



DRAFT FURTHER ALTERATIONS TO  
**THE LONDON PLAN**  
**SCHEDULE OF SUGGESTED  
CHANGES**

7 JULY 2014

MAYOR OF LONDON

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**SCHEDULE OF SUGGESTED CHANGES TO DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN**

<b>change ref no</b>	<b>FALP ref</b>	<b>suggested change to FALP</b> ( <i>description in italics</i> ) <b>red bold</b> = new text <b>red-strikethrough</b> = deleted text	<b>reason for change</b>	<b>further IIA assess ment?</b>
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**Suggested changes to CHAPTER ONE CONTEXT AND STRATEGY**

1.1	Para 1.10D	<i>Amend third sentence of para 1.10D</i> <b>This is in line with the Plan’s underlying philosophy – to seek to accommodate growth within the capital’s boundaries and without intruding <del>strategically</del> on its protected green and open spaces.</b>	Clarification: consistency with Policies 7.16 – 7.18	No
1.2	Para 1.15B	<i>Amend first bullet point in para 1.15B</i> • <b>3.74</b> <del>3.32</del> million households by <b>2021</b> <del>2012</del> <del>2011</del>	Factual correction	No
1.3	Para 1.17	<i>Insert new footnote in first sentence of para 1.17</i> London’s economy <b>has made good the loss of jobs associated with the recent recession and in the year to June 2013 the number of jobs grew by 3.9 per cent<sup>8A</sup>, more than any other UK region.</b>  <b><sup>8A</sup> London’s employment has since risen from a low point of 4.8 million in the last quarter of 2009 to 5.5 million in the first quarter of 2014 (source: Workforce Jobs, ONS). More recent independent projections (Cambridge Econometrics, 2013; Oxford Economic Forecasting, 2014; Experian Business Strategies, 2014; and UK Commission for Employment and Skills, 2014) suggest higher levels of near term employment and employment growth than that indicated in Table 1.1. However, methodological considerations suggest that for a long term strategic plan it is sound to draw on the projections set out in Table 1.1. The Mayor will continue to monitor these trends very closely.</b>	Factual update	No
1.4	Table 1.1	<i>Amend Table 1.1</i> <i>Remove ‘phasing’ (entire columns headed 2016, 2021, 2026 and 2031)</i> <i>[see amended Table 1.1 in Annex]</i>	Clarification – methodological considerations	No

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**Suggested changes to CHAPTER TWO LONDON'S PLACES**

2.1	Para 2.13	<i>Add new sentence at the end of para 2.13</i> ... He will work with neighbouring planning authorities and others to this end. <b>The GLA has set up an officer working group to discuss strategic spatial planning issues that are relevant to local authorities and counties surrounding London.</b>	Factual update	No
2.2	Para 2.34	<i>Amend penultimate sentence of para 2.34</i> <b>Boroughs should support flexible B1 business use of existing buildings and new forms of development to meet the needs of occupiers who require different types of affordable workspace.</b>	Clarification	No
2.3	Policy 2.11	<i>Amend clause B of Policy 2.11</i> <b>B Boroughs with all or part of their area falling within the CAZ (see Map 2.3) should develop more detailed policies and proposals taking into account the priorities and functions for the CAZ set out above and in Policy 2.10 and 2.12.</b>	Clarification / factual correction	No
2.4	Para 2.62	<i>Amend last sentence of para 2.62</i> <b>It is essential that a high good quality residential environment and public realm is secured in these areas.</b>	Consistency with Chapter 7	No
2.5	Para 2.72G	<i>Amend second sentence of para 2.72G</i> <b>This will require innovative design solutions which should take into account the policies in Chapter 5 and 7.</b>	Clarification	No
2.6	Para 2.72H	<i>Amend second sentence of para 2.72H and add new footnote</i> <del>Subject to the approach eventually adopted by government toward retail/residential Permitted Development rights, t</del> <b>This will require consistent interpretation of 'key shopping areas'<sup>27A</sup> as meaning those parts of town centres defined in Local Plans designation of relevant parts of these centres as primary shopping areas, and recognition of primary and secondary frontages, and neighbourhood and more local centres (Policy 2.15Da2 and c3).</b>  <sup>27A</sup> See Statutory Instrument 2014 No.564 The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014, section IA.2(1)(b)(iv)(bb)	Factual update and consistency with terminology in Statutory Instrument 2014 No.564	No
2.7	Table	<i>Amend 'Media' row of Table 2.1</i>	Clarification /	No

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	2.1	<b>White City, parts of Park Royal, Hounslow (Golden Mile Great West Corridor)</b>	factual correction	
2.8	Para 2.79	<i>Amend first sentence of para 2.79 and footnote 31</i> London's strategic industrial locations (SILs) listed in Annex 3 and illustrated in Map 2.7 are London's main reservoir of industrial land comprising approximately <b>40 50</b> per cent of London's total supply <sup>31</sup> .  <sup>31</sup> Mayor of London. Supplementary Planning Guidance: <b>Land for Industry and Transport. GLA 2012; Roger Tym &amp; Partners, King Sturge Industrial Land Demand and Release Benchmarks in London. GLA 2011; URS/DTZ. London Industrial Land Baseline. GLA 2010. Industrial Capacity. GLA, 2008. URS, GVA Grimley. London Industrial Land Release Benchmarks. GLA, 2007</b>	Factual update	No
2.9	Policy 2.18	<i>Amend the title of Policy 2.18</i> <b>POLICY 2.8 GREEN INFRASTRUCTURE: THE MULTI-FUNCTIONAL NETWORK OF OPEN AND GREEN AND OPEN SPACES</b>	Clarification – open space can contribute to GI	No
2.10	Policy 2.18	<i>Amend the first part of clause Fa of Policy 2.18</i> <b>ab set out a strategic approach to planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure by...</b>	Clarification – unnecessary repetition, developing GI network will help biodiversity, it won't be a separate network	No
2.11	Policy 2.18	<i>Amend the second part of clause Fa of Policy 2.18</i> ... producing <b>open green infrastructure space</b> strategies <sup>36</sup> that cover all forms of <b>open green and open</b> space and the interrelationship between these spaces. These should identify priorities for addressing deficiencies and should set out positive measures for the <b>design and management of all forms of green and open and open</b> space. <del>These strategies and their action plans need to be kept under review.</del> Delivery of local biodiversity action plans should be linked to <b>open space these</b> strategies.	Clarification – consistency following from title change	No
2.12	Para 2.86	<i>Add new footnote 37A to third sentence of para 2.86</i> ...It functions best when designed and managed as an interdependent 'green grid' where the network should be actively managed and promoted to support the myriad functions it performs <sup>37A</sup> ...  <sup>37A</sup> <b>see Natural England's 'Accessible Natural Greenspace Standards' (ANGST)</b>	Clarification	No

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**Suggested changes to CHAPTER THREE LONDON’S PEOPLE**

3.1	Policy 3.3	<i>Amend clause Da of Policy 3.3</i> <b>Boroughs should draw on the housing benchmarks in table 3.1 in developing their LDF housing targets, augmented where possible with extra housing capacity to close the gap between identified housing need (see Policy 3.8) and supply in line with the requirements of the NPPF.</b>	Clarification	No
3.2	Para 3.24	<i>Amend second sentence of para 3.24</i> <del>As LDFs must provide 15 year targets,</del> LDFs which come forward following publication of this Plan and before its replacement or alteration will not be covered for their full term by the current targets.	Clarification	No
3.3	Para 3.33	<i>Amend third sentence of para 3.33</i> New development, <b>including that on garden land and that associated with basement extensions,</b> should also take account of the Plan’s more general design policies (Policies 7.2 to 7.12) and those on neighbourhoods (Policy 7.1), housing choice (Policy 3.8), sustainable design and construction (Policy 5.3), as well as those on climate change (Chapter 5), play provision (Policy 3.6), biodiversity (Policy 7.19), and flood risk (Policy 5.12).	Clarification: consistency with existing Housing SPG	No
3.4	Para 3.37	<i>Amend last sentence of para 3.37</i> To address these he <b>has</b> produced guidance on the implementation of Policy 3.5 for all housing tenures in <del>his a-new</del> Housing SPG, <del>with more detailed illustrations in the associated design guide,</del> <b>drawing on his design guide for affordable housing</b> <sup>71</sup> .	Clarification (revert to original text)	No
3.5	Policy 3.8	<i>Amend first sentence of clause B of Policy 3.8</i> <b>To inform local application of Policy 3.3 on housing supply and</b> <del>T</del> taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that:	Clarification	No
3.6	Para 3.48	<i>Amend first sentence of para 3.48 and footnote 76</i> Many Londoners already require accessible or adapted housing in order to lead dignified and independent lives: <del>30,000 have an unmet need for wheelchair accessible housing 25,000 are attempting to move to somewhere more suitable to cope with a disability</del> and more than <del>100,000 need redesigned bathing facilities 240,00 need a home adaption</del> <sup>76</sup> .	Clarification and update	No

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		<sup>76</sup> <b>Mayor of London LHS 2010-ibid GLA. Analysis of English Housing Survey 2008/09 - 2011/12.</b>		
3.7	Para 3.53a	<i>Amend third bullet point of para 3.53a and insert new footnote 86A</i> <b>Ensure that in identifying and addressing local and strategic needs<sup>86A</sup> for student accommodation, boroughs are informed by working with other relevant partners as indicated above</b> <hr/> <sup>86A</sup> <b>'Strategic needs' means a demonstrable need generated by institutions located beyond the boundaries of boroughs where development is proposed.</b>	Clarification	No
3.8	Para 3.54	<i>Amend last sentence of para 3.54</i> <b>Viability tests of covenanted PRS proposals should take account of the distinct economics of this type of PRS, as suggested by the Government's Beta guidance<sup>90</sup>.</b>	Clarification	No
3.9	Para 3.71	<i>Amend fourth sentence of para 3.71</i> <b>Developers should provide development appraisals to demonstrate that each scheme <del>maximises the</del> provides the maximum reasonable amount of affordable housing output.</b>	Clarification	No
3.10	Para 3.78	<i>Amend last sentence of para 3.78</i> Guidance on affordable housing requirements in connection with provision for older Londoners and student accommodation is included in paragraphs 3.51 and 3.52- <b>3.53B of this Plan.</b>	Clarification	No
3.11	Para 3.86	<i>Add new footnote 110A to last sentence of para 3.86</i> It is therefore essential to plan for high quality social infrastructure alongside development particularly in major new development and regeneration areas <sup>110A</sup> . <hr/> <sup>110A</sup> <b>Mayor of London. Social Infrastructure. Draft Supplementary Planning Guidance. GLA, 2014</b>	Factual update	No
3.12	Para 3.88	<i>Add new bullet point between third and fourth bullets (as amended in FALP) of para 3.88</i> <ul style="list-style-type: none"> <li>• <b>identify future needs using data such as population forecasts, school roll projections, Joint Strategic Needs Assessments, etc;</b></li> <li>• <b>identify any gaps in provision and how these could be met;</b></li> <li>• <b>identify funding and delivery mechanisms, including opportunities for joint delivery, sources of funding, and identification of potential sites;</b></li> </ul>	Clarification update	No

