

Chapter 10 Transport

The London Plan 2021

A drawing of London city with buildings and trees.

Key information

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Policy T1 Strategic approach to transport

Policy T1 Strategic approach to transport

A Development Plans should support, and development proposals should facilitate:

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
- 2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

10.1.1 The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated **strategic approach to transport** is needed, with an ambitious aim to reduce Londoners’ dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor’s Transport Strategy seek to deliver, London cannot continue to grow sustainably. To achieve sustainable growth, Development Plans should support walking, cycling and public transport through policies that support mode shift and the schemes in Table 10.1. Development proposals should facilitate sustainable travel through their location and design and by not precluding the implementation of the schemes in Table 10.1.

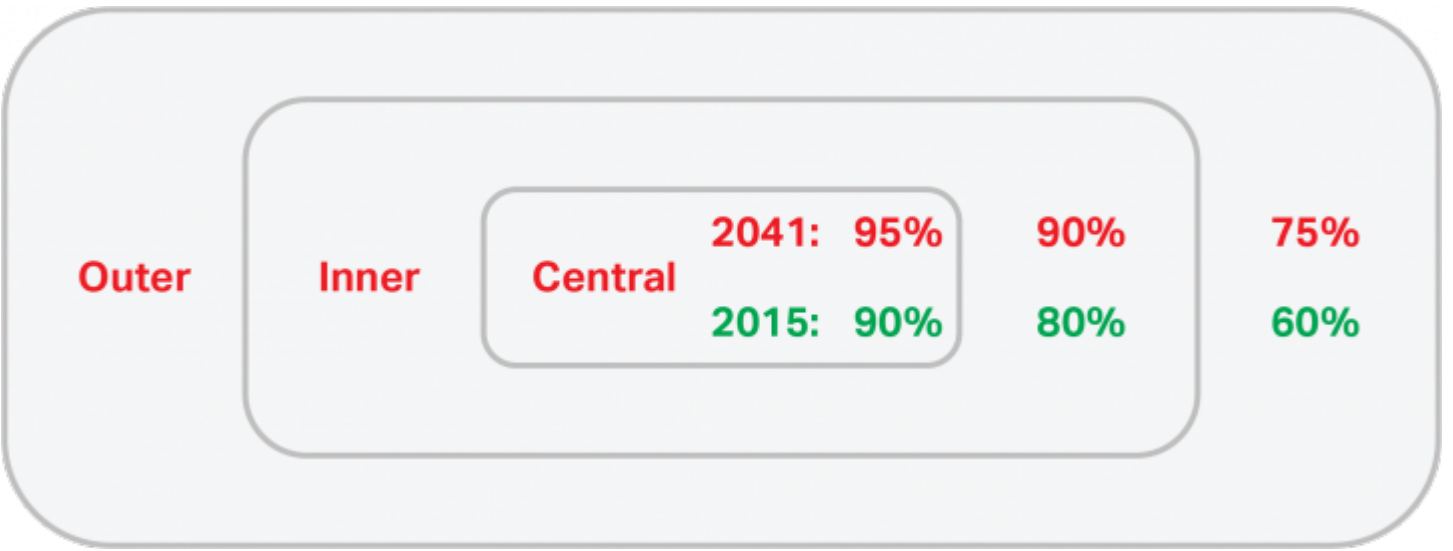
10.1.2 A shift from car use to more space-efficient travel also provides the only long-term **solution to the road congestion** challenges that threaten London’s status as an efficient, well-functioning globally-competitive city. Reliable deliveries and servicing, and easy access to workplaces and key attractions are dependent on an increasingly-efficient transport network. Roads will continue to play a vital role in this, and greater priority needs to be given to making them more efficient for those activities that depend on them the most.

10.1.3 The Mayor will work with partners to minimise **freight trips** on the road network including through consolidation. He will promote safe, clean and efficient freight functions, including by road, rail, water and, for shorter distances, cycle.

10.1.4 **Rebalancing the transport system towards walking, cycling and public transport**, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing. Achieving this is expected to result in different outcomes in different places, including modal splits in central, inner and outer London, as shown by Figure 10.1.

10.1.5 The **Mayor’s Transport Strategy** provides more detail on the holistic approach that needs to be taken by all stakeholders to achieve these aims.

Figure 10.1 - Change in mode shares within central, inner and outer London expected to be required for a city-wide shift from 63 to 80 per cent share for walking, cycling and public transport



Policy T2 Healthy Streets

Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

10.2.1 **Streets** account for 80 per cent of London's public spaces. High quality streets are fundamental to the character and efficient functioning of the city, and play a fundamental role in moving people around safely, improving public realm and providing spaces for people to come together. Successful streets are inclusive and provide for the various requirements of their users.

10.2.2 This Plan supports the implementation of the Mayor's Transport Strategy which aims to deliver the infrastructure and public realm required to **significantly increase levels of walking, cycling and public transport use** throughout London. It aims to make the city more accessible, inclusive, safe and welcoming to all, so that every Londoner can be active every day, creating a healthier city for people from all backgrounds, ensuring inequalities are reduced.

10.2.3 The **Healthy Streets Approach** is an evidence-based approach to improve health and reduce health inequalities, which will help Londoners use cars less, and walk, cycle and use public transport more. It supports the delivery of the Mayor's aim that by 2041 all Londoners will be able to undertake at least the 20 minutes of active travel each day needed to stay healthy. It also requires better management of freight so the impact of moving goods, carrying out servicing and supporting construction on London's streets is lessened. To apply the Healthy Streets Approach, changes are required at a strategic, network and street level.

