to minimise the impact of growth proposed on the Transport for London Road Network and complements the Mayor's Transport Strategy and the London Plan.

The principal draft policies are:

- **SS1 – Responding to the climate emergency**, sets out that all development must respond to the climate emergency by providing more walkable and cyclable neighbourhoods that reduce demand for use of private vehicles.
- **SS2 – Sustainable place-making**, states that all development proposals will be assessed taking into account the provision of infrastructure and connectivity. This includes making it easy and attractive to walk, cycle and use public transport; offering excellent connections through sustainable transport links to reduce reliance on private motor vehicles; and providing excellent integrated digital connectivity.
- **SS3 – Scale and location of good growth**, sets out the Council's approach to directing development to the existing urban areas as they offer the most sustainable locations for development.
- **CC4 – Sustainable transport**, sets out that sustainable transport in the borough will be achieved by new developments contributing to the delivery of an integrated, accessible and safe sustainable transport network, and maximising the use of sustainable transport modes including walking, cycling and public transport. The policy also requires new developments to provide opportunities for established car clubs or similar schemes and for significant development to prepare and keep up to date Travel Plans. Car free developments in appropriate locations and where supported by evidence demonstrating that proposals will not lead to parking stress are also encouraged.
- **ENV3 – Air quality**, states that the design and location of new development must take account of the need to improve air quality in accordance with the borough's latest Air Quality Action Plan, local Air Quality Strategies and Local Transport Plans, as well as national air quality policy and guidance. The policy also requires that all development proposals should promote a shift to the use of sustainable low emission modes of transport, to minimise the impact of vehicle emissions on air quality.
- **ENV9 – Urban design quality**, states that development must encourage and enable sustainable and health lifestyles by incorporating public realm, including streets and open spaces, which facilitate the use of active modes of travel such as walking and cycling.
- **INF1 – Infrastructure delivery**, sets out the Council's approach of working with infrastructure providers to ensure that new development and its impacts is appropriately mitigated.

#### **Matters of disagreement**

There are no remaining matters of disagreement between TfL and EBC in respect of the draft Elmbridge Local Plan.

#### **5. Governance Arrangements**

The parties are committed to working positively together, sharing information and best practice, and continuing to engage with one another through the EiP process and beyond.

This co-operation and collaboration will take place at senior officer as well as at technical officer level with the support of the EBC's appointed Transport Consultants, WSP.

The SoCG will be reviewed where necessary to reflect progress made through effective cooperation on any issues that may arise through the EiP process.