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**Suggested changes to CHAPTER FOUR LONDON'S ECONOMY**

4.1	Para 4.16	<p><i>Amend footnote 133 to para 4.16</i></p> <hr/> <p><sup>133</sup> Mayor of London. <del>EiP Draft</del> Housing SPG. GLA, <del>2010</del> <b>2012</b>. Mayor of London. Town Centres <del>Draft</del> SPG. GLA <del>2014</del> <del>forthcoming</del></p>	Factual update	No
4.2	Para 4.27	<p><i>Amend footnote 143 to para 4.27</i></p> <hr/> <p><sup>143</sup> <b>Mayor of London. Town Centres Draft Supplementary Planning Guidance, GLA 2014</b></p>	Factual update	No
4.3	Para 4.32	<p><i>Amend footnote 149 to para 4.32</i></p> <hr/> <p><sup>149</sup> <b>Mayor of London. Draft Town Centres SPG. GLA, 2014</b> <del>op cit</del></p>	Factual update	No
4.4	Para 4.38	<p><i>Amend footnote 154 to para 4.38</i></p> <hr/> <p><sup>154</sup> Mayor of London. <b>Town Centres Draft SPG. GLA, 2014</b> <del>op cit Best Practice Guidance on Managing the Night Time Economy. GLA, 2007</del></p>	Factual update	No
4.5	Para 4.48A	<p><i>Amend para 4.48A and insert new footnotes 160A and 160B</i></p> <p><b>The Mayor recognises the important role that London's public houses can play in the social fabric of communities (see also Policy 3.1B) and recent research<sup>160</sup> highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns, where there is sufficient evidence of need, community asset value<sup>160A</sup> and viability in pub use, boroughs are encouraged to bring forward policies to <del>maintain</del> <b>retain</b>, manage and enhance public houses<sup>160B</sup>.</b></p> <hr/> <p><sup>160A</sup> <b>including an asset listed as an Asset of Community Value under the Localism Act 2011 or where an application has been made</b></p> <p><sup>160B</sup> <b>see also Mayor of London, Town Centres Supplementary Planning Guidance, GLA 2014</b></p>	Clarification	No
4.6	Policy 4.8	<p><i>Add new clause vii to clause Ag of Policy 4.8</i></p> <p><b>g manage clusters of uses having regard to their positive and negative impacts on the objectives, policies and priorities of the London Plan including a centre's:</b></p> <p>....</p> <p><b>vii role in promoting health and well-being (Policy 3.2D).</b></p>	For consistency with Policy 3.2D, NPPF (paragraph 17) and NPPF practice guidance (Reference ID: 53-001-20140306)	No
4.7	Policy	<p><i>Amend footnote 162 to clause Af of Policy 4.10:</i></p>	Clarification	No

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	4.10	<sup>162</sup> <del>See Glossary Proposed medical and life sciences research district, based around Euston Road including centres such as the University College Hospital, the Wellcome Trust and the Francis Crick Institute. Another medical research cluster is proposed around Whitechapel, associated with the Queen Mary University London</del>		
4.8	Policy 4.11	<i>Amend clause Aa of Policy 4.11</i> a facilitate the provision and delivery of the information and communications technology (ICT) infrastructure a modern and developing economy needs, particularly to ensure: adequate and suitable network connectivity across London (including well designed and located street-based apparatus); data centre capability; suitable electrical power supplies and security and resilience; and affordable, competitive <b>ultrafast fixed broadband access and areas of public wireless connectivity</b> meeting the needs of enterprises and individuals	Clarification – avoiding terms that may outdate very quickly in this fast developing sector	No
4.9	Para 4.57	<i>Amend third sentence of para 4.57</i> In particular, he will support the development and extension of high speed <b>symmetrical</b> broadband networks. In ensuring robust e-infrastructure capacity additional data centres (facilities housing computer and associated systems) may be required, together with reliable, sustainable and resilient electricity supplies.	Clarification – avoiding terms that may outdate very quickly in this fast developing sector	No



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Suggested changes to CHAPTER FIVE LONDON'S RESPONSE TO CLIMATE CHANGE				
5.1	Policy 5.4A	<i>Amend clause C of Policy 5.4A</i> <b>The Mayor will work with relevant boroughs, energy companies and other relevant parties to support where appropriate development proposals for gas and electricity infrastructure which address identified energy requirements.</b>	Clarification - avoiding impression of unqualified commitment	No
5.2	Paras 5.31C to Para 5.31d	<i>Amend paragraph numbering of paras 5.1C to 5.31d</i> <b>5.31CB UK Power Networks (UKPN) is London's main Distribution Network Operator (DNO) for electricity serving all except the London boroughs of Hillingdon, Hounslow and Ealing. ...</b> <b>5.31DC The high level of network utilization, especially in central London, is a particular concern because of the level of development required to accommodate anticipated population and business growth. ...</b> <b>5.31dD There are concerns over the potential lack of strategic investment ahead of specific connection requests and the need to facilitate more cost-effective and timely connection of developments to the network. ...</b>	Correction – typos	No
5.3	Para 5.50	<i>Amend first sentence of para 5.50</i> The Mayor has an ambitious programme to plant <b>another</b> 10,000 street trees by <b>March 2012 2015</b> , and wishes to see an additional two million trees in London by 2025 to help with both mitigation of and adaptation to climate change.	Update	No
5.4	Policy 5.12 footnote	<i>Amend footnote number to Policy 5.12 – footnote is numbered '39' – it should be '191'</i>  <small><sup>39 191</sup> Technical Guidance to the National Planning Policy Framework, Department for Communities and Local Government, March 2012 or any subsequent guidance on flood risk issued in support of the NPPF</small>	Correction - typo	No
5.5	Para 5.55	<i>Amend first sentence of para 5.55</i> The <b>Government has endorsed the</b> Environment Agency's <del>has produced</del> Thames Estuary 2100 (TE2100) <b>Plan, a study of which sets out recommendations for major</b> tidal flood risk management <b>for London and the Thames Estuary</b> up to 2100.	Clarification that TE2100 does not only apply to major schemes	No
5.6	Para 5.61	<i>Amend the fifth and sixth sentences of para 5.61</i> The need for this is exacerbated by the climate	Clarification and update	No

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		change predictions of more sporadic and intense rainfall and a higher likelihood of droughts <b>as well as the need to protect the water environment implementing the Thames River Basin Management Plan following Water Framework Directive requirements. Thames Water, which provides over three-quarters of Londoners with water, projects a significant (around 5 6 % by 2020) and-growing capacity deficit.</b>		
5.7	Para 5.67	<p><i>Add new sentences after first sentence, and amend second and last sentences of para 5.67</i></p> <p>...from its management. <b>The Mayor acknowledges that waste contracts do not recognise administrative boundaries and that waste flows across borders. Consequently the aim of his waste policies is to achieve net self-sufficiency for household and commercial waste by 2026. If achieved, this would mean enough sites are identified within London to deal with the equivalent of 100% of the waste apportioned to the boroughs as set out in Table 5.3, regardless of the waste’s origin. PPS10 requires the Mayor to apportion Household and Commercial Waste to each borough (see Table 5.3). PPS10 does not require the Mayor to apportion Construction, Excavation and Demolition Waste, consequently the Mayor has not done so. Hazardous Waste is not an additional waste stream on top of Household and Commercial waste but a subset of these waste streams.</b></p> <p>...</p> <p><b>The Mayor recognises that in the short term this may mean that non-recyclable waste, in the form of solid recoverable fuel, may be exported outside of London – including Europe – whilst London markets are established.</b></p> <p>...</p> <p><b>Equally, the Mayor encourages the flow of appropriate materials, such as recyclable waste and solid recoverable fuels, into London where economically beneficial.</b></p>	Clarification	No
5.8	Policy 5.16	<p><i>Amend policy title and clause Bc</i></p> <p><b>POLICY 5.16 WASTE NET SELF-SUFFICIENCY</b></p> <p>Bc exceeding recycling/composting levels in <b>municipal solid waste (MSW) local authority collected waste (LACW)</b> of 45 per cent by 2015, 50 per cent by 2020 and aspiring to achieve 60 per cent by 2031</p>	Clarification	No
5.9	Para	<i>Amend para 5.68 and footnotes 194 and 195</i>	Clarification	No

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	5.68	<p>London produced <b>about 22 15</b> million tonnes of waste in <b>2008 2012</b>. <del>London’s waste arisings are forecast to rise to approximately 34 million tonnes in 2031.</del> There are three major types of waste produced in London:</p> <ul style="list-style-type: none"> <li>• <b>municipal household waste (MSW) (HH), also known as Local Authority Collected Waste (LACW) is the waste generated by London’s households,</b> collected by or on behalf of local authorities, amounting to approximately <del>4.2</del> <b>3.7</b> <del>3m tonnes in 2008</del> <b>(19 20</b> per cent of all waste)<sup>194</sup></li> <li>• commercial &amp; industrial waste (C&amp;I) is waste generated by <b>businesses and</b> industry in London, collected <b>largely</b> by the private sector <b>and local authorities,</b> amounting to approximately <del>7.5m</del> <b>4.7m</b> tonnes <del>in 2008</del> <b>(34 32</b> per cent of all waste)<sup>195</sup></li> <li>• construction, excavation and demolition waste (CE&amp;D) is the waste generated by development activity in London (for example, old buildings being demolished, new ones being constructed), primarily dealt with by the private sector and amounting to approximately <del>10.4m</del> <b>7.2m</b> tonnes <del>in 2008</del> <b>(47 48</b> per cent of all waste)<sup>196</sup>.</li> </ul> <hr/> <p><sup>194</sup> DEFRA <b>Municipal Local Authority</b> Waste Management Statistics <b>2008 2012</b>. See glossary for definition of ‘household waste’ (definition taken from Mayor’s Municipal Waste Management Strategy, Mayor of London, November 2011)</p> <p><sup>195</sup> <del>Local Waste and Recycling Board Business Plan 2009</del> <b>GLA 2014</b></p> <p><sup>196</sup> Ibid</p>		
5.10	Para 5.69	<p><i>Amend para 5.69 and footnotes 197, 198 and 199. Delete footnote 200</i></p> <p>The Mayor wants to see a step change in London’s <b>reuse and</b> recycling performance. Although there have been <del>recent</del> <b>considerable</b> improvements in <b>municipal local authority</b> waste recycling rates (up from 8 per cent in 2001 to <del>21</del> <b>30</b> per cent in <del>2008</del> <b>2012</b>)<sup>197</sup>, the Mayor wishes to see <b>an increase</b> <del>doubling</del> to 45 per cent by 2015 and then 50 per cent by 2020. There is also considerable variation in <b>municipal-waste local authority</b> recycling performance across London, ranging in <del>2008</del> <b>2012</b> from <del>14 13</del> per cent to <del>41</del> <b>48</b> per cent, demonstrating that better performance is achievable. Overall, London <b>reuses or</b> recycles <b>57 60</b> per cent of all waste<sup>198</sup>. Around <del>56</del> <b>30</b> per cent of <b>municipal</b> waste goes into landfill sites that are located largely outside London<sup>199</sup>. It is estimated that London currently manages <b>53 46</b> per cent (<b>or 7 million</b></p>	Clarification and update	No