10.2.4 Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. The Healthy Streets Approach aims to bring about **positive changes to the character and use of the city's streets**. High-quality, pleasant and attractive environments with clean air and enough space for dwelling, walking, cycling and public transport use must be provided. The dominance of vehicles should be reduced by using design to ensure slower vehicle speeds and safer driver behaviour, in line with the Mayor's Vision Zero ambition. Measures that improve Londoners' experience of individual streets, including greening, to encourage them to live active lives should be embedded within new development.

10.2.5 Street environments are also affected by how the city's streets are planned and used at a larger scale. The Mayor will work with partners to deliver appealing local street environments and to plan the capital at the network level so that it functions better. This should be supported through development which facilitates opportunities to improve route choice and capacity for walking and cycling as well as linking to bus networks. As part of this, the Mayor will work with the freight industry, its customers and London's boroughs to develop more creative solutions to **managing freight**. This will include considering different uses of London's streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring shops and services continue to thrive.

10.2.6 London's rapid growth means people need to travel more efficiently to keep the city functioning and to maintain and improve the quality of life for residents. **Strategic-level planning** to ensure walking, cycling and public transport are the first choices for travel is the only way to achieve this. Developing new housing around stations and improving connections to town centres will mean more people have the things they need within walking or cycling distance, while destinations further afield will be easily accessible by public transport.

10.2.7 The Healthy Streets Approach uses **10 indicators** that reflect the experience of being on streets. These indicators are based on evidence of what is needed to create a healthy, inclusive environment in which people choose to walk, cycle and use public transport.

Figure 10.2 - The Ten Healthy Streets Indicators



Source: Lucy Saunders

10.2.8 The Mayor has a long-term vision to reduce road danger so that no deaths or serious injuries occur on London's streets. This **Vision Zero** will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source.

Policy T3 Transport capacity, connectivity and safeguarding

Policy T3 Transport capacity, connectivity and safeguarding

A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

- 1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)
- 2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing
- 3) safeguarding London's walking and cycling networks

C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

10.3.1 The Mayor recognises the vital importance of **working collaboratively** with a wide range of strategic partners to achieve good transport connectivity within London, and also between London and the Wider South East, the rest of the UK and a global network of other cities. Public transport is the most efficient means of moving people over distances that are too long to walk and cycle. London has one of the most extensive public transport networks in the world, with more than nine million trips made every day by bus, tram, tube, train and river. Use of the public transport system has increased by 65 per cent since 2000 largely because of enhanced services and an improved customer experience.

10.3.2 By 2041, London's transport networks will need to cater for over five million additional trips every day. There is therefore an urgent **need to improve public transport capacity, connectivity and quality of service** to ensure that it continues to cater for London's growth. Particular attention should be paid to how the complementary modes of walking, cycling and public transport interconnect at transport hubs and on streets across London.

10.3.3 Table 10.1 sets out both the transport schemes identified in the Mayor's Transport Strategy evidence base as being able to accommodate London's growth sustainably, and those that can achieve the wider economic, health and environmental objectives of this Plan. Additionally, a number of schemes are required to unlock growth (particularly after 2029),^[178] which need to be appropriately protected so the Plan can be delivered.

10.3.4 When preparing Development Plans, local authorities should engage with TfL (and other relevant authorities) to appropriately plan for sites and routes, including those in Table 10.1, required to deliver an enhanced or expanded transport network.

10.3.5 Where a scheme in Table 10.1 could potentially be affected by a proposal, applicants should consult with TfL (and other relevant authorities) at an early stage to understand the latest status of the scheme (which may change over time) and identify impacts and whether any suitable mitigation is possible.

10.3.6 Development proposals should identify new sites or routes that are or will be required for local public transport and active travel connections, where appropriate. This should be set out in a **transport assessment or transport statement**. The way in which developments connect to local public transport and active travel networks plays a critical role in widening transport choice across London and therefore it may be necessary for proposals to facilitate the delivery of local connections through, for example, provision of land for walking and cycling routes or bus stops and supporting infrastructure.

10.3.7 The **Elizabeth line** will increase capacity within central London by about ten per cent, relieving crowding on the Tube network and reducing journey times and congestion at stations. An eastward extension to the Elizabeth line could support thousands of new homes and jobs along the route in Bexley and north Kent. The extension could link to High Speed 1 at Ebbsfleet and boost rail connectivity throughout the Wider South East.

10.3.8 **Crossrail 2** is essential to London's future. This major new line will provide capacity for 270,000 people to travel into and across central London each morning and help to reduce crowding elsewhere on the network, as well as unlocking around 200,000 new homes and supporting up to 200,000 new jobs. Working with partners, the Mayor aims to open Crossrail 2 in the 2030s.

10.3.9 Extending the **Bakerloo line** is also necessary to provide extra capacity on the Tube in south east London. The scheme would enable capacity for up to for 65,000 passenger journeys during the morning and evening peaks and support more than 25,000 new homes and 5,000 jobs.

10.3.10 A key means of improving the efficiency of the transport network and unlocking growth potential is to **eliminate physical barriers to movement**, including in places where the Thames divides the communities on either side of it. Increasing the number and capacity of public transport links, as well as walking and cycling crossings, across the Thames will help to improve access to employment opportunities, support the development of thousands of new homes and enable healthier lifestyles.

10.3.11 The **bus network** also has an increasingly important role to play in the development of London, particularly delivering orbital connections. Therefore, the Mayor will work with partners to continue to develