

6 Transport

6.1 Although transport is arguably central to achievement of all the objectives set out in paragraph 1.40, this chapter sets out policies primarily intended to support delivery of the sixth objective – that London should be:

A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all the objectives of this Plan.

6.2 The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport.

6.3 The main source of policy on transport is the Mayor's Transport Strategy¹. This sets six

thematic goals, which link to the six themes of this Plan:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change, and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy.

Delivery of the Mayor's Transport Strategy will be essential to achievement of the vision and objectives of this Plan, which sets out the spatial development policies that will be needed. Implementation of the two documents will be monitored in a coordinated way, and an integrated approach will be taken to their review, revision and alteration.

6.4 The Mayor will work closely with the boroughs, Transport for London, Government and the range of other stakeholders with a part to play in delivering safe, efficient and environmentally-friendly transport for London to ensure achievement of the objectives and policies of the Plan and the Mayor's Transport Strategy. These objectives and policies should be taken into account by London boroughs in working

together in settling sub-regional transport plans and Local Implementation Plans (LIPS), local development framework and other local transport policies and strategies.

- 6.5 This chapter sets out policies to support integration of transport and development, connecting London and ensuring better streets. It also sets out car and cycle parking standards.

Integrating Transport & Development

Policy 6.1 | Strategic approach

Strategic

- A The Mayor will work with all relevant partners to encourage the closer integration of transport and development by:
- a encouraging patterns of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.1 to set maximum car parking standards in DPDs
 - b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.2 to set minimum cycle parking standards in DPDs
 - c supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements
 - d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London
 - e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use

- f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network
- g supporting measures that encourage shifts to more sustainable modes and appropriate demand management
- h promoting greater use of low carbon technology so that CO₂ and other contributors to global warming are reduced
- i promoting walking by ensuring an improved urban realm.

- 6.6 The Mayor recognises the need, when planning for where people will live, work, study and pursue leisure activities, to improve movement between these places in an integrated way, emphasising the quality of the public realm, and the safety and comfort of travellers. A similar approach should be taken when planning the location of businesses, taking account of the ways they receive the goods and services they need, and how conveniently they then serve their customers. For a range of policy reasons, the best option is to reduce the distances involved, in turn reducing the need for the transport system to accommodate unnecessary travel demands: this principle underlies many of the spatial proposals set out in Chapter Two (particularly, perhaps, as regards Outer London). However, this is not always possible in a complex urban environment like London's, with its specialist clusters of economic, social, educational and leisure activities and its unique place in the wider south-east of England. Moreover even with greater locational efficiencies, consideration has to be given to providing additional transport capacity needed to support London's growth, and to ensuring that the most is made of what already exists by smoothing traffic flows and travel planning.

- 6.7 This close coordination of land use and transport planning is crucial to effective

and sustainable spatial development and supports the approach taken by the Government in *PPG 13: Transport* (April 2001)². This states that planning has a key role in delivering the Government's integrated transport strategy. Shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, can help reduce the need to travel and the length of journeys, and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.

6.8 These approaches, individually and cumulatively, help achieve the aims of reducing the need to travel and offering alternatives to the car, key objectives of the PPG. Ground based transport is a major source of CO₂ emissions; reducing trip lengths, promoting the use of electric and other low carbon vehicles and using more-sustainable modes (cycling and walking in particular – see policies 6.9 and 6.10 below) have important roles to play in helping to tackle climate change. In May 2009 the Mayor produced an *Electric Vehicle Delivery Plan for London*³ that is seeking to develop a network of 25,000 charging points across London by 2015. This will be achieved mainly by retro-fitting but also by promoting provision in new developments. The use of travel plans can help reduce emissions by promoting alternatives to the car. Ensuring the most efficient forms of transport freight and making deliveries through modern logistics techniques will also be important. The Mayor is committed to increasing the use of the Blue Ribbon Network for both passengers and freight transport. Specific policies to promote this are contained in Chapter 7.

6.9 London's unique national and global role, and its specialism in higher value sectors of the economy have resulted in an

extended labour market catchment area. London's projected longer-term growth in employment and population will result in an increase in overall travel – increasing from 24 million to 28 million trips per day by 2023. However, the policies in this Plan and the Mayor's Transport Strategy aim to minimise this growth in travel and ensure it occurs in a sustainable way.

6.10 Future transport policies, proposals and projects should be developed and implemented in order to support the spatial priorities set out in this Plan (see Chapter Two). In particular to support:

- London's world city status by maintaining and improving its links with the rest of the world, including through taking a balanced and sustainable approach to additional airport capacity in south-east England (see policy 6.6 below) and the rail and road links between London, neighbouring regions and the rest of the United Kingdom
- outer London in increasing the contribution it makes to London's economic success, and to making the capital a better place to live, work, study or visit – in particular supporting the success of its network of diverse town centres and enhancing the contribution these make to the neighbourhoods and communities in surrounding areas
- the development and continued growth of inner London in ways that improve the quality of local environments and enable deprived communities to access jobs and other opportunities and facilities they need
- central London's accessibility and environment
- the sustainable development of new communities in east London, to support the successful delivery of the 2012

Olympic and Paralympic Games and to secure a lasting legacy from the Games

- the development of the Opportunity Areas and Areas for Intensification identified in Chapter 2 of this Plan
- an integrated, environmentally-friendly and sustainable approach to freight and deliveries.

6.11 High quality facilities for easy interchange have a major role to play both in ensuring effective working of transport networks and in place-shaping where they are located. They can also provide new development opportunities, enabling efficient use of land in places with high levels of accessibility – and for development to help contribute to the cost of new infrastructure. Realising these benefits requires close working between transport providers, local authorities and, where appropriate, the Mayor.

Policy 6.2 | Providing public transport capacity and safeguarding land for transport

Strategic

- A The Mayor will work with strategic partners to:
- a improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system
 - b coordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable
 - c increase the capacity of public transport in London over the plan period by securing funding for and implementing the schemes and improvements set out in Table 6.3.

Planning decisions

- B Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.3 should be refused.

LDF preparation

- C Boroughs and any other relevant partners must ensure the provision of sufficient land, suitably located, for the development of an expanded transport system to serve London's needs by:
- a safeguarding in DPDs existing land used for transport or support functions unless alternative facilities are provided that enables existing transport operations to be maintained
 - b identifying and safeguarding in DPDs sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision, including those identified in Table 6.3.

6.12 Travel by public transport needs to be improved to increase its appeal relative to the car, and the issues set out in Policy 6.2 need to be addressed to improve the attractiveness of the current and future network for passengers. Boroughs need to safeguard the current range of land in transport uses and allocate land in their relevant development plan documents so that the schemes in Table 6.3 can be implemented. Paragraph 4.10 of PPS 12 (June 2008)⁴ is clear that boroughs should safeguard land where there is a reasonable prospect of provision, and inclusion in the table should be taken as evidence that this is the case.

6.13 Securing the land needed for transport (for a range of purposes, from ventilation shafts to facilities for bus drivers), and protecting it from development, has proved difficult in London. This pressure had been

felt most in the places where land is most required. Release of this transport land should only occur in consultation with the relevant transport organisations, and where alternative transport uses for the site concerned have been fully explored. The Mayor will consider the need to issue updated supplementary guidance on Land for Transport Functions⁵.