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		<p><b>tonnes) of its own waste, taking account of total waste arisings<sup>200</sup> and imports a further 2.6 million tonnes of waste each year.</b></p> <hr/> <p><sup>197</sup> DEFRA <b>Municipal Local Authority</b> Waste Management Statistics <b>2008 2012</b>  <sup>198</sup> <b>Ibid GLA 2014</b>  <sup>199</sup> <b>GLA-2009 Ibid</b>  <sup>200</sup> <b>Ibid</b></p>		
5.11	Para 5.71	<p><i>Amend third and fourth sentences of para 5.71</i></p> <p>The greatest need and opportunity for improved performance is <b>the municipal waste local authority collected waste (LACW) collected by boroughs, largely</b> from households <b>and small businesses</b>. The Mayor believes that recycling and composting targets for commercial and industrial waste are challenging but achievable, and reflects the current relatively high level of commercial and industrial recycling, which in <b>2008 2009</b> was estimated to be <b>42 52</b> per cent.</p>	Clarification and update	No
5.12	Para 5.72	<p><i>Amend para 5.72</i></p> <p>The <b>reduction of waste and the</b> recycling targets included in this Plan and in the <b>Mayor's</b> Waste Strategy<b>ies</b> have a direct impact on London's waste self-sufficiency. The Mayor is committed to working towards zero <b>biodegradable or recyclable</b> waste to landfill by <b>2034 2026</b>.</p>	Clarification	No
5.13	Para 5.75	<p><i>Delete para 5.75 and move (with amendments) to form part of para 5.79 (para 5.75 is in the wrong place – the definitions apply to meeting apportionment not self-sufficiency). See para 5.79</i></p> <p><b>5.75 The Mayor wants to make the most of London's waste to harness its energy and employment benefits. For the purposes of meeting self-sufficiency, in addition to prevention, reduction and re-use, waste is deemed to be managed in London if:</b></p> <ul style="list-style-type: none"> <li>• <b>—it is used in London for energy recovery (eg through anaerobic digestion, pyrolysis/gasification or through existing incinerators)</b></li> <li>• <b>—it is compost or recycle sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere</b></li> <li>• <b>—it is a 'biomass fuel' as defined in the Renewable Obligation Order.</b></li> </ul>	Clarification	No
5.14	Policy 5.17	<p><i>Amend criteria d and e of clause B of Policy 5.17, add new criterion d and renumber remaining criteria</i></p> <p>B Proposals for waste management should be evaluated against the following criteria:</p>	Clarification	No

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		<p>a locational suitability (see LDF preparation paragraphs F and G below)</p> <p>b proximity to the source of waste</p> <p>c the nature of activity proposed and its scale</p> <p><b>d minimising waste and achieving high reuse and recycling performance</b></p> <p><b>de achieving</b> a positive carbon outcome of waste treatment methods and technologies (including the transportation of waste, recycles and waste derived products) resulting in greenhouse gas savings. <del>particularly from treatment of waste derived products to generate energy</del> <b>Facilities generating eEnergy generated from London’s waste will need to meet, or demonstrate that steps are in place to meet, a minimum CO2eq performance of 400 grams of CO2eq per kilowatt hour (kwh) of electricity produced. Achieving this performance will ensure that energy generated from waste activities is no more polluting in carbon terms that the energy source it replaces (see paragraph 5.85 below).</b></p> <p><b>ef</b> the environmental impact on surrounding areas, particularly noise emissions, odour, <b>air quality</b> and visual impact and impact on water resources</p> <p><b>fg</b> the full transport and environmental impact of all collection, transfer and disposal movements and, in particular, the scope to maximise the use of rail and water transport using the Blue Ribbon Network.</p> <p>The following will be supported:</p> <p><b>gh</b> developments that include a range of complementary waste facilities on a single site</p> <p><b>hi</b> developments for manufacturing related to recycled waste</p> <p><b>ij</b> developments that contribute towards renewable energy generation, in particular the use of technologies that produce a renewable gas</p> <p><b>jk</b> developments for producing renewable energy from organic/biomass waste.</p>		
5.15	Para 5.78	<p><i>Amend para 5.78 and insert new footnote 201A</i></p> <p>Waste issues were thoroughly scrutinised in the London Plan Examinations in Public in 2006, <del>and</del> 2007 <b>and 2010</b> and the Mayor sees no benefit in reopening recent debates, particularly those around the borough-level apportionment methodology. However, he has acknowledged that projected <b>MSW</b></p>	Clarification and update	No

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		<p><b>HH</b> and C&amp;I waste arisings at borough level – the key to waste management, apportionment and self-sufficiency – need updating. The GLA has accordingly brought forward new independently <b>reviewed</b> borough-level projections of London’s waste arisings, and borough-level apportionment of MSW and C&amp;I waste using the 2007 methodology. <b>The revised figures, based on 2009/10 data,<sup>201A</sup> show a 40 per cent drop in commercial and industrial waste arisings apportioned compared with the 2011 London Plan figures. The Mayor acknowledges that although the new baseline data may represent an underestimate of London’s waste arisings due to the economic downturn, it is considered to be the most current and best available. The Mayor will continue to monitor London’s waste arisings as updated data becomes available for use in future iterations of the London Plan.</b></p> <hr/> <p><sup>201A</sup> DEFRA London C&amp;I Waste Study 2010</p>		
5.16	Para 5.79	<p><i>Amend para 5.79 and incorporate most of the text from para 5.75</i></p> <p>Table 5.2 gives projected <b>MSW HH</b> and C&amp;I arisings at borough level for key milestones through to <b>2031 2036</b>. Table 5.3 sets out projected <b>MSW HH</b> and C&amp;I waste to be managed in London apportioned to boroughs based on the methodology agreed for the 2008 version of the London Plan - ie each borough’s percentage share of waste to be managed in London is the same as before. <b>Self-sufficiency (the proportions of total MSW and C&amp;I waste managed in London) at key milestones has been modelled as a linear increase from the 2008 baseline (56 per cent MSW and 68 per cent C/I) to 100 per cent for 2026-2031, in line with the objectives of Policy 5.16.</b> Waste is deemed to be managed in London if:</p> <ul style="list-style-type: none"> <li>• it is used in London for energy recovery <b>(eg through anaerobic digestion, pyrolysis/ gasification or through existing incinerators)</b></li> <li>• it <b>is compost or recycle relates to materials</b> sorted or bulked in London <b>material recycling facilities for for reuse, recycling, composting or</b> reprocessing either in London or elsewhere</li> <li>• it is a ‘biomass fuel’ as defined in the Renewable Obligation Order.</li> </ul>	Clarification	No
5.17	Para 5.79A	<p><i>Amend para 5.79A</i></p> <p><b>Tables 5.2 and 5.3 show a difference between</b></p>	Clarification	No

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		<b>waste projected to be generated within London (Table 5.2 waste arisings) and waste to be managed within London (Table 5.3). The difference between apportioned and non-apportioned waste tonnages is summarised in Table 5.4. It is expected that non-apportioned waste will be exported. these is waste to be exported. In order to give neighbouring parts of the UK a broad indication of the likely quantum of waste to be exported, Table 5.4 summarises this data.</b>		
5.18	Tables 5.2 & 5.3	<i>Amend table headers replace <del>MSW</del> with <b>H/H</b> [see Table 5.3 in Annex]</i>	Clarification	No
5.19	Table 5.3	<i>Replace Table 5.3 with revised Table 5.3 containing figures adjusted for an approach to rounding consistent with Table 5.2 [see Annex]</i>	Clarification	No
5.20	Table 5.3	<i>Amend table source [see Annex] Source: <del>GLA December 2009-2013—using the apportionment model prepared for the London Plan February 2008 (consolidated with Alterations since 2004) by Jacobs UK Ltd July 2007, waste arisings prepared by LRS Consultancy December 2009- GLA / SLR Consulting December 2013 ,and self-sufficiency (the proportion of waste managed in London) modelled in line with the objectives of Policy 5.1</del></i>	Clarification	No
5.21	Table 5.4	<i>Amend title of Table 5.4 <b>Table 5.4 Projected waste exports from London Summary of apportioned and non-apportioned waste (000s tonnes)</b> Throughout table replace <del>MSW</del> with <b>H/H</b> Amend third row heading <b>MSW HH and C/I waste exported from London waste not apportioned to London boroughs</b></i>	Clarification	No
5.22	Para 5.86	<i>Delete fourth sentence of para 5.86 <b>Energy recovery should be carried out through advanced conversion techniques, ie gasification, pyrolysis or anaerobic digestion, or any combination of these.</b></i>	Clarification	No
5.23	Para 5.94	<i>Amend the fourth sentence of para 5.94 and delete footnote 205 <b>Boroughs should safeguard both existing, planned and potential sites for concrete batching, as well as existing, planned and potential railhead capacity which will be needed to support sustainable forms of movement- all the uses and activities identified for safeguarding in paragraph 143 of the</b></i>	Clarification	No

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		<p><b>NPPF</b>.<sup>205</sup></p> <hr/> <p><del><sup>205</sup> National Planning Policy Framework (March 2102) paragraph 143</del></p>		
5.24	Para 5.94A	<p><i>Amend the last sentence of para 5.94A</i></p> <p><b>The Mayor does not consider that it would be proportionate or reasonable for the other 29 boroughs to produce their own LAAs when <del>policy 5.20 does not identify them as mineral planning authorities likely to be producing ‘a steady and adequate supply of aggregates’</del>, but that production of a joint LAA would be appropriate.</b></p>	Clarification	No



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**Suggested changes to CHAPTER SIX LONDON'S TRANSPORT**

6.1	Table 6.1	<i>Amend 'DLR/Station improvement and capacity work' section of Table 6.1[see amended Table 6.1 in Annex]</i> Increase Shadwell <b>and Pontoon Dock</b> station capacity to accommodate increasing...	Update – change in scope of works	No
6.2	Table 6.1	<i>Amend 'DLR/DLR Extensions' section of table 6.1 [see Annex]</i> <b>Work to support the Mayor's ambition for enhanced rail access to Vision of DLR extension from Lewisham towards Bromley and southeast London, including Overground, rail and DLR improvements.</b>	Clarification and update – DLR not the sole option anymore	No
6.3	Table 6.1	<i>Amend 'cycling projects' section of Table 6.1 as follows:</i> <i>mark mini Hollands, cycle superhubs and Better Junctions as funded through from 2013-16 to 2017-21/22 [see Annex]</i>	Update – these schemes now funded for both periods	No
6.4	Table 6.1	<i>Amend 'Walking and urban realm/improved access to stations and integration with surroundings' section of Table 6.1[see Annex]</i> Station and interchange enhancements: Chadwell Heath and Barking Station; <b>Woodford Bridge;</b> Sutton Gateway; East Croydon	Update – Woodford improvements complete	No
6.5	Table 6.1	<i>Amend 'Road projects/low emission zone' section of Table 6.1 [see Annex]</i> reinstate <b>Low Emissions Zone Further LEZ enhancements and vehicle coverage</b>	Clarification/ editing error; should not have been removed	No
6.6	Table 6.1	<i>Amend 'London river services and river crossings/ New walk/cycle Thames crossings' section of Table 6.1 [see Annex]</i> Including schemes in central London (e.g. the Garden Bridge) and walk/cycle links to access Isle of Dogs from east and west <b>and access between Greenwich Peninsula and the Royal Docks</b>	Clarification/ update Emirates Air Line already delivered; no other plans at present for pedestrian crossing at this location	No
6.7	Table 6.1	<i>Amend the title of the 'Other/Promoting sustainable urban mobility' section of Table 6.1 [see Annex]</i> <b>Promoting sustainable urban mobility Sustainable transport initiatives</b>	Clarification Title was misleading	No
6.8	Policy 6.4	<i>Amend clause Bc of Policy 6.4 and rename subsequent clauses</i> c <b>developing Crossrail 2</b>	Clarification – line removed in error and does not imply a	No

