

# Chief Executive Bruce McDonald

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05 May 2009

Dear Mr McKee,

## **Outer London Commission – Response from Royal Borough of Kingston to Consultation**

The Royal Borough of Kingston upon Thames supports the position set out in the responses made by the South London Partnership, and this submission expands on the SLP view by setting out in a little more detail the potential for Kingston, and particularly its Metropolitan town centre to deliver the Mayor of London's growth agenda. This submission is made in response to the OLC question 7 that asks how the role of other non super-hub centres can be enhanced.

The SLP submissions identify that in addition to Croydon there are a number of other centres, such as Kingston town centre that have the potential to deliver significant amounts of sustainable economic growth in South London. Kingston is referred to as an important retail centre, and this is certainly the case (ranked 17<sup>th</sup> most important centre in UK and third after the West End and Westfield White City), and the retail (and indeed leisure) provision serves an extensive sub-regional catchment extending across large parts of South-west London and North-east Surrey. However, Kingston town centre's employment base has considerable scope for development and expansion, and most of the 'ingredients' are in place especially for SMEs developing creative, knowledge and green industries where the linkages with important Kingston based sub-regional institutions such as Kingston University (the main higher education facility in South London) Kingston College, the Courts and Kingston Hospital provide significant potential. Short-comings in transport connections and accessibility generally to and within Kingston town centre are recognised as being the missing ingredient limiting the growth potential of Kingston's employment base.

The SLP submission identifies that the relationship between the "super-hub" and the other centres should be one of mutual reinforcement rather than the development of one at the expense of the others. The infrastructure investment focus (particularly transport infrastructure) needs to target growth potential, and we wish to draw the Commission's

attention to the fact that Kingston is one such Metropolitan town centre where there is scope to expand its employment base significantly through some targeted and relatively low order transport improvements. RBK has an adopted AAP for Kingston town centre (July 2008), which inter alia identifies a series of public transport interventions that would improve accessibility to the town centre. The improvements we seek are identified in the Kingston AAP Policy K16, which I set out below.

### ***Policy K16 - PUBLIC TRANSPORT***

*The Council will work with partners including TfL, London Rail, Network Rail, the Department*

*for Transport, transport providers, including London Buses and South West Trains, SWELTRAC,*

*landowners and developers and seek to ensure that the following improvements to public*

*transport infrastructure and services are implemented:*

- *More frequent and reliable rail services, including more late night rail services on the Richmond to Kingston loop line*
- *Significant improvements to Kingston Station including: a new entrance and ticketing hall, better interchange facilities, lifts, secure cycle parking, later opening, better security, staffing and information and in the longer term a new station with development above (Proposal Site P10)*
- *Improved bus services to the town centre including:*
  - *Better late night/24 hour services*
  - *Additional bus priority measures*
  - *Better cross GLA/Surrey boundary bus services*
  - *Provision of an express bus link between Kingston and Surbiton to improve public transport access from Surrey districts to Kingston town centre by rail + bus via Surbiton Station*
  
- *A new bus station on Proposal Site P3, associated bus priority measures on the relief road and the removal of buses from Eden Street*
- *Improvements to the Fairfield bus station (Proposal Site P5)*
- *Improved safety and security on public transport*
- *Better service information and promotion of public transport*

The AAP recognises that the implementation of these improvements will be dependent on effective and co-ordinated delivery with the partner organisations (principally TfL, London Rail, Network Rail, DfT, SW Trains and London Buses), and in terms of the transport improvements set out above it is clear that the AAP transport strategy is to provide some new facilities, but also practical measures such as improving service frequencies and improvements to the accessibility of the rail station, and does not rely on costly new infrastructure provision. Clearly the Council cannot alone improve rail and bus provision, and it is committed to playing an active lobbying role as well as utilising its planning powers. Progress on a number of objectives is being made, and we would very much welcome the support of the Mayor of London to assist in the delivery of these transport interventions.

We trust that the response set out above is clear, but if clarification is required please do not hesitate to contact me.

Yours Sincerely,

A handwritten signature in black ink that reads "Bruce McDonald". The signature is written in a cursive style with a large initial 'B' and a stylized 'M'.

**Bruce McDonald**  
**Chief Executive**

Cc Ian Smith, Director of South London Partnership