Policy 6.3 | Assessing transport capacity

Planning decisions

- A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed.
- B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.
- C Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance⁶ for major planning applications. Workplace⁷ and/or Residential⁸ Travel Plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction Logistics Plans and Delivery & Servicing Plans should be secured in line with the London Freight Plan⁹ and should be coordinated with Travel Plans.

LDF preparation

- D Boroughs should take the lead in exploiting opportunities for development in areas

where appropriate transport accessibility and capacity exist or is being introduced. Boroughs should facilitate opportunities to integrate major transport proposals with development in a way that supports London Plan priorities.

- E LDFs should include policy requiring transport assessments, travel plans, construction logistics and delivery/servicing plans as set out in C above.

- 6.14 Allowing development, either individually or cumulatively, that would place an unacceptable burden on either the public transport network and/or the road network would be contrary to the objective of sustainable development. Phasing development (where this is appropriate), the use of travel plans and addressing freight issues may all help reduce the impact of development on the transport network and reduce emissions of gases that contribute to climate change.
- 6.15 In practical terms, this means ensuring that new developments that will give rise to significant numbers of new trips should be located either where there is already good public transport accessibility with capacity adequate to support the additional demand or where there is a realistic prospect of additional accessibility, or capacity being provided in time to meet the new demand. This principle should be reflected in the documentation submitted by applicants and in decisions on planning applications, with appropriate use made of planning conditions, planning obligations and, in due course, the Community Infrastructure Levy to ensure a joined-up approach to transport demand and availability of capacity.

Connecting London

Policy 6.4 | Enhancing London's transport connectivity

Strategic

- A The Mayor will work with strategic partners in neighbouring regions to:
- a Ensure effective transport policies and projects to support the sustainable development of the London city-region and the wider south-east of England
 - b Develop efficient and effective cross-boundary transport services and policies – including exploring the scope for high-speed rail services reducing the need for short- and some medium haul air travel.
- B The Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail links to support future development and regeneration priority areas, and increase public transport capacity by:
- a implementing Crossrail, the Mayor's top strategic transport priority for London
 - b completing upgrades to/and extending the London Underground network
 - c implementing a high frequency Londonwide service on the national rail network
 - d enhancing the different elements of the London Overground network to implement an orbital rail network
 - e completing the Thameslink programme
 - f developing the Chelsea–Hackney line (Crossrail 2) later in the plan period
 - g improving and expanding London's international and national transport links for passengers and freight (for example, High Speed 2)
 - h seeking improved access by public transport to airports, ports and international rail termini, and
 - i improving the reliability, quality and safety of inter-regional rail services

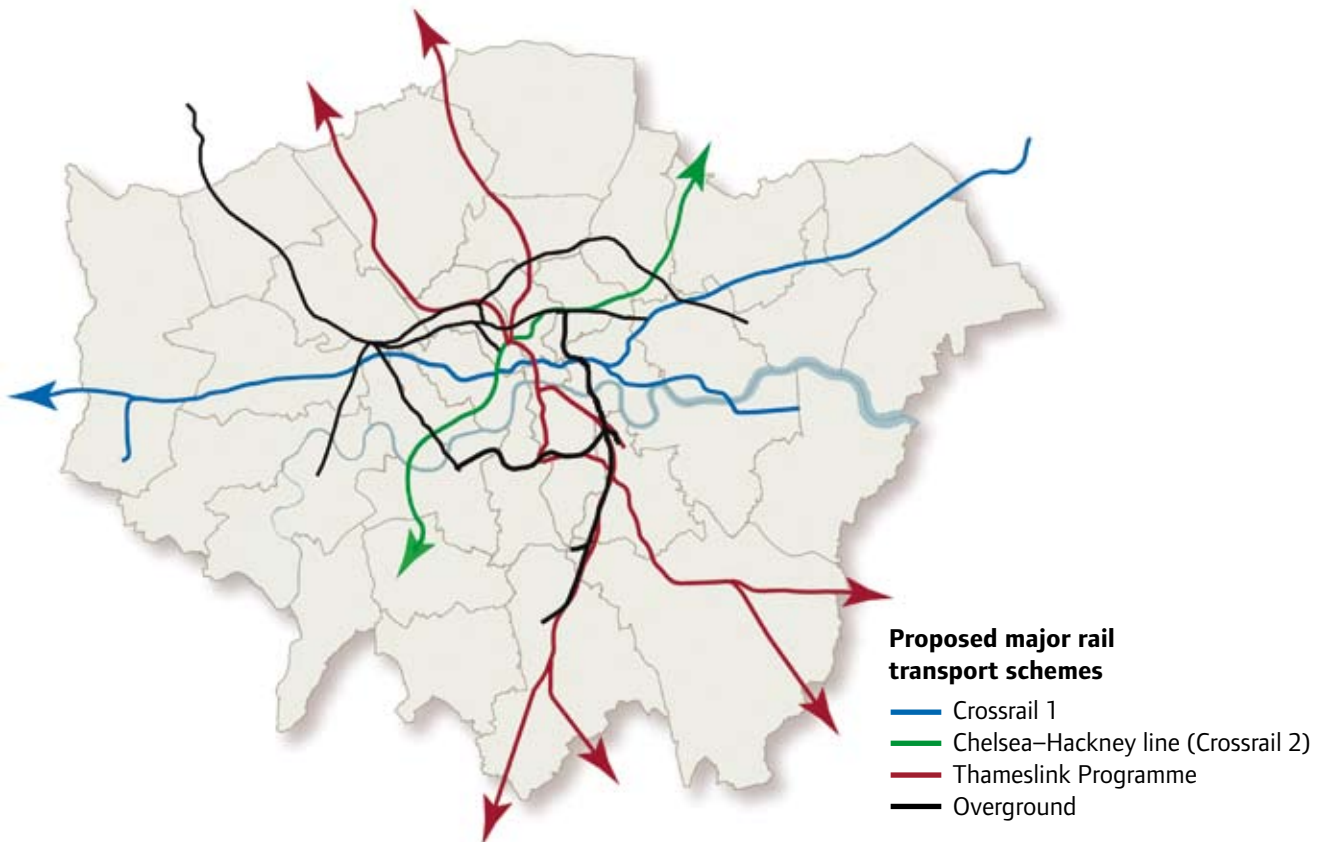
including domestic services for commuters, while safeguarding services within London.

- j Enhancing the Docklands Light Railway and Tramlink networks
- k Providing new river crossings

LDF preparation

- C DPDs should identify development opportunities related to locations which will benefit from increased public transport accessibility.

- 6.16 London's workers and visitors come from far and wide, so London's public transport 'offer' does not begin or end at its boundaries. Improving accessibility and capacity within the Greater South East and beyond will help London maintain its attractiveness as a place to work, visit and do business. Map 6.1 sets out a number of the larger transport schemes, over the period of the Plan.
- 6.17 The Mayor will work closely with Government and with the local, regional and sub-regional authorities and bodies in the East and South-East of England to develop and implement transport policies and projects to support the sustainable development of the London city-region and the wider south-east of England, and to develop coordinated approaches to cross-boundary transport policy-making and services. In particular, the Mayor supports the principle of improved port and airport capacity in south-east England.
- 6.18 It is intended that Crossrail 2, currently partly safeguarded as the Chelsea-Hackney Line, would follow Crossrail 1 when funding is available. As planned, this would connect south west and north east London through Clapham Junction/Wimbledon and Hackney respectively. The route of the Chelsea–Hackney line will be reviewed to ensure it provides maximum benefits and value for

Map 6.1 – Major Transport Schemes

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money. The Thameslink Upgrade, expected to be completed by 2015, is a significant enhancement of cross-London capacity. It will connect north and south, linking King's Cross, Blackfriars and London Bridge, enable more through journeys and improve interchange at King's Cross and London Bridge.

Policy 6.5 | Funding Crossrail and other strategically important transport infrastructure

Strategic, Planning decisions and LDF preparation

A In view of the strategic regional importance of Crossrail to London's economic regeneration and development, developments which contribute to the transport needs that the project will wholly or partly address will be required

to contribute towards its funding through the use of planning obligations, in accordance with relevant legislation and policy guidance.

- B The Mayor will provide guidance for boroughs and other partners for the negotiation of planning obligations requiring, where appropriate, developers to contribute towards the costs of funding Crossrail having regard to:
- a the requirement for contributions from development of up to £600 million under the arrangements for funding Crossrail agreed with Government
 - b central Government policy and guidance
 - c strategic and local considerations
 - d the impacts of different types of development in particular locations in contributing to transport needs, and
 - e economic viability of each development concerned.

- C The guidance will include:
 - a criteria for identifying developments in respect of which Crossrail contributions should be required in accordance with national policy guidance
 - b standard charges and formulae for calculating fair and reasonable contributions to be sought and guidance on how these should be applied in specific localities and different kinds of development
 - c the period over which contributions will be sought and arrangements for periodic review.
- D The Mayor will, when considering relevant planning applications of potential strategic importance, take account of the existence and content of planning obligations supporting the funding of Crossrail among other material planning considerations.
- E The approach outlined in this Policy could where appropriate also be applied to other transport infrastructure of regional strategic importance to London's economic regeneration and development and other objectives of this Plan (such as extension of the Northern Line to Battersea). Any proposal of this kind will have regard to the issues outlined above.

6.19 Crossrail is essential to delivery of the strategic objectives of this Plan. Demand for public transport into and within central London is nearing capacity, with crowding on Network Rail services and on London Underground routes towards the West End, the City and Isle of Dogs. The employment growth expected over the period covered by this Plan will further increase demand. Unless this is addressed, continued development and employment growth in central and eastern London will be threatened. In particular, Crossrail is critical to supporting the growth of the financial and business services sectors in

central London and in the Isle of Dogs, where there is market demand for additional development capacity. It will also provide much-needed additional transport capacity to the West End, where it will support the future development of that area as London's premier retail and leisure location. The scheme will also improve links to Heathrow, thereby supporting connections for London's global businesses. By linking these areas, Crossrail will help reinforce the development of London's economic and business core. It is also crucial to the realisation of regeneration and intensification opportunities around key interchanges within the Central Activities Zone and to its east and west. Crossrail will make a vital contribution to improving the accessibility and attractiveness of the Thames Gateway to the east of the Isle of Dogs, through its cross-river link to south-east London and connection with the DLR network (including to a potential DLR extension to Barking Riverside). It is expected that Crossrail will be operational in 2017.

6.20 Given the strategic regional importance of Crossrail, and that the funding arrangements for the scheme announced by Government makes clear that it will not proceed without contributions from developers, the use of planning obligations to secure resources to support funding Crossrail from developments that give rise to additional demand for public transport that Crossrail will help address is appropriate in terms of Government guidance (currently Office of the Deputy Prime Minister Circular 5/2005) and other policies in this Plan. The funding agreement for Crossrail between the Mayor, Transport for London and the Government envisages that a total of £600 million might be raised towards the cost of the project from developers, as follows:

- £300 million from use of planning obligations or any similar system that might replace them; and
- £300 million from the proposed Community Infrastructure Levy.

6.21 Policy 6.5 relates to the first of these sums. The Mayor will bring forward supplementary planning guidance setting out detailed advice about the principles to be applied to this end, including timing and phasing, pooling arrangements, standard charges and formulae and how they will be applied in specific localities and to particular kinds of development. This guidance will take appropriate account of relevant legislation and policy guidance. Once implemented, the proposed Community Infrastructure Levy will be used to raise resources to help fund Crossrail (see Policy 8.3).

6.22 It is proposed that contributions will be sought in respect of developments in central London (the extent of the relevant area will be set out in the supplementary guidance, but it will be based upon the Central Activities Zone identified in Policy 2.9) and the northern part of the Isle of Dogs which include an increase in the amount of office floorspace. They will also be sought from developments in other parts of London where this is appropriate under Government guidance, policies in this Plan and in local development frameworks. This approach has been taken in order to ensure contributions are sought from the uses that make the most significant contribution to congestion on the rail network. Any changes by the Mayor to the standard charge would be made through new supplementary guidance, and this would be the subject of full consultation. Any new figure would be set to take account of the effect it might have on the viability of development, through considering development benchmarks set in

this Plan (in Policy 4.2, with regard to offices for example) and associated guidance.

6.23 There will be other transport infrastructure necessary to support the sustainable development of strategically important parts of London, particularly to enable the maximum contribution towards delivery of the strategy and policies in this Plan. One example is a proposal for the extension of the Northern Line to serve the Battersea area. This would be needed to realise the full potential of the Vauxhall, Nine Elms and Battersea Opportunity Area, delivering at least 16,000 new homes, 15,000 jobs and regeneration of Battersea Power Station. A similar approach to seeking funding contributions from development may be considered where appropriate land consistent with Government guidance on the use of planning obligation and subject to consultation.

Policy 6.6 | Aviation

Strategic

- A Adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in a global economy. Airport capacity serving the capital and wider south east of England must be sufficient to sustain London's competitive position.
- B The Mayor strongly opposes any further capacity increases at Heathrow due to the adverse noise and air quality impacts already being experienced by residents and others in the vicinity of Heathrow and its environs.
- C The aviation industry should meet its full environmental and external costs. Airport operators should increase the share of access journeys by passengers and staff

made by sustainable means, minimize the impacts of airport servicing and onward

freight transport, and take full account of environmental impacts when making decisions on patterns of aircraft operation.

Planning decisions

- D Airport operations need to give a high priority to sustainability and taking full account of environmental impacts when making decisions on patterns of aircraft operation.
- E Development proposals for heliports should be resisted, other than for emergency services.

6.24 A number of factors contribute to London's position as a world city. One of them is its connectivity by air. The Mayor does not wish to prevent people from flying or undermine London's competitive position, and he does recognise the need for additional runway capacity in the south-east of England. However, he considers that the noise problems and poor air quality at Heathrow have reached such levels that further capacity increases there are untenable, and that there is a need for a thorough reappraisal of airport policy in the south-east.

6.25 The Mayor will continue to work with partners in neighbouring regions through the Advisory Forum on Regional Planning for London, the South-East and East of England to ensure that existing aviation infrastructure is used to its fullest extent before more expensive and damaging courses are pursued. Wherever runway capacity is located, the Mayor strongly supports efforts to make aviation less environmentally harmful, and promotion of more environmentally sustainable means of accessing airports through ensuring viable and attractive public transport alternatives for travellers – including the proposed High Speed 2 link. The provision of additional

public transport capacity to serve the airports should not be to the detriment of non-airport passengers.

6.26 The noise impacts from helicopters can be considerable in an urban environment like London, there are few locations where a heliport could be located without having major impacts on residents. Accordingly, proposals for new heliports should be resisted.

Better streets

Policy 6.7 | Buses, bus transits, trams

Strategic

- A The Mayor will work with TfL and boroughs to implement Londonwide improvements to the quality of bus, bus transit and tram services.

LDF preparation

- B DPDs should promote the bus, bus transit and tram networks, including:
 - a allocating road space and providing high level of priority on existing or proposed routes
 - b ensuring good access to and within areas served by networks, now and in future
 - c ensuring direct, secure, accessible and pleasant walking routes to stops
 - d implementing TfL's Accessible Bus Stop Design Guidance¹⁰
 - e ensuring standing, garaging and drivers' facilities are provided where needed.

6.27 Buses are, and are likely to remain, the dominant mode of public transport in London, particularly in outer London. Ensuring that the needs of the bus (or bus transit or trams) are catered for will help to deliver an improved journey for bus passengers, leading to a virtuous circle of increasing bus use. There are two other road-based public transport modes, bus

transits and trams, that share many of the characteristics of buses. As such the approach to all three modes is essentially the same. The two bus transit schemes in east London will boost public transport capacity. As well as seeking improvements to the quality of service provided by the Tramlink network the Mayor will investigate potential benefits of extensions to the Tramlink network.

Policy 6.8 | Coaches

Strategic

A The Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.

6.28 The Mayor will investigate the feasibility of developing a series of coach hubs to reduce the impact in/around Victoria and reduce the distances people need to travel to change to/from the coach.

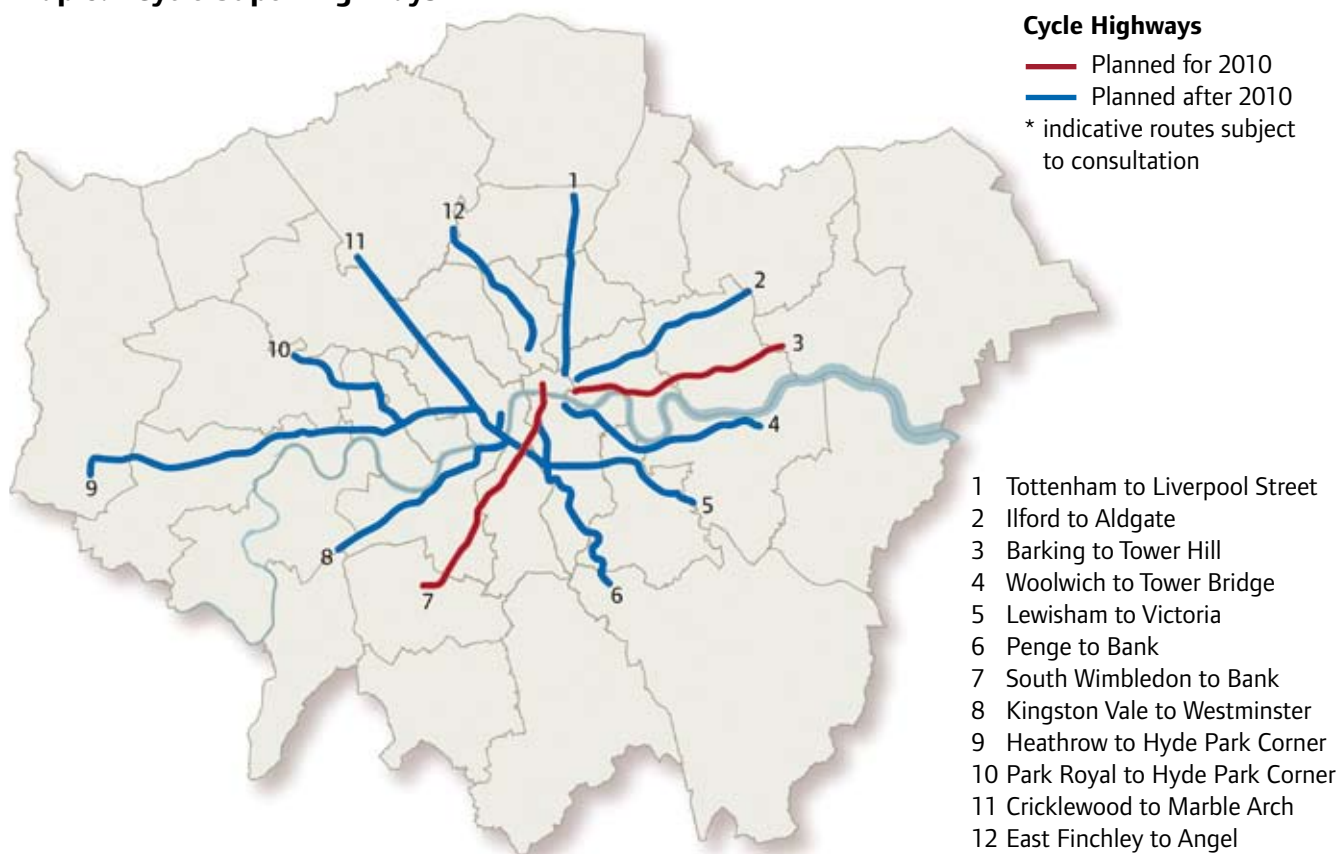
Policy 6.9 | Cycling

Strategic

A The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:

- a identify, promote and complete the Cycle Super Highways shown on Map 6.2
- b implement the central London cycle hire scheme and identify potential sites for expansion and/or additional stand alone schemes in outer London.

Map 6.2 Cycle Super Highways*



B Planning decisions

Developments should:

- a provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.2
- b provide on-site changing facilities and showers for cyclists
- c facilitate the Cycle Super Highways shown on Map 6.2
- d facilitate the central London cycle hire scheme.

C LDF preparation

DPDs should:

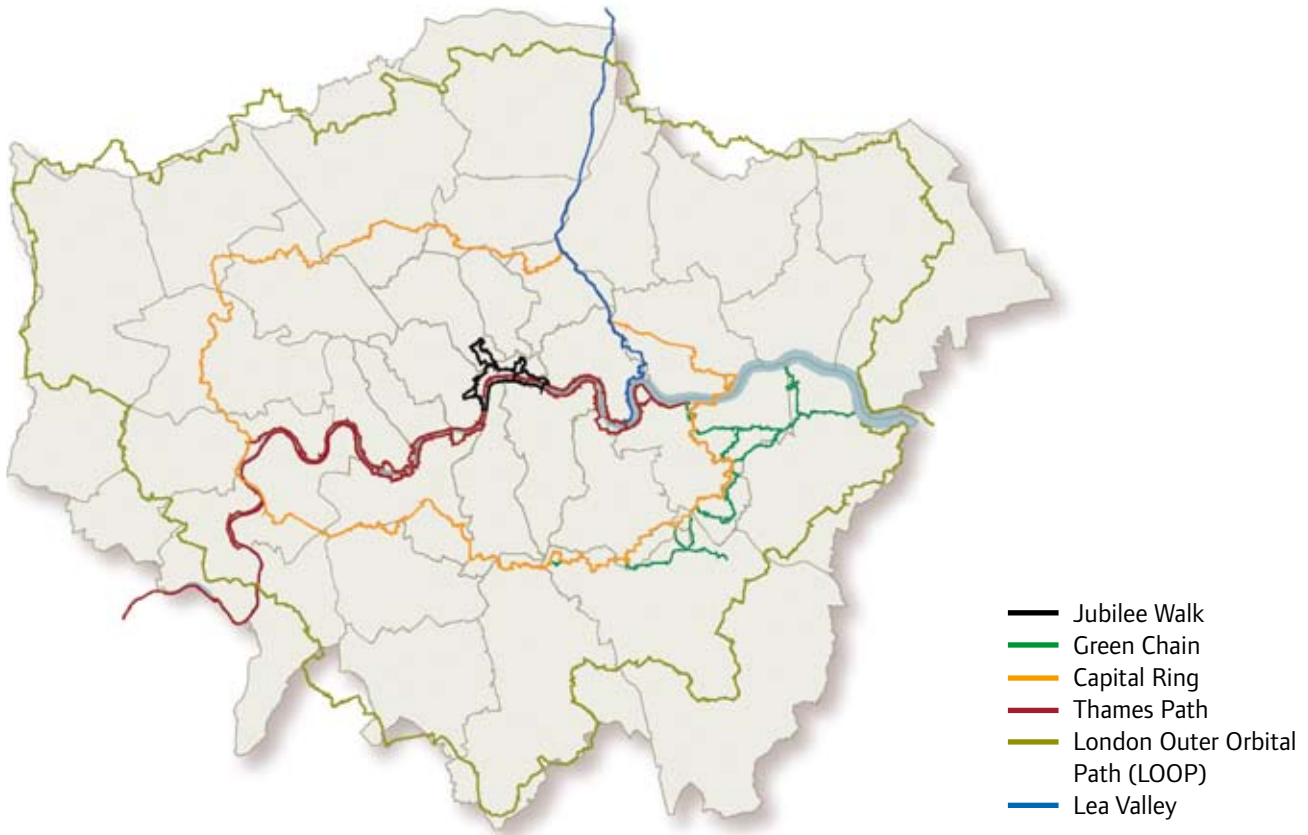
- a identify, promote and complete the relevant sections the Cycle Super Highways shown on Map 6.2 as well as borough routes
- b identify and safeguard sites for cycle docking stations to expand the Mayor's London cycle hire scheme
- c identify and implement safe and convenient direct cycle routes to town centres, transport nodes and other key uses such as schools
- d implement secure cycle parking facilities in line with the minimum standards set out in Table 6.2 or implement their own cycle parking standards to provide higher levels of cycle parking where local circumstances allow.

6.29 The Mayor is committed to seeing a revolution in cycling in London. The quality and safety of London's street environment should be improved to make the experience of cycling more pleasant and an increasingly viable alternative to the private car. By providing safe and attractive routes that are easy to navigate people may be encouraged to cycle more, which will have health benefits for them and also help tackle climate change. Cycle Super Highways will do this by developing 12 routes into central London.

6.30 Boroughs should further promote cycling by rolling out provision for the Mayor's cycle hire scheme, and through the delivery of cycle routes and other infrastructure, such as cycle parking. The Mayor's cycle hire scheme will allow people to pick up and drop off hire bikes at 400 locations across the nine London boroughs and several Royal Parks that make up London's zone one travel area. An initial 6,000 hire bikes are expected to generate around 40,000 extra daily cycle trips in central London.

6.31 New development should provide cycling parking and cycle changing facilities to encourage more cycling. Planning briefs and masterplans should include principles to encourage a high quality, connected environment for cyclists. Larger developments will need to address the needs of both long stay (staff, residents) and short stay (visitor) cyclists.

6.32 The Mayor wants to enhance the conditions for cycling by improving the quality of the cycling network and improving the safety of, priority for and access to cycling. This includes reducing bicycle theft, a major deterrent to cycling. Locating cycle parking as close as possible to building entrances can encourage passive surveillance, as can lighting. The London Cycling Design Standards (TfL 2005)¹¹ sets out good practice and endorses Sheffield stands for on street parking. A popular alternative is the CaMden stand. Whichever stand is chosen, it should allow for parking on either side, as this provides additional capacity. TfL intend to publish a compendium of good practice on cycle parking in late 2009.

Map 6.3 – Strategic Walking Routes

Source: Transport for London. © Crown copyright. All rights reserved. Greater London Authority 100032379 (2009)

Policy 6.10 | Walking

Strategic

A The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles – promoting simplified streetscape, decluttering and access for all.

Planning decisions

B Ensure pedestrian environments in and around new developments emphasize the quality of the pedestrian and street space.

C LDF preparation

DPDs should:

a identify, promote and complete the relevant sections of the strategic walking

routes shown on Map 6.3, as well as borough routes

b identify and implement accessible, safe and convenient direct routes to town centres, transport nodes and other key uses

c promote the 'Legible London' initiative to improve pedestrian way-finding

d provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use

e encourage a higher quality pedestrian and street environment, including the use of shared space principles, as such simplified streetscape, decluttering, and access for all.

6.33 The Mayor is also committed to substantially increase walking in London. To this end, the quality and safety of London's pedestrian environment should be improved to make

the experience of walking more pleasant and an increasingly viable alternative to the private car (see also policies on inclusive environments (7.2) and the public realm (7.5)). By providing safe and attractive routes that are easy to navigate, such as the seven strategic walking routes, people will be encouraged to walk more, which will have safety, economic and health benefits for them and also help tackle climate change and support the viability of town centres. ‘Legible London’ is a pedestrian wayfinding system, developed by Transport for London (TfL), to support walking journeys around the Capital. By providing clear, comprehensive and consistent information the system gives pedestrians the confidence to attempt more journeys on foot. The system uses map-based information, presented in a range of formats including on-street signs. The signs have been designed to enhance the urban realm and sit comfortably in a range of London settings. The Mayor is keen to promote street trees, and proposals for public realm improvements should include additional planting, while avoiding removing trees in the name of decluttering.

6.34 Planning briefs and masterplans should include principles to encourage a high quality, connected pedestrian environment. Walking issues should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/security and accessibility for disabled people, are enhanced. The 2005 Improving Walkability Guidance¹² aims to ensure that the ‘walkability’ of a place can be characterized by the 5Cs, which is that walking networks and facilities should be connected, convivial, conspicuous, comfortable and convenient.

Policy 6.11 | Smoothing traffic flow and tackling congestion

Strategic

A The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion.