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		<p><b>d implementing a high frequency Londonwide service on the national rail network</b></p> <p><del>de providing new river crossings</del></p> <p><b>ef</b> enhancing the different elements of the London Overground network <b>following the to implementation of</b> an orbital rail network</p> <p><b>fg</b> completing the Thameslink programme <del>developing the Chelsea Hackney line (Crossrail 2) later in the plan period</del></p> <p><b>gh</b> improving and expanding London's international and national transport links for passengers and freight (for example, High Speed 2)</p> <p><b>hi</b> seeking improved access by public transport to airports, ports and international rail termini</p> <p><b>ij</b> improving the reliability, quality and safety of inter-regional rail services including domestic services for commuters, while safeguarding services within London</p> <p><b>jk</b> enhancing the Docklands Light Railway and Tramlink networks</p>	policy change	
6.9	Para 6.19	<p><i>Amend first and second sentences of para 6.19</i></p> <p>Proposals for a second High Speed line to link the centre of London with Birmingham, <del>northwest England</del> and <b>Scotland beyond</b> are currently being considered by Government, <del>in the first instance, as part of a possible wider domestic high speed rail network. This is</del> <b>These are</b> based on a detailed set of proposals developed by High Speed Two (<b>HS2</b>), the company set up by the Department for Transport (DfT) to investigate options for a new high speed line, from London to the West Midlands <del>and potentially beyond</del> <b>and beyond</b>.</p>	Update – project scope has changed	No
6.10	Para 6.19	<p><i>Amend penultimate sentence of para 6.19</i></p> <p><b>As part of the first phase, a link to HS1 through Camden is planned and Heathrow airport will be accessible to HS2 passengers via a new interchange station at Old Oak Common, connecting HS2 with Crossrail and Great Western rail services.</b></p>	Update – HS1/HS2 link not currently assured	No
6.11	Para 6.34	<p><i>Amend first bullet point of para 6.34</i></p> <ul style="list-style-type: none"> <li><b>a network of cycle route across London catering for different types of cyclists including Cycle Superhighways, Quietways and the Central London Grid. This will entail developing/altering the current network of Cycle Superhighways (see Map 6.2);</b></li> </ul>	Clarification	No
6.12	Para 6.34A	<p><i>Amend penultimate sentence of para 6.34A</i></p> <p><b>The Mayor will introduce a range of road safety schemes and work with the delivery and servicing sector to improve driver training and</b></p>	Clarification / correction	No

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		<b>vehicle standards, and to improve road safety of cyclists and pedestrians.</b>		
6.13	Map 6.2	<i>Amend title of Map 2</i> <b>Map 2 Cycle superhighways (Routes illustrated are currently under review and subject to change in line with the Mayor's Vision for Cycling. Timescales will be updated in the next iteration of the Plan)</b>	Clarification – updated map will not be available until after the EIP	No
6.14	Para 6.38	<i>Amend last sentence of para 6.38 and insert new footnote 212A</i> Walking networks and facilities <b>in all new developments</b> should be <del>connected, convivial, conspicuous, comfortable and convenient</del> <b>direct, safe, attractive, accessible and enjoyable.</b> <b>Guidance on accessible walking environments is provided in the Accessible London SPG<sup>212A</sup>.</b>  <sup>212A</sup> Mayor of London. Accessible London. Draft Supplementary Planning Guidance. GLA, 2014	Clarification	No
6.15	Para 6.45	<i>Amend last sentence of para 6.45</i> <del>In Inner London/other locations which benefit from good access to public transport, the</del> Mayor <b>strongly continues to encourages a restraint based approach to parking across all land uses in Inner London and other locations which benefit from good access to public transport.</b>	Clarification	No
6.16	Policy 6.14	<i>Amend clause Bb of Policy 6.14</i> b promote the uptake of the <b>Freight Fleet</b> Operators Recognition Scheme, construction logistics plans, delivery and servicing Plans <b>and more innovative freight solutions, reflecting the positive experience of the Olympics and seeking opportunities to minimise congestion impacts and improve safety.</b> These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight	Clarification	No
6.17	Para 6A.2	<i>Amend first sentence of para 6A.2</i> <del>Developments</del> <b>Non-residential elements of a development</b> 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.	Clarification	No
6.18	Para 6A.3	<i>Amend last sentence of para 6A.3</i> Further details on parking for disabled people <b>will be provided in the updated supplementary guidance on achieving an inclusive environment</b>	Update	No

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		<b>are provided in the Accessible London SPG .</b>														
6.19	Table 6.2	<i>Amend the ‘Parking for retail’ sub-table title in Table 6.2</i> Maximum standards for retail uses: space per sq m of gross floorspace <b>(GIA)</b>	Clarification	No												
6.20	Table 6.2	<i>Amend the ‘Parking for employment uses’ sub table title in Table 6.2</i> Non-operational maximum standards for employment B1: spaces per sq m of gross floorspace <b>(GIA)</b>	Clarification	No												
6.21	Table 6.2	<i>Amend the ‘Maximum residential parking standards’ section of the ‘Parking for residential development’ sub-table in Table 6.2 so text for 1-2 bed units reads: “Less than 1 per unit” (as in the London Plan July 2011, instead of “0-1 per unit” as in FALP)</i>	Clarification – rationalise with the way in which standards for 3 bed and 4+ bed units are presented	No												
		<table border="1"> <thead> <tr> <th colspan="4"><b>Maximum residential parking standards</b></th> </tr> <tr> <th><b>Number of Beds</b></th> <th><b>4 or more</b></th> <th><b>3</b></th> <th><b>1-2</b></th> </tr> </thead> <tbody> <tr> <td></td> <td><b>Up to 2</b> <del>1.5</del> per unit</td> <td><b>Up to 1.5</b> <del>1</del> per unit</td> <td><del>Less than 0-1</del> <b>Less than 1</b> per unit</td> </tr> </tbody> </table>	<b>Maximum residential parking standards</b>				<b>Number of Beds</b>	<b>4 or more</b>	<b>3</b>	<b>1-2</b>		<b>Up to 2</b> <del>1.5</del> per unit	<b>Up to 1.5</b> <del>1</del> per unit	<del>Less than 0-1</del> <b>Less than 1</b> per unit		
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<b>Number of Beds</b>	<b>4 or more</b>	<b>3</b>	<b>1-2</b>													
	<b>Up to 2</b> <del>1.5</del> per unit	<b>Up to 1.5</b> <del>1</del> per unit	<del>Less than 0-1</del> <b>Less than 1</b> per unit													
6.22	Table 6.2	<i>Amend the notes to the ‘Parking for residential development’ sub-table in table 6.2</i> All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit, <b>and towards zero/car-free in areas of highest accessibility.</b>	Clarification	No												
6.23	Table 6.2	<i>Insert missing footnote 217 to the notes to the ‘Parking for residential development’ sub-table in table 6.2</i> Adequate parking spaces for disabled people must be provided preferably on-site <sup>217</sup>  <sup>217</sup> <b>Mayor of London. Housing Supplementary Planning Guidance. GLA, 2012. Mayor of London. Access in London. Draft Supplementary Planning Guidance. GLA, 2014.</b>	Factual update	No												
6.24	Table 6.3	<i>Amend ‘short stay’ standard for ‘health centre, including dentist’ cell of Table 6.3</i> <b>1 space per 8 3 staff</b>	Correction— typo	No												
6.25	Table 6.3	<i>Add note to Table 6.3</i> <b>Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles</b>	Clarification – existing policy (Policy 7.2)	No												
6.26	Para 6A.13	<i>Amend first bullet point of para 6A.13</i> <b>Short-stay cycle parking should have step-free access and be located within 15 metres of the main sight entrance, where possible.</b>	Correction – typo	No												

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6.27	Para 6A.13	<i>Amend third bullet point of para 6A.13</i> <b>Where it is not possible to provide suitable on street-visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the planning authority-off the public-highway, the planning authority may at their discretion instead accept, in the first instance, additional long-stay provision or, as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site.</b>	Clarification	No
6.28	Para 6A.13	<i>Amend sixth bullet point of para 6A.13</i> <b>The standards are based on gross external floorspace, unless otherwise stated.</b>	Clarification	No
6.29	Para 6A.13	<i>Add additional bullet point to para 6A.13</i> <ul style="list-style-type: none"> <li><b>Where cyclists share surfaces with pedestrians, the safety and accessibility of the environment for disabled and older Londoners should be assured.</b></li> </ul>	Clarification	No

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**Suggested changes to CHAPTER SEVEN LONDON’S LIVING PLACES AND SPACES**

7.1	Policy 7.1A	<i>Amend clause A of Policy 7.1</i> A In their neighbourhoods, people should have a good quality environment in an active and supportive local community <del>with the best possible access to services, infrastructure and public transport to wider London. Their neighbourhoods should also provide a character that is easy to understand, and relate to</del> <b>based on the lifetime neighbourhoods principles set out in (see para 7.4A)</b>	Clarification	No
7.2	Para 7.5A	<i>Amend first sentence of para 7.5A</i> The Mayor will assist boroughs and other agencies in developing lifetime neighbourhoods by providing advice and guidance in <b>the updated supplementary guidance on</b> ‘Accessible London: achieving an inclusive environment’ <b>SPG</b> , and through the Mayor’s Housing SPG and Shaping Neighbourhoods SPG.	Factual update	No
7.3	Para 7.6B	<i>Amend first part of second sentence of para 7.6B</i> <b>Community-led projects in general or Community Rights that give powers to the communities to take more control over the area where they live, ...</b>	Correction – typo	No
7.4	Para 7.6B	<i>Amend last part of second sentence of para 7.6B</i> <b>... such as through Community Assets, are an alternative route to the usual planning process and can help community-led groups build new community space, new shops or housing; save valued local amenities; or take over local services.</b>	Clarification – referenced in Localism Act	No
7.5	Para 7.9	<i>Delete last sentence (added through FALP) of para 7.9</i> <del><b>The Mayor will revise the Supplementary Planning Guidance ‘Accessible London: Achieving an inclusive environment’.</b></del>	Factual update – SPG now revised	No
7.6	Policy 7.13	<i>Amend clause C of Policy 7.13</i> C Boroughs should work with the <del>Mayor and other stakeholders to ensure their LDF policies provide for the spatial aspect of London’s emergency plans and safeguard them so that London remains resilient against, and well able to cope with, emergencies, with minimal loss of life or property.</del> <b>Mayor’s Office for Policing and Crime, the Metropolitan Police service, the London Fire and Emergency Planning Authority and other agencies such as the</b>	Clarification	No