LDF preparation

B DPDs should develop an integrated package of measures drawn from the following;

- a promoting local services and e-services to reduce the need to travel
- b improving the extent and quality of pedestrian and cycling routes
- c making greater use of the Blue Ribbon Network
- d improving the extent and quality of public transport
- e developing intelligent transport systems to convey information to transport users
- f developing integrated and comprehensive travel planning advice
- g promoting and encouraging car sharing and car clubs
- h smoothing traffic flow
- i applying corridor management to ensure that the needs of street users and improvements to the public realm are dealt with in a coordinated way
- j promotion of efficient and sustainable arrangements for the transportation and delivery of freight.

6.35 There is an urgent need to smooth traffic flow and reduce congestion and traffic levels, as these have detrimental impacts on health, climate change and the economy. The Mayor believes that by encouraging joint working between TfL and boroughs to promote cycling, walking, the river and public transport as well as promoting the demand management tools set out above

congestion can be eased. If these measures prove unsuccessful the Mayor may wish to examine road-user charging as a demand management tool.

Policy 6.12 | Road network capacity

Strategic

A The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.

Planning decisions

B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

- a the contribution to London's development/regeneration
- b the extent to which congestion is reduced
- c how net benefit to London's environment can be provided
- d how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved
- e how safety for all is improved.

C Proposals should show overall net benefits across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

6.36 The Mayor agrees with the Department for Transport's road policy document *Managing our Roads*¹³ which says 'Although there are exceptions...there is only limited capacity for tackling urban congestion by increased road capacity'. He also recognises that there are limits to the extent that demand can be met and managed effectively by simply providing additional road capacity. However, there will continue to be a place for road-based modes in London's future development, and he considers

that there may well be cases where new roads are needed to support regeneration, improve the environment, increase safety or provide essential local access. Local road improvements may sometimes be required, particularly in areas of substantial regeneration or development activity.

6.37 The Mayor is investigating the possibility of additional river crossings in East London.

Policy 6.13 | Parking

Strategic

A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

B The Mayor supports Park & Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

Planning decisions

C The maximum standards set out in Table 6A should be applied to planning applications.

D In addition, developments must:

- a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- b provide parking for disabled people in line with Table 6.1
- c meet the minimum cycle parking standards set out in Table 6.2
- d provide for the needs of businesses for delivery and servicing.

LDF preparation

E a the maximum standards set out in Table 6.1 should be used to set standards in DPDs.

- b in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)
- c in town centres where there are identified issues of vitality and viability, the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole
- d Outer London boroughs wishing to promote a more generous standard for office developments would need to demonstrate in a DPD
 - a regeneration need
 - no significant adverse impact on congestion or air quality
 - a lack (now and in future) of public transport
 - a lack of existing on or off street parking
 - a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds
 - a requirement, via Travel Plans, to reduce provision over time.

6.38 Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres. PPG 13 requires development plans to set maximum levels of car parking for broad classes of development. Yet London is a diverse city that requires a flexible approach to identifying appropriate levels of car parking provision across boundaries. This approach needs to provide a level of accessibility by private car consistent with the overall balance of the transport system at the local level. Local authorities adjoining

other regions must also liaise with the relevant authorities to ensure a consistent approach to the level of parking provision. Transport Assessments and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking.

6.39 Public Transport Accessibility Levels (PTALs) are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate but would consult on any proposed changes to the methodology.

6.40 This policy recognises that developments should always include parking provision for disabled people. Despite improvements to public transport, some disabled people require the use of private cars, suitably designed and located designated car parking and drop-off points are therefore required. Boroughs should take into account local issues and estimates of local demand in setting appropriate standards and should develop monitoring and enforcement strategies to prevent misuse of spaces. Applicants should use their transport assessments and access statements to demonstrate how the needs of disabled people have been addressed¹⁴.

6.41 The Outer London Commission¹⁵ has found that developers view the lack of on-site car parking for offices in outer London, when compared to the more generous standards outside of London, as a disincentive to develop offices in London. The Mayor supports further office development in outer London, but would not want to see unacceptable levels of congestion and pollution – which could also be a disincentive to investment there. Policy 6.13 enables flexibility in setting office parking standards; if boroughs wish to adopt a more generous standard this should be done via a DPD to allow TfL and the GLA to assess the impact of such a change on the wider transport network (see Policy 6.3) and on air quality.

6.43 Park and Ride schemes can help boost the attractiveness of outer London centres and as such are supported. They must carefully sited to ensure they lead to overall reductions in congestion and do not worsen air quality. Further advice on Park and Ride is set out in the Land for Transport SPG.

6.44 Operational parking for maintenance, servicing and deliveries is required to enable a development to function. Some operational parking is likely to be required on site and should be included in the calculation of total parking supply.

Policy 6.14 | Freight

Strategic

A The Mayor will work with all relevant partners to improve freight distribution. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.

Planning decisions

B Development proposals that;

- a locate developments that generate high numbers of freight movements close to major transport routes
- b promote the uptake of the Freight Operators Recognition Scheme, Construction Logistics Plans and Delivery & Servicing Plans. These should be secured in line with the London Freight Plan and should be coordinated with Travel Plans
- c increase the use of the Blue Ribbon Network for freight transport will be encouraged.

LDF preparation

- C DPDs should promote freight by:
 - a safeguarding existing sites and identifying new sites to enable the transfer of freight to rail and water
 - b identifying sites for consolidation centres and 'break bulk' facilities
 - c safeguarding railheads for aggregate distribution.

6.45 London needs an efficient distribution network to service its people and businesses. The Mayor wants to encourage distribution and servicing in a way that minimises congestion and any adverse environmental impacts. The majority of movements will continue to be by road. This should be recognised and planned for but the use of Construction Logistics Plans and Delivery and Servicing Plans may help ease congestion and/or encourage modal shift. Safeguarding existing and identifying new facilities to promote movement by rail or water will be encouraged as this will ease congestion on the highway network and help combat climate change (see Policy 7.25) Boroughs may wish to explore the possibilities of night time deliveries where this would not have unacceptable impacts on residents. 'Break bulk' facilities are locations where larger vehicles unload materials and goods (often

for retail), which are then transported to their final destination by smaller vehicles. Consolidation centres are currently only used by the construction industry, but are essentially the same concept.

Policy 6.15 | Strategic rail freight interchanges

Planning decisions

- A The provision of strategic rail freight interchanges should be supported, including enabling the potential of the Channel Tunnel Rail Link to be exploited for freight serving London and the wider region.
- B These facilities must:
 - a deliver modal shift from road to rail
 - b minimize any adverse impact on the wider transport network
 - c be well-related to rail and road corridors capable of accommodating the anticipated level of freight movements
 - d be well-related to their proposed markets.

6.46 The advice of the now defunct Strategic Rail Authority that there needs to be a network of strategic rail freight interchanges in and around London still applies. If these facilities result in a modal shift from road to rail, they can offer substantial savings in CO₂ emissions. However, they are by their nature large facilities that can often only be located in the Green Belt. In addition, while reducing the overall impact on the network, they can lead to substantial increases in traffic near the interchange itself. The Mayor will need to see robust evidence that the emissions savings and overall reduction in traffic movements are sufficient to justify any loss of Green Belt and localised increases in traffic movements.