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		<b>City of London Police and the British Transport Police to identify the community safety needs, policies and sites required for their area to support provision of necessary infrastructure.</b>		
7.7	Policy 7.15	<i>Amend clause Cb of Policy 7.15</i> b <b>identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra’s draft Noise Action Plan for Agglomerations<sup>246</sup>.</b> <del>to be formally identified under Environmental Noise (England) Regulations 2006 (as amended) and consider protection of spaces of relative tranquillity or high soundscape quality, particularly through borough open space strategies.</del>	Clarification / update	No
7.8	Policy 7.19	<i>Add footnote 252B to clause Da of Policy 7.19</i> a give the highest protection to sites with existing or proposed international designations <sup>251</sup> (SACs, SPAs, Ramsar sites) and national designations <sup>252</sup> (SSSIs, NNRs) in line with the relevant EU and UK guidance and regulations <sup>253</sup>  <b><sup>253</sup> Conservation of Species and Habitats Regulations (2010) (as amended)</b>	Clarification and update	No
7.9	Para 7.53	<i>Amend first and sixth sentences of para 7.53</i> <i>In July 2013 January 2014 the Government consulted on issued three draft Noise Action Plans for roads, railways and agglomerations (large urban areas)...</i> <i>In the consultation, Defra have identified small parts of Metropolitan Open Land and Local Green Spaces (identified by Local or Neighbourhood Plans in line with paragraphs 76 and 77 of the NPPF) as potential quiet areas that boroughs may wish to designate.</i>	Update – Action Plans now issued	No
7.10	Para 7.84	<i>Amend third sentence of para 7.84</i> <b>Consents for and the use of n</b> New moorings should be managed in a way that respects the character of the waterways and the needs of its users.	Clarification	No
7.11	Para 7.103	<i>Amend second and third sentences of para 7.103</i> <b>Improving public access to, and activity on these water spaces can support the regeneration of the surrounding area and contribute to the creation of new jobs and homes. To help achieve this, development into parts of these water spaces may facilitate this transformation, provided that any such development maintains the visual integrity, openness and historic character of the relevant dock and provided that navigation, hydrology,</b>	Clarification	No

**SCHEDULE OF SUGGESTED CHANGES TO DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN**

change ref no	FALP ref	suggested change to FALP ( <i>description in italics</i> ) <b>red bold</b> = new text <del>red strikethrough</del> = deleted text	reason for change	further IIA assess ment?
		<b>flood risk management and biodiversity are not compromised.</b>		



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Suggested changes to CHAPTER EIGHT IMPLEMENTATION, MONITORING AND REVIEW

8.1	Para 8.6A	<p><i>Amend first sentence of para 8.6A and insert new footnotes 263A, 263B, 263C and 263D to bullet points</i></p> <p><b>The Mayor will work with partners including boroughs and communities to realise the potential of large development areas. Where appropriate, this may include promoting Mayoral Development Corporations (MDCs), Enterprise Zones (EZs), Tax Increment Finance (TIF) initiatives, or Housing Zones (HZs).</b></p> <ul style="list-style-type: none"> <li><b>MDCs can be established by the Mayor<sup>263A</sup> and are designed to drive regeneration in designated areas by providing a range of coordinated planning and, if necessary, land use related powers. The Mayor designated London’s first MDC, the London Legacy Development Corporation, in 2012.</b></li> <li><b>EZs are designated by Government<sup>263B</sup> working with Local Enterprise Partnerships and other partners to provide incentives for business to invest including business rate discounts and, to support regeneration, local retention of growth in business rates for 25 years. London’s Local Enterprise Partnership drives the activities of the capital’s first EZ, the Royal Docks, which was designated in 2011.</b></li> <li><b>TIFs are innovative funding mechanisms<sup>263C</sup> deploying projected future tax gains in an area to finance regeneration, especially infrastructure investment. Within the Vauxhall Nine Elms Battersea Opportunity Area a TIF will fund the Northern Line Extension.</b></li> <li><b>HZs represent a new initiative proposed through the Mayor’s draft Housing Strategy 2013. Measures in a HZ could include targeted tax incentives and effective land assembly to unlock development and optimise delivery<sup>263D</sup>. The Mayor will work with Government on developing implementation options for these Zones, and with boroughs on potential locations.</b></li> </ul> <p><sup>263A</sup> For further details see: <a href="#">Localism Act 2011 (c. 20), Part 8, Chapter 2</a>  <sup>263B</sup> For further details see: <a href="http://www.gov.uk/government/publications/enterprise-zone-prospectus">www.gov.uk/government/publications/enterprise-zone-prospectus</a>  <sup>263C</sup> For definition of TIFs see <a href="#">Glossary</a></p>	Clarification	No
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**SCHEDULE OF SUGGESTED CHANGES TO DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN**

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		<sup>263D</sup> For further details see: <a href="http://www.london.gov.uk/priorities/housing-land/increasing-housing-supply/housing-zones">www.london.gov.uk/priorities/housing-land/increasing-housing-supply/housing-zones</a>		
8.2	Table 8.2	<i>Amend KPI #5 ('an increased supply of affordable homes') to match relevant policy target (Policy 3.11)</i> Completion of <del>13,200</del> <b>16,000</b> <del>17,000</del> net additional affordable homes per year.	Correction – target in Policy 3.11 is 17,000	No

**SCHEDULE OF SUGGESTED CHANGES TO DRAFT FURTHER ALTERATIONS TO THE LONDON PLAN**

<b>change ref no</b>	<b>FALP ref</b>	<b>suggested change to FALP</b> ( <i>description in italics</i> ) <b>red bold</b> = new text <b>red-strikethrough</b> = deleted text	<b>reason for change</b>	<b>further IIA assess ment?</b>
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**Suggested changes to ANNEXES**

A.1	Annex 1 Table A1.1	<i>Amend 'area' of Opportunity Area #2 Bromley</i> ... <b>Area (Ha): 39 69</b> ...	Factual correction to match adopted Bromley town centre boundary	No
A.2	Annex 1 Table A1.1	<i>Amend and add to last sentence of description of Opportunity Area #6 Colindale/ Burnt Oak</i> ... <b>Barnet Council adopted the Colindale Area Action Plan in March 2010 and the document may be reviewed and updated. The Council intends to update the AAP through production of a Supplementary Planning Document.</b>	Clarification	No
A.3	Annex 1 Table A1.1	<i>Amend fifth sentence of description of Opportunity Area #8 Croydon</i> ... An integrated approach to a number of sites will be needed, including East Croydon station, Fairfield Halls, Croydon College, Park Place and the Whitgift <b>redevelopment extension (for which a planning permission has been granted application has been submitted by Hammerson and Westfield).</b> ...	Factual update	No
A.4	Annex 1 Table A1.1	<i>Amend 'indicative employment capacity', 'minimum new homes' and fourth sentence of description of Opportunity Area #12 Euston</i> ... Indicative employment capacity: <del>5,000</del> <b>7,700 – 14,100 depending on station design and constraints</b> Minimum new homes: <del>1,000</del> <b>2,800 – 3,800 depending on station design and constraints</b> ... <b>A draft 'Euston Area Plan' for the area around Euston Station has been consulted upon and a submission version prepared for independent examination in summer 2014.</b> ...	Factual update following publication of Euston Area Plan Submission Draft January 2014	No
A.5	Annex 1 Table A1.1	<i>Amend second sentence of description of Opportunity Area #27 Old Oak Common</i> <b>Regeneration would centre on a new transport infrastructure hub at Old Oak Common on the HS2 line between London, and Birmingham and beyond with an interchange with Crossrail 1, other national main lines and the London</b>	Correction— project scope has changed.	No

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		<b>Overground.</b>		
A.6	Annex 1 Table A1.1	<i>Amend 'area', and 'indicative employment capacity' of Opportunity Area #29 Southall</i> Area (Ha): <b>46 87</b> Indicative employment capacity: <del>2,000</del> <b>2,500 3,000</b>	Factual corrections for consistency with Draft Southall Opportunity Area Planning Framework	No
A.7	Annex 2 Table A2.1	<i>Amend description of Upton Park District Centre (Ref 160)</i> ... <b>Green Street</b> /Upton Park ...	Factual correction	No
A.8	Annex 4 Table A4.1	<i>Add note to bottom of Table A4.1</i> <b>Note: National Planning Practice Guidance: specialist housing for students and older people (both C2 and C3 use class) may count towards housing targets for monitoring purposes.</b>	Clarification	No
A.9	Annex 5 Table A5.1	<i>Amend table header</i> annual <del>target</del> <b>indicative requirement benchmarks</b>	Clarification	No
A.10	Annex 6 Glossary	<i>Insert new Glossary entry for 'Household Waste'</i> <b>Household Waste: all waste collected by Waste Collection Authorities under section 45(1) of the Environmental Protection Act 1990, plus all waste arisings from Civic Amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990. Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, Civic Amenity/Reuse and Recycling Centre wastes, drop-off/'bring' systems, clearance of fly-tipped wastes, weekend skip services and any other household waste collected by the waste authorities.</b>	Clarification	No
A.11	Annex 6 Glossary	<i>Insert new Glossary entry for 'MedCity'</i> <b>MedCity An enterprise that brings together the life sciences sector in London and the greater south east in order to stimulate greater economic growth. There are several proposed</b>	To clarify the purpose of MedCity and to ensure consistency	No

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		<b>medical and life sciences research districts in London including, but not exclusively, (1) around Euston Road including centres such as the University College Hospital, the Wellcome Trust and the Francis Crick Institute; (2) around Whitechapel, associated with the Queen Mary University London; (3) Imperial West at White City; (4) Canada Water, associated with King’s College and (5) Sutton for Life, based around the Royal Marsden Hospital and Institute of Cancer Research.</b>	with text in paragraph 3.96 and Annex 1 Ref 3	
A.12	Annex 6 Glossary	<i>Insert new Glossary entry for ‘Private rented Sector’</i> <b>Private Rented Sector All non-owner-occupied property other than that rented from local authorities and housing associations plus that rented from private or public bodies by virtue of employment. This includes property occupied rent-free by someone other than the owner. Where the term ‘private sector’ is used in housing policy and housing statistics, it is generally meant “private housing” sector or non-social housing sector ie owner-occupied dwellings and those rented privately, including those that go with a job or business and not those owned by housing associations. All local authority dwellings are public sector dwellings. (the above is taken from ‘Definition of General Housing Terms’, DCLG 2012 – see <a href="https://www.gov.uk/definitions-of-general-housing-terms#public-and-private-sectors">https://www.gov.uk/definitions-of-general-housing-terms#public-and-private-sectors</a>)</b>	Clarification	No
A.13	Annex 6 Glossary	<i>Insert new Glossary entry for ‘Tax Increment Financing (TIF)’</i> <b>Tax Increment Financing (TIF) A tool which permits local authorities to borrow money for infrastructure against the anticipated tax receipts resulting from the infrastructure. It is an instrument used widely in the United States and in other countries, but in England its development has been limited so far. For further information see: <a href="http://www.parliament.uk/business/publications/research/briefing-papers/SN05797/local-government-in-england-capital-finance">http://www.parliament.uk/business/publications/research/briefing-papers/SN05797/local-government-in-england-capital-finance</a></b>	Clarification	No
A.14	Annex 6 Glossary	<i>Amend first sentence of the Glossary entry for ‘Extra care accommodation’ section of the ‘Specialist accommodation for older people’</i> <b>Extra care accommodation (sometimes also referred to as close care, assisted living, very sheltered or continuing care housing): Self - contained residential accommodation and associated facilities designed and managed to</b>	Clarification	No

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		<b>meet the needs and aspirations of people who by reason of age or vulnerability have an existing or foreseeable physical, sensory, cognitive or mental health impairment.</b>		

## ANNEX to DRAFT FALP SUGGESTED CHANGES: Tables 1.1, 5.3 and 6.1

FALP suggested change 1.4

Table 1.1 Employment projections ~~2007–2031~~ 2011–2036 by borough

Adjusted triangulated forecasts projections ('000)	2011	2016	2021	2026	2031	2036	% growth 2007–2031 2011–2036	absolute growth 2011–2036
Barking and Dagenham	52	53	55	57	59	61	17.3%	9
Barnet	143	146	153	159	157	163	13.7%	20
Bexley	76	81	78	80	82	84	10.6%	8
Brent	111	117	122	126	131	137	23.2%	26
Bromley	118	120	123	127	130	134	13.6%	16
Camden	318	334	347	361	375	389	22.4%	71
City of London	418	418	432	445	460	475	13.5%	57
Croydon	134	136	142	148	153	159	18.7%	25
Ealing	143	141	144	148	152	156	9.1%	13
Enfield	108	111	113	115	118	121	12.7%	14
Greenwich	79	85	89	93	97	101	27.2%	22
Hackney	109	105	109	113	117	121	11.6%	13
Hammersmith & Fulham	136	145	155	163	169	175	28.5%	39
Haringey	73	77	80	85	90	95	29.5%	22
Harrow	75	79	81	83	84	86	14.1%	11
Havering	81	88	91	87	89	90	11.0%	9
Hillingdon	197	212	215	222	226	230	17.1%	34
Hounslow	146	144	149	154	160	166	14.1%	21
Islington	196	215	223	231	240	249	27.1%	53
Kensington and Chelsea	134	139	144	149	154	157	17.6%	24
Kingston upon Thames	78	83	84	86	88	91	16.0%	13
Lambeth	146	151	152	157	163	169	15.7%	23
Lewisham	73	77	81	85	89	93	27.8%	20
Merton	84	85	88	92	96	97	15.6%	13
Newham	87	88	91	94	98	102	18.0%	16
Redbridge	74	82	85	88	87	89	20.6%	15
Richmond upon Thames	94	94	97	101	104	106	12.9%	12
Southwark	242	260	270	280	292	304	25.4%	62
Sutton	76	74	77	80	83	87	13.4%	10
Tower Hamlets	246	248	256	263	272	281	14.4%	35
Waltham Forest	70	74	77	80	80	82	17.3%	12
Wandsworth	123	130	136	141	150	156	26.7%	33
Westminster	656	666	684	704	727	750	14.3%	94
Total	4,896	5,057	5,224	5,396	5,573	5,757	17.6%	861

Source: GLA Economics 2013

FALP suggested changes 5.18, 5.19 and 5.20

Table 5.3 Waste to be managed in London apportioned by borough (thousand tonnes per annum)

Borough	apportionment (% share of waste to be managed in London)	2016			2021			2026			2031			2036		
		MSW HH	C&I	Total	MSW HH	C&I	Total	MSW HH	C&I	Total	MSW HH	C&I	Total	MSW HH	C&I	Total
Barking & Dagenham	6.1	<del>139</del> 140	210	<del>349</del> 350	<del>164</del> 166	237	<del>402</del> 404	204	<del>280</del> 281	484	210	<del>282</del> 283	<del>492</del> 493	216	286	502
Barnet	2.7	62	93	155	<del>73</del> 74	105	<del>178</del> 179	90	124	214	93	125	218	96	<del>126</del> 127	222
Bexley	5.5	126	189	315	<del>148</del> 150	214	<del>362</del> 364	184	253	<del>436</del> 437	189	255	444	195	258	<del>452</del> 453
Brent	3.4	78	117	195	<del>92</del> 93	132	<del>224</del> 225	<del>113</del> 114	156	270	117	<del>157</del> 158	<del>274</del> 275	120	159	280
Bromley	3.0	69	103	172	<del>81</del> 82	117	<del>198</del> 199	100	138	238	103	139	242	106	141	247
Camden	2.3	53	79	132	<del>62</del> 63	90	<del>151</del> 152	77	106	<del>182</del> 183	79	107	186	<del>81</del> 82	108	189
City	n/a	50	50	100	50	50	100	50	50	100	50	50	100	50	50	100
Croydon	3.0	69	103	172	<del>81</del> 82	117	<del>198</del> 199	100	138	238	103	139	242	106	141	247
Ealing	4.4	101	<del>151</del> 152	252	<del>118</del> 120	171	<del>290</del> 291	147	202	349	<del>151</del> 152	204	355	156	206	362
Enfield	3.7	85	127	212	<del>100</del> 101	144	<del>244</del> 245	<del>123</del> 124	170	294	127	171	299	131	173	<del>304</del> 305
Greenwich	4.0	<del>91</del> 92	138	229	<del>108</del> 109	156	<del>263</del> 265	<del>133</del> 134	184	<del>317</del> 318	138	185	323	142	187	329
Hackney	2.5	57	86	143	<del>67</del> 68	97	<del>165</del> 166	<del>83</del> 84	115	<del>198</del> 199	86	116	202	<del>88</del> 89	117	206
Hammersmith & Fulham	3.0	69	103	172	<del>81</del> 82	117	<del>198</del> 199	100	138	238	103	139	242	106	141	247
Haringey	2.3	53	79	132	<del>62</del> 63	90	<del>151</del> 152	77	106	<del>182</del> 183	79	107	186	<del>81</del> 82	108	189
Harrow	2.2	50	76	126	<del>59</del> 60	86	<del>145</del> 146	<del>73</del> 74	101	175	76	102	178	78	103	181
Havering	4.0	91	138	229	<del>108</del> 109	156	<del>263</del> 265	<del>133</del> 134	184	<del>317</del> 318	138	185	323	142	187	329
Hillingdon	3.7	85	127	212	<del>100</del> 101	144	<del>244</del> 245	<del>123</del> 124	170	294	127	171	299	131	173	<del>304</del> 305



Hounslow	3.5	80	<del>120</del> 121	<del>200</del> 201	94 95	136	<del>230</del> 232	117	161	278	<del>120</del> 121	162	283	124	164	288
Islington	2.4	55	83	<del>137</del> 138	65 66	93 94	<del>158</del> 158	80	110	<del>190</del> 191	83	111	194	85	<del>112</del> 113	<del>197</del> 198
Kensington & Chelsea	2.4	55	83	<del>137</del> 138	65 66	93 94	<del>158</del> 159	80	110	<del>190</del> 191	83	111	194	85	<del>112</del> 113	<del>197</del> 198
Kingston upon Thames	1.8	41	62	103	<del>48</del> 49	70	119	60	83	143	62	83	<del>145</del> 146	64	84	148
Lambeth	2.7	62	93	155	<del>73</del> 74	105	<del>178</del> 179	90	124	214	93	125	218	96	<del>126</del> 127	222
Lewisham	2.5	57	86	143	<del>67</del> 68	97	<del>165</del> 166	<del>83</del> 84	115	<del>198</del> 199	86	116	202	88 89	117	206
Merton	2.9	66	100	166	<del>78</del> 79	113	<del>191</del> 192	97	133	230	100	134	234	103	136	<del>238</del> 239
Newham	4.9	112	169	281	<del>132</del> 134	191	<del>323</del> 324	164	225	389	169	227	396	<del>173</del> 174	230	403
Redbridge	1.9	<del>43</del> 44	65	109	<del>51</del> 52	74	<del>125</del> 126	<del>63</del> 64	87	151	<del>65</del> 66	88	<del>153</del> 154	67	89	156
Richmond upon Thames	2.2	50	76	126	<del>59</del> 60	86	<del>145</del> 146	<del>73</del> 74	101	175	76	102	178	78	103	181
Southwark	3.0	69	103	172	<del>81</del> 82	117	<del>198</del> 199	100	138	238	103	139	242	106	141	247
Sutton	2.4	55	83	<del>137</del> 138	65 66	93 94	<del>158</del> 159	80	110	<del>190</del> 191	83	111	194	85	<del>112</del> 113	<del>197</del> 198
Tower Hamlets	3.8	87	131	218	<del>102</del> 104	148	<del>250</del> 252	127	175	<del>301</del> 302	131	176	307	<del>134</del> 135	178	<del>312</del> 313
Waltham Forest	2.4	55	83	<del>137</del> 138	65 66	93 94	<del>158</del> 159	80	110	<del>190</del> 191	83	111	194	85	<del>112</del> 113	<del>197</del> 198
Wandsworth	3.8	87	131	218	<del>102</del> 104	148	<del>250</del> 252	127	175	<del>301</del> 302	131	176	307	134 135	178	<del>312</del> 313
Westminster	1.5	34	52	86	<del>40</del> 41	58	99	50	69	119	52	<del>69</del> 70	121	53	70	<del>123</del> 124
London total	100.0	<del>2334</del> 2336	<del>3487</del> 3491	<del>5821</del> 5827	<del>2739</del> 2776	<del>3938</del> 3941	<del>6677</del> 6717	<del>3384</del> 3387	<del>4642</del> 4647	<del>8026</del> 8034	<del>3489</del> 3492	<del>4676</del> 4681	<del>8165</del> 8173	<del>3585</del> 3589	<del>4729</del> 4734	<del>8315</del> 8323

Note: Boroughs may collaborate by pooling their apportionment requirements. Provided the aggregated total apportionment is met (**MSW HH** plus C/I), it is not necessary for boroughs to meet both **MSW HH** and C/I apportionment figures individually.