Table 6.1 Car parking standards

- 6A.1 The tables below set out standards for different types of development. If no standard is provided but there is an equivalent in PPG13, that PPG 13 standard should be taken as a maximum although boroughs may feel able to use a lower maximum to reflect London's higher levels of public transport accessibility when compared to the national picture. If there is no standard provided in either the London Plan or PPG 13 the level of parking should be determined by the transport assessment undertaken for the proposal and the availability of on and off street parking.
- 6A.2 Developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided. Any development providing off street parking should provide at least two bays designated for Blue Badge holders. The appropriate number will vary with the size, nature and location of the development, the levels of on and off street parking and the accessibility of the local area. However, designated parking spaces should be provided for each disabled employee and for other disabled people visiting the building¹⁶. The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective¹⁷.
- 6A.3 The starting point for meeting parking demand for new retail development should be use of existing public off-street provision. Parking needs should be assessed taking account of the reduction in demand associated with linked trips. If on-site parking is justified there should be a presumption that it will be publicly available. Boroughs should take a coordinated approach with neighbouring authorities, including those outside London if appropriate, to prevent

competition between centres based on parking availability and charges.

Indicative maximum standards for retail uses 1 space per sq m of gross floorspace

Retail Use	PTAL 6 & 5	PTAL 4 to 2	PTAL 1
Food			
Up to 500 m ²	75	50–35	30
Up to 2500m ²	45–30	30–20	18
Over 2500m ²	38–25	25–18	15
Non food	60–40	50–30	30
Garden Centre	65–45	45–30	25
Town Centre/ shopping mall, dept stores	75–50	50–35	30

Notes:

- Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.
- Unless for disabled people no additional parking should be provided for use classes A2–A5 in town centre locations.
- 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future

Non-operational standards for employment B1 1 space per sq m of gross floorspace

Location	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50–100

Notes:

- 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Residential Parking Standards

Number of beds	4 or more	3	1 –2
	2–1.5 per unit	1.5–1 per unit	Less than 1 per unit

Notes:

- All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.
- Adequate spaces for parking for disabled people must be provided preferably on-site¹⁸
- 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

6A.4 Although no maximum standards are set for hotels, the following approach should be taken for applications referred to the Mayor. In locations with a PTAL of 4 –6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

6A.5 Developments should provide for one coach parking space per 50 rooms for hotels. Leisure, stadia and major exhibition venues should provide appropriate levels of coach parking to suit their individual demand to help reduce congestion and improve visitor safety.

6A.6 Parking for commercial vehicles should be provided at a maximum standard of one space per 500 sq. m of gross B2 or B8 floorspace.

Table 6.2 Cycle Parking Standards

Use Class	1 Space per sq.m. of gross floorspace (unless otherwise stated)
A1	
Food	Out of centre 1/350, In centre 1/125
Non food	Out of centre 1/500, In centre 1/300
A2 (Financial Services)	1/125
A3–A5	
Cafes & restaurants	1 per 20 staff + 1 per 20 customers
Pubs & Wine Bars	1/100
Take-aways	1/50
B1 (Business)	1/250
B2– B8 (General Industry and (Storage & Distribution)	1/500
C1 (Hotels)	1 per 10 staff
C2 (Residential Institutions)	
Care Homes	1 per 3 staff
Hospitals	1 per 5 staff + 1 per 10 visitors
C3 (Dwellings)	1 per 1 or 2 bed unit 2 per 3 or more bed unit
D1 (Non-residential institutions)	
Primary, Secondary School	
Universities/Colleges	1 per 10 staff or students
Libraries	1 per 8 staff or students
Health facilities/clinics	1 per 10 staff + 1 per 10 visitors 1 per 5 staff + 1 per 10 visitors
D2 (Assembly & Leisure)	
Cinemas	1 per 20 staff + 1 per 50 seats
Leisure facilities	1 per 10 staff + 1 per 20 peak period visitors

Notes:

- In centre includes local shopping parades
- Staff should always be taken as the Full Time Equivalent

Table 6.3 Indicative List of Transport Schemes

Scheme	Lead	Scheme cost	Anticipated completion			Comments
			2010 – 2012	2013 – 2018	Post 2018	
Rail						
Crossrail 1	TfL	H				Core scheme: Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east
Crossrail 1	Cross London Rail Links	M				Westerly extension(s) potentially to Reading / Milton Keynes / Watford / Staines (via Airtrack) and/or additional services to Heathrow and West Drayton. Easterly extension from Abbey Wood to Gravesend
Chelsea Hackney line (Crossrail 2)	Cross London Rail Links	H				Enhanced South West London – North East London capacity and connectivity. Scheme detail to be reviewed to ensure maximum benefits and value for money.
High Speed 1	DfT	L				Enhanced domestic services and International services stopping at Stratford. Direct services to a wider range of European destinations (making use of new European infrastructure)
London Overground	TfL/NR	M				June 2010 – Dalston to New Cross, West Croydon and Crystal Palace services start (replacing old East London Line) 2011 – Connection at Dalston to link north east corner to new orbital route (connection between East London Line and North London Line) 2011 – North London Railway 50 per cent capacity increase 2012 – Surrey Quays to Clapham Junction extension, completion of new orbital route.
London Overground	TfL	L/M				Train lengthening. Diversion of Watford Junction services to Stratford (instead of Euston) to release capacity for High Speed 2 at Euston
West Anglia	DfT / NR	L				12 car capability to Stansted & Cambridge. Additional capacity also on inner services (HLOS CP4)
West Anglia	DfT / NR	H				Lea Valley 4-tracking leading to increased frequencies to Stansted and local service to Stratford
Thameside South Essex	DfT / NR	M				12 car capability on all routes (HLOS CP4)
Thameside South Essex	DfT / NR	M				Further capacity increases

Chiltern Railway	DfT / NR / TOC	L				Enhanced inner suburban service (HLOS CP4)
South Central London	DfT / NR	M/L				10 car capability on inner suburban (HLOS CP4) 12 car capability and additional fast services (HLOS CP4)
South Central London	DfT / NR	M				Further capacity increases
South East London	DfT / NR	M				Train lengthening on services to Cannon St / Charing Cross (HLOS CP4)
South East London	DfT / NR	M				Further capacity increases
South West London	DfT / NR	M				10 car capability on inner suburban and Windsor Lines (HLOS CP4)
South West London	DfT / NR	M				Further capacity increases
Great Western	DfT / NR	L				Train lengthening (HLOS CP4)
Great Western	DfT / NR	H				Electrification and Crossrail services
Great Northern	DfT / NR	L				Train lengthening (HLOS CP4)
Great Northern	DfT / NR	L				Further capacity increases
Great Eastern	DfT / NR	L				Additional and longer outer services (HLOS CP4) Additional inner services (HLOS CP4)
Great Eastern	DfT / NR	L				Further capacity increases
West Coast	DfT / NR	L				Train lengthening and frequency improvements (HLOS CP4)
West Coast	DfT / NR	L				Further capacity increases
Thameslink	DfT / NR	H				December 2011 – 12 car capability on most of main line and 16 trains per hour through core End of 2015 – 24 trains per hour through core, expanded network
Thameslink	DfT / NR	M				Expand 12 car capability coverage
Airtrack	BAA / NR	M				Link South-West trains network to Heathrow (progressing towards TWA Inquiry)
High Speed 2	DfT	H				London to the West Midlands, North of England and Scotland. Scheme under development
Rail termini passenger congestion / onward movement works	DfT / NR	M				Schemes under development
Strategic Interchanges development works	TfL / NR	M				Programme of schemes under development
Improved access to enhanced rail services	TfL	L				For example, enhanced bus services and interchange at selected Crossrail and/or Thameslink stations
Improved rail freight routes	NR	M				New rail link from Barking to Gospel Oak Line to West Coast Mainline