Source: ~~GLA December 2009-2013—using the apportionment model prepared for the London Plan February 2008 (consolidated with Alterations since 2004) by Jacobs UK Ltd July 2007, waste arisings prepared by LRS Consultancy December 2009~~ GLA / SLR Consulting December 2103, and self-sufficiency (the proportion of waste managed in London) modelled in line with the objectives of Policy 5.16

FALP suggested changes 6.1 to 6.7

**Table 6.1 Indicative list of transport schemes**

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
<b>Rail</b>					
Crossrail 1	Core scheme: Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east	H			
High Speed 1	International services stopping at Stratford	L			
High Speed 1	Direct services to a wider range of European destinations (making use of new European infrastructure)	L			
High Speed 2	London to the West Midlands and beyond.	H			
<del>High Speed 1</del>	<del>Enhanced Domestic Services</del>	<del>L</del>			
Improved rail freight terminals to serve London	New and/or expanded rail freight terminals to serve London	L			
Improved rail freight routes	Rail link from Barking - Gospel Oak line to West Coast Main Line	M			
Improved rail freight routes	Further capacity enhancement for the Felixstowe - Nuneaton route	M			
Crossrail 1 extensions	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 - Gravesend	M			
<b>Crossrail 2 (formerly Chelsea Hackney line)</b>	Enhanced southwest – northeast London capacity and connectivity. Scheme detail to be reviewed to ensure maximum benefits and value for money	H			
London Overground- <b>Capacity Improvement Programme</b>	<b>Scheme to provide a fifth carriage (and associated infrastructure works on the north, west and east London lines, as well as the Euston – Watford ‘DC’ line)</b>	M			
<del>London Overground</del>	<del>Further train lengthening</del>	<del>L</del>			
<del>London Overground</del>	<del>Diversion of Watford services to Stratford (instead of Euston) to release capacity for High Speed 2 at Euston</del>	<del>M</del>			
<del>London Overground</del>	<del>Programme of expansion and enhancement of services all completed by 2012</del>	<del>M</del>			
London Overground	Barking - Gospel Oak line – electrification and train lengthening	L			
London Overground	<b>Extension from Barking to Barking Riverside</b>	M			
<del>West Anglia</del>	<del>12-car capability to Stansted and Cambridge</del>	<del>L</del>			
West Anglia	<b>Stratford –Angel Road capacity enhancement to enable the running of 4 trains per hour.</b>	M			
West Anglia	<b>Further service enhancements (including four-tracking) across the whole of the Lea Valley line</b>	M/H			
<del>Thameside South Essex</del>	<del>Twelve-car capability on all routes (HLOS-CP4)</del>	<del>M</del>			
<del>Thameside South Essex</del>	<del>Further capacity increases</del>	<del>M</del>			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Essex Thameside	Further capacity increases <b>including increased speeds on the Tilbury loop</b> and more 12 car services	M			
<del>Chiltern</del>	<del>Enhanced inner-suburban service (HLOS CP4)</del>	<del>£</del>			
South Central London	Ten-car capability on inner suburban Twelve-car capability and additional fast services (HLOS CP4)	M/L			
South Central London	Further CP5 capacity increases	M			
Southeast London	<b>Works to allow 12 car running on Sidcup Bexleyheath, Greenwich, Woolwich, Dartford, Rochester, Hayes &amp; Sevenoaks routes and redevelopment work at Victoria and Charing Cross</b> <del>Train lengthening on services to Cannon Street/Charing Cross (HLOS CP4)</del>	M			
Southeast London	Further <b>CP5</b> capacity increases	M			
Southwest London	Ten-car capability on inner suburban and Windsor lines (HLOS CP4)	M			
Southwest London	Further <b>CP5</b> capacity increases	M			
<del>Great Western</del>	<del>Train lengthening (HLOS CP4)</del>	<del>£</del>			
Great Western	Electrification <b>with associated change in rolling stock allocation</b>	H			
Great Northern	Train lengthening (HLOS CP4)	L			
Great Northern	Further <b>CP5</b> capacity increases	L			
Great Eastern	Further <b>CP5</b> capacity increases <b>including Bow Junction remodeling which will help increase frequency of outer suburban services from 24 to 28 tph</b>	L			
<del>Great Eastern</del>	<del>Additional and longer outer services (HLOS CP4). Additional inner services (HLOS CP4)</del>	<del>£</del>			
<del>West Coast</del>	<del>Train lengthening and frequency improvements (HLOS CP4)</del>	<del>£</del>			
West Coast	Further <b>CP5</b> capacity increases	L			
Thameslink	<del>December 2011 12-car capability on most of mainline and 16 trains per hour through core</del>	<del>H</del>			
Thameslink	End of 2018: 24 trains per hour through core, expanded network	H			
Thameslink	Make greater use of 12-car capability coverage	M			
Rail termini enhancement	Passenger congestion relief/onward movement capacity enhancement works. Schemes under development <b>including the provision of step free access.</b>	M			
<del>Strategic Interchanges</del>	<del>Programme of schemes under development</del>	<del>M</del>			
<del>Improved access to enhanced rail services</del>	<del>For example, enhanced bus services and interchange at selected Crossrail and/or Thameslink stations</del>	<del>£</del>			
<b>Airport access</b>	<b>Improved access to Heathrow Airport from south London being considered</b>	M			
<del>Airtrack</del>	<del>Link South West Trains network to Heathrow (part-funded)</del>	<del>M</del>			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
<b>Tube</b>					
Jubilee line	Jubilee line upgrade in delivery phase to provide additional capacity and improve journey times. <b>Under the World Class Capacity programme, further peak service train increases are planned, subject to fleet expansion.</b>	M			
Northern line	Phase 1: Northern line upgrade in delivery phase to provide additional capacity and improve journey times <b>by the end of 2012</b>	M			
Northern line	Phase 2: Northern line Upgrade 2 to deliver a further 20 per cent increase in capacity through the simplification and recasting of service patterns	M			
Northern line <b>Extension</b>	<b>Extension of the Northern line from</b> Kennington to Battersea to support the regeneration of the Vauxhall/Nine Elms/Battersea area	M			
Victoria line	Victoria line upgrade in delivery phase including new rolling stock and signalling to provide additional capacity and improve journey times. <b>Under the World Class Capacity programme, further peak service train increases are planned, subject to fleet expansion.</b>	M			
Piccadilly line	Piccadilly line upgrade to provide additional capacity and improve journey times <b>First new trains expected to be delivered 2021/22</b>	M			
Sub-Surface Railway (SSR)	Circle, District, Hammersmith & City and Metropolitan lines upgrade (including new air-conditioned rolling stock and new signalling) to provide additional capacity and improve journey times	H			
Metropolitan line	Croxley rail link to Watford Junction	M			
<b>Central line</b>	<b>Central line upgrade: Including new energy efficient and high capacity rolling stock and signalling</b>	<b>M</b>			
Bakerloo line	Bakerloo line upgrade: Including new energy efficient and high capacity rolling stock and signalling	M			
Bakerloo line	Bakerloo line southern extension; potential scheme and route under investigation	H			
Station refurbishment/modernisation/programme	Continuing programme of refurbishment/modernisation of stations	H			
Core asset renewal	Programme of core asset renewal to lock in benefits from the upgrades and maintain assets in a state of good repair	H			
Tube station congestion relief schemes  <b>Further tube station congestion relief schemes</b>	Congestion relief <b>(and step free access)</b> schemes, including Victoria, Tottenham Court Road, Bond Street, Bank <del>(part funded)</del> , Paddington (Hammersmith & City line), <b>Holborn, Camden.</b>  A targeted station capacity programme <b>looking at further congestion relief schemes</b>	H			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Energy-saving initiatives  Regenerative braking and automatic train control	<del>Initially,</del> A programme of <b>trials work</b> to include low energy lighting, smart electricity metering at stations and low loss conductor rails  To be implemented as an integral part of the Tube upgrade programme	L/M			
<b>DLR</b>					
<b>Reconfiguration of train interiors</b>	<b>To temporarily relieve crowding until additional trains are procured</b>	L			
<b>North Route Double Tracking (works associated with Crossrail funded- to be delivered by 2019)</b>	<b>To increase reliability, frequency and capacity of line</b>	L			
<b>Additional Rolling Stock</b>	<b>To support large scale developments e.g. Royal Docks and Olympic Park</b>	L/M			
<b>Station Improvement and capacity work:</b>	<b>Improved efficiency of interchange to accommodate increased passenger flows resulting from large scale developments, including:</b> <b>Royal Albert and Gallions Reach station capacity upgrades</b> <b>Congestion relief at Canning Town</b> <b>Increase capacity for interchange between DLR and Crossrail (eg Custom House) to support Royal Docks developments</b> <b>Increase Shadwell and Pontoon Dock station capacity to accommodate increasing passenger flows</b>	L			
<b>DLR Extensions</b>	<b>Work to support the Mayor's ambition for enhanced rail access to Vision of DLR extension from Lewisham towards Bromley and southeast London, including Overground, rail and DLR improvements.</b> <b>Work towards potential extensions of west of Bank, and east of Gallions Reach</b>	H			
Network wide capacity upgrade to three car services	Enabling a 50 per cent increase in capacity	M			
Extension Stratford to Canning Town	To be completed summer 2011	M			
Further DLR network enhancements	Potential extensions and/or capacity increases such as Gallions Reach — Dagenham Dock, bank to Victoria Stratford international to Walthamstow central via Leytonstone, Lewisham to Catford/Catford Bridge/Hither Green, Hayesbeckenham via Catford	M			
<b>Tramlink</b>					
<b>Further</b>	Potential extensions and/or capacity increases	L/M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
<b>enhancements to the Tramlink network</b>	<b>Double tracking to Wimbledon</b>	L			
<b>Buses and bus transit</b>					
East London Transit	(Phase 1a Ilford—Dagenham Dock completed 2010) Phase 1b (Barking to Dagenham Dock via Barking Riverside), services starting in 2013	L			
Bus network development	Regular review of bus network, <del>including reviews of the strategic priorities underlying the process approximately every five years,</del> to cater for population and employment growth, maintain ease of use, attractive frequencies and adequate capacity, reliable services, good coverage, <b>effective priority</b> and good interchange with other modes. <del>This would include possibilities for further East London transit schemes.</del>	M			
Low emission buses	Intention that all new buses entering London's fleet post 2012 be low emission (initially diesel hybrid)	M			
Bus stop accessibility programme	Improved accessibility of bus stops- <b>ensure that 95% of bus stops are accessible by the end of 2016</b>	L			
<b>High Quality Bus Priority</b>	<b>Bus priority / transit corridors- investment supporting economic revitalisation in London's Opportunity Areas by providing new links and services</b>	L			
<b>Bus Reliability</b>	<b>Bus reliability pinch points (annualised scheme) – scheme to identify around 30 sites where bus priority measures will be implemented to improve bus and road network reliability</b>	L			
Bus Priority	Implementation of bus priority measures to maintain service reliability	M			
<b>Cycling projects</b>					
<b>Central London Grid</b>	<b>Delivery of a central London 'Bike Grid' of high quality, high-volume cycle routes, using a combination of segregation and quiet shared streets, along with some innovative use of existing infrastructure.</b>	L			
<b>Quietways</b>	<b>A well-signed network of radial and orbital routes, mainly on low-traffic back streets, for those wanting a more relaxed cycle journey. Includes a central London 'Bike Grid' of high quality, high volume cycle routes, using a combination of segregation and quiet shared streets along with some innovative use of existing infrastructure</b>	L			
<b>Greenways</b>	<b>A network of attractive and functional routes for walking and cycling to, and through, green spaces across the Capital.</b>	L			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Cycle Super highways	New radial routes to central London and improvements to existing Cycle Superhighways. Including fast and substantially segregated cycle superhighways providing north-south and east-west routes through central London.	L			
Biking Boroughs	Final year (2013-14) of delivery of a package of infrastructure and supporting measures by thirteen outer London Boroughs.	L			
Mini-Hollands	Transformational change in up to four Outer London town centres to provide exemplar facilities for cyclists. Programmes will be based around providing cycle-friendly town centres, cycle routes and cycle superhubs at local railway stations.	M			
Cycle Superhubs at rail stations	Mass cycle storage facilities with good security and cycle routes at rail stations.	L			
Cycle to School partnerships	Partnerships between boroughs, schools and local communities all working to make cycling to school easier and safer. Local infrastructure improvements will be delivered alongside supporting activities at a cluster of schools within a geographical area.	L			
Cycle parking	Continued delivery towards target of 80,000 spaces by 2016.	L			
Better Junctions	Better junctions that are addressing cyclist and pedestrian safety at over 30 key junctions in London, including:  <b>Bow roundabout; Holland Park roundabout; Aldgate gyratory; Swiss Cottage; Nags Head</b>	L			
Central London cycle hire scheme	Around 6,000 bikes for hire in central London, scheme opening in 2010	£			
Additional cycle parking	Around 66,000 additional cycle parking spaces in London	£			
Cycle superhighways	Two initial trial radial routes to central London, followed by further routes	£			
London cycle hire scheme enhancement	Expansion of area covered and/or additional bikes in London cycle hire scheme	£			
Cycling initiatives in outer London town centres	Biking boroughs and potential radial cycle highways, additional parking, cycle hire schemes etc	£			
<b>Walking and urban realm enhancements</b>					
Enhanced urban realm and pedestrian environment	London-wide 'better streets' initiatives to improve pedestrian connectivity and urban realm such as: <b>Brixton Central square</b> <b>Exhibition Road</b> <b>Gants Hill</b> <b>Oxford Circus</b> <b>Woolwich Town Centre</b>  <b>A range of gyratory removal schemes</b> such as: <b>Aldgate; Tottenham Court Road and Gower</b>	M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
	<b>Street; Canning Town; Kender Street</b> <b>Series of urban realm / town centre enhancements such as:</b> <b>Camberwell; Clapham Gateway; Manford Way; Bromley North; Tolworth Broadway; Twickenham</b>				
<del>Access to stations and surroundings</del> <b>Improved</b> access to stations and <b>integration with</b> surroundings	Targeted programme of works to improve accessibility and personal security on walk and cycle routes to stations and bus stops  Targeted programme of works to improve access to stations by different modes (walk, cycle, bus), enhance interchange and ensure local benefits, including:  <b>Crossrail urban realm complementary measures schemes at Bond Street; Tottenham Court Road and a number of inner/outer London stations</b> <b>Station and interchange enhancements: Chadwell Heath and Barking Station; Woodford Bridge; Sutton Gateway; East Croydon</b> <b>Enhanced bus services and interchange at key Crossrail / Thameslink stations</b>	M			
<del>Walking Information and campaigns</del> Improved Wayfinding	<del>Walking campaigns, including in 2011 ‘year of walking’ that will focus on walking routes, wayfinding, events and activities</del>  Targeted introduction of on-street wayfinding specifically designed for pedestrians <b>through Legible London at a variety of locations</b>	L			
Increased tree and vegetation coverage	<del>Additional 10,000 street trees by 2012 (funded) with</del> a-Target of five per cent increase in trees in London’s parks, gardens and green spaces by 2025	L			
<b>Road Projects</b>					
Achievement of a good state of repair of road infrastructure	Ongoing programme of maintenance <b>to maintain the TLRN to a state of good repair through the renewal of carriageways, footways, tunnels, structures, bridges, drainage, vehicle restraint systems and other assets.</b>	-			
<b>Enhanced safety features- improving safety for all road users</b>	<b>Implementation of a number of projects including:</b> <b>Identifying locations for Dutch style roundabouts</b> <b>Early start traffic signal technology</b> <b>Technology to protect all vulnerable tunnels and structures by 2016</b>	L			
<b>21<sup>st</sup> Century road works- reducing delay</b>	<b>Projects include:</b> <b>Lane rental charges to minimise road work disruption</b> <b>Underground utility corridors to reduce the need for roadworks</b>	L/M			



Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
<b>Greener Streets- implementation of a range of environmental measures</b>	<p>A range of projects being implemented, including but not limited to:</p> <p>Extra low voltage traffic signals and centrally managed lighting systems</p> <p>Mayor's air quality fund eg green walls, no engine-idling campaigns, local green action zones</p> <p>Supporting expansion of car clubs</p> <p>Supporting more environmentally friendly vehicles, including introducing a Euro IV and NOx standard for London Buses in 2015</p> <p>Provision of infrastructure to support low emission road vehicles, including distribution networks for other alternative fuels including hydrogen and biofuels (unfunded)</p>	L/M			
<b>Re-imagined streets and places</b>	<p>A series of schemes to support growth and transform key areas of London including:</p> <p>Elephant and Castle northern roundabout; Kings Cross; Euston Road; Old Street; Waterloo IMAX</p>	L			
<b>Better management of road space to improve journey time reliability</b>	<p>Implementation of a programme of schemes to improve journey time reliability on the TLRN including:</p> <p>Upgrading traffic signal control information to SCOOT (split cycle optimisation technique). Traffic Signals timing review at over 1,000 sites across London.</p> <p>A scheme to actively manage the Inner Ring Road</p>	L			
<b>Better Crossings- improved safety for pedestrians</b>	<p>New Crossing points (list of potential new crossing points on TLRN published by mid-2014)</p> <p>200 pedestrian countdown units at traffic signals by April 2014</p>	L			
<b>Congestion hotspot busting- tackling key congestion areas</b>	<p>Implement Mayor's £50m Blackspot fund by 2016</p> <p>Continued programme of smaller scale corridor improvements to address congestion hotspots and improve journey time reliability.</p> <p>Bus and cycle priority points- implemented at key locations to improve journey times for these modes</p>	L			
<b>Capital Projects to support growth and tackle congestion</b>	<p>Series of capital schemes (often linked to developer funding) to help unlock growth, regenerate key areas; provide enhanced connections and tackle congestion / key constraints on the network, including:</p> <p>A13; Removal of Tottenham Hale Gyratory; Vauxhall; Wandsworth; Croydon</p>	M			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Further gyratory, one-way system and bottleneck improvement works	Works to improve facilities and conditions for pedestrians and cyclists, and to smooth traffic flow, <b>proposed include: Ealing Broadway, Swiss cottage, Aldgate, Highbury Corner, Brent Cross/ Cricklewood, Wandsworth, Shoreditch Triangle, Stockwell, A10 Stoke Newington, Vauxhall Cross, Kings Cross</b>	M			
Improved road management to smooth the flow of traffic Permit schemes for roadworks	Measures to smooth traffic flows, manage congestion and improve journey time reliability for all people and freight movements, and maximize the efficiency of the road system from a business and individual perspective Introduction and development of a permit scheme and lane rental scheme aimed at utility companies undertaking roadworks	M/L			
Bounds Green (A406)	Safety and environmental improvements	L			
Henleys corner junction works	Safety improvements, consents yet to be obtained	L			
Renwick Road/A13	Provision of a grade-separated junction, subject to developer funding	M			
Blackwall Tunnel (northbound)	Refurbishment of tunnel, phasing of work to be determined	L			
Removal of Tottenham Hale gyratory	Existing one-way system to be converted to two way, improved pedestrian crossing and cycling facilities	L			
Car Club Support	Support expansion of car clubs	L			
<b>Low Emissions Zone</b>	<b>Further LEZ enhancements and vehicle coverage</b>	<b>L</b>			
Provision of infrastructure to support low emission road vehicles	Introduction of electric vehicle recharging points by 2013 (funded) —and support distribution networks for alternative fuels including hydrogen and biofuels (unfunded)	L			
Continue to work with Government on road pricing feasibility programme	As appropriate (see para 6.39A) review the option of road user charging and/or regulatory demand management measures to influence a shift to more CO2 efficient road vehicles and lower carbon travel options, such as walking, cycling and public transport. Share expertise and engage with development programmes as appropriate	L			
<b>London river services and river crossings</b>					
<b>Implement River Action Plan to achieve Mayoral target of 12 million passenger journeys on the river by 2020</b>	<b>The Action Plan aims to develop river services to their full potential. Its content is divided into four themes: Better Piers, Better Information and Integration, Better Partnership Working and Better Promotion</b>	L			
New vehicle ferry between Gallions Reach & Thamesmead	In advance of a potential fixed link	L			
Promote the use of Thames and other waterways for freight movement	Enable freight access to waterways	L			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
New walk/cycle Thames crossings	Including schemes in central London (e.g. the Garden Bridge) and walk/cycle links to access Isle of Dogs from east and west <b>and access between Greenwich Peninsula and the Royal Docks</b>	M			
New and enhanced road vehicle river crossing(s) in east London (package of measures)	Programme of works under development to improve cross-Thames road links in east <b>London including Silvertown tunnel</b>	M			
Encourage improved passenger Thames services	Consistent service standards, examine opportunities for enhanced pier facilities (including at North Greenwich and Isle of Dogs) and development of river concordat.	L			
<b>Other</b>					
Transport system climate change adaptation	Risk assess the transport system and prioritise actions to improve resilience and safety to the impacts of climate change.	L			
Enhanced travel planning tools	Ongoing enhancements to information availability, including journey planner	L			
<b>Promoting sustainable urban mobility Sustainable transport initiatives</b>	<b>Initiatives to reduce the environmental impact of travel, make more efficient use of limited transport capacity and/or encourage active travel such as walking and cycling.</b> <b>Sustainable business travel should be influenced through the provision of integrated travel solutions and real time information delivered through mobile applications.</b> <b>Sustainable residential travel should be encouraged through the promotion of car free development, the use of car clubs, flexible working and active travel (walking and cycling)</b>	L			
Targeted smarter travel initiatives	Smarter travel initiatives to reduce the environmental impact of travel, make more efficient use of limited transport capacity and/or encourage active travel such as walking and cycling	L			
Increased use of travel plans	Increased use and power of travel plans for workplaces, residences and schools and individuals	L			
Continued development and roll-out of TfL Freight Plan initiatives	<del>Town centre and area based Delivery and service plans, construction and logistics plans and promotion of collaborative approaches such as consolidation centres and/or break bulk</del> <b>Implementing a programme of measures, drawing upon lessons learnt from the 2012 Olympic Road Freight Management programme</b> <b>Other measures include: Town centre and area-based Delivery and Service Plans, relocating servicing to side streets to improve access, Construction and Logistics Plans and promotion of collaborative approaches such as consolidation centres and/or break-bulk facilities</b>	L			

Scheme	Description	cost	Anticipated completion		
			2010-2012*	2013-2020†	Post 2020
			2013-2016	2017-21/22	Post 2022
Promotion of freight best practice	Development and incentivisation of membership of the Fleet Operators Recognition Scheme (FORS) and develop improved communications with the freight sector.	L			
<b>Changing behaviour/ managing demand</b>	<b>A variety of freight related projects to examine when and how deliveries are made</b>	L			

**KEY to Table 6.1 Indicative list of transport schemes and proposals**

<b>scheme cost</b>	L	low	£0 - £100 million
	M	medium	£100 million - £1 billion
	H	high	£1 billion +
<b>funding</b>	<b>funded</b>		<b>unfunded</b>