Improved rail freight terminals to serve London	NR / private sector	L					New and/or expanded rail freight terminals to serve London
Tube							
Jubilee line	TfL	M					Jubilee line upgrade in delivery phase to provide additional capacity and improve journey times
Northern line	TfL	M					Phase 1: Northern line upgrade in delivery phase to provide additional capacity and improve journey times by end of 2012
Northern line	TfL	M					Phase 2: Northern line upgrade 2 to deliver a further 20 per cent increase in capacity through the simplification and recasting of service patterns
Northern line	Developer funded	M					Developer led extension: Kennington to Battersea to support the regeneration of the Battersea/Nine Elms area (see Policy 6.5)
Victoria line	TfL	M					Victoria line upgrade in delivery phase including new rolling stock and signalling to provide additional capacity and improve journey times
Piccadilly line	TfL	M					Piccadilly line upgrade to provide additional capacity and improve journey times
Sub-Surface Railway (SSR) (Circle, District, Hammersmith & City and Metropolitan lines)	TfL	H					Sub-Surface Railway (SSR) upgrade (including new air conditioned rolling stock & new signalling) to provide additional capacity and improve journey times
Croxley rail link	Hertfordshire CC	M					Metropolitan line link to Watford Junction
Bakerloo Line	TfL	M					Bakerloo line upgrade: including new energy efficient and high capacity EVO1 rolling stock and signalling
Bakerloo Line	TfL	H					Northern extension to Watford Junction (replace Overground north of Queens Park) Southern extension to Hayes via Peckham and Lewisham – scheme and route under development
Edgware Road station remodelling	TfL	M					Redesign of tracks around Edgware Road to improve capacity and network resilience
Station refurbishment/modernisation programme	TfL	H					Continuing programme of refurbishment/modernisation of LU stations

Tube station congestion relief schemes	TfL	H				Congestion relief schemes at Victoria, Tottenham Court Road, Bond Street, Bank (partially funded) and Paddington (Hammersmith & City line)
Further Tube station congestion relief schemes	TfL	H				Targeted station capacity expansion programme
DLR						
Network wide capacity upgrade to 3 car services	TfL	M				Enabling a 50 per cent increase in capacity – 2010
Extension: Stratford International – Canning Town	TfL	M				To be completed by Summer 2010
Extension: Gallions Reach – Dagenham Dock	TfL	M				Currently unfunded, ongoing discussion with DfT
Further DLR Extensions	TfL	M				Following potential routes: <ul style="list-style-type: none"> • Bank to Victoria • Stratford International to Walthamstow Central via Leytonstone • Stratford International to Walthamstow Central via Leytonstone • Lewisham to Catford/Catford Bridge/ Hither Green • Hayes/Beckenham via Catford
Croydon Tramlink						
Increased Capacity	TfL	L				Higher frequency on current network, including two-tracking Croydon – Wimbledon section and improved signalling
Network extensions	TfL	M				Potential routes include: <ul style="list-style-type: none"> • Beckenham Junction to Bromley • Wimbledon to Sutton
Buses & Bus Transit						
East London Transit Ilford – Dagenham Dock	Boroughs/ TfL	L				Phase 1a to be completed 2010
Bus stop accessibility programme	TfL/ boroughs	L				Improved accessibility of bus stops
Bus priority	Boroughs/ TfL	M				Implementation of bus priority measures to maintain service reliability
Cycling						
Central London cycle hire scheme	Boroughs / TfL	M				6,000 bikes in central London opening in 2010
Additional cycle parking	Boroughs / TfL	L				66,000 additional cycle parking spaces in London

Cycle Superhighways: 1) Barking to Tower Hill and 2) South Wimbledon to Bank	Boroughs/ TfL	L				To be implemented by May 2010
Further development and implementation of 10 radial Cycle Superhighways to central London	Boroughs/ TfL	M				To be implemented by 2012
Central London cycle hire scheme enhancement	Boroughs/ TfL	L				Potential expansion of area covered and/or additional bikes in central London cycle hire scheme
Cycling initiatives in Outer London Town Centres	Boroughs/ TfL	M				Including potential radial cycle highways, additional parking, cycle hire schemes etc.
Walking & Public Realm Enhancements						
Improved wayfinding	Borough/TfL	L				Targeted introduction of on-street wayfinding specifically designed for pedestrians, for example Legible London
Brixton Central Square	Borough/TfL	L				Gyratory removal
Exhibition Road	Borough/TfL	L				Balanced space scheme
Gants Hill	Borough/TfL	L				Station environs
Oxford Circus diagonal crossing	Borough/TfL	L				Improve pedestrian 'flow' and urban realm
Woolwich Town Centre	Borough/TfL	L				Public realm enhancement
Access to stations & surroundings	Boroughs/ TfL	M				Targeted programme of works to improve accessibility and personal security on walk and cycle routes to stations and bus stops
New pedestrian bridge(s) across River Thames in central London	TfL	M				Connectivity & public realm improvements
Targeted initiatives to improve public realm Londonwide	Boroughs/ TfL	M				Improve pedestrian connectivity and urban realm
Roads						
Blackwall Tunnel (Northbound)	TfL	L				Refurbishment of tunnel, phasing of work to be determined
Bounds Green (A406)	TfL	L				Safety and environmental improvements
Henly's Corner junction works	TfL	L				Safety improvements, consents yet to be obtained

Removal of Tottenham Hale gyratory	TfL / Others	L				Existing one way system to be converted to two way, improved pedestrian crossing and cycling facilities
Continue to work with national Government on road pricing feasibility programme	TfL	L				Share expertise and engage with development programmes as appropriate
River Services						
Encourage improved passenger River services	TfL	L				Consistent service standards, examine opportunities for enhanced pier facilities (including at North Greenwich and Isle of Dogs) and development the river concordat
New vehicle ferry or link between Gallions Reach and Thamesmead	TfL	L				
Promote use of Thames and other waterways for freight movement	TfL	L				Enable freight access to waterways

Costs **L** £0–£100m **M** £100m–£1bn **H** over £1bn

* 2012 for TfL led schemes and 2014 for Network Rail led schemes (as per HLOS CP4)

** 2013 for TfL led schemes and 2015 for Network Rail led schemes (post HLOS CP 4)

 Funded

 Unfunded

DfT Department for Transport

TfL Transport for London

NR Network Rail

HLOS CP4 High Level Output Statement for Control Period 4 – the Government's railway investment programme for the period 2009 – 2014

TOC Train Operating Company

TWA Transport & Works Act

BAA British Airports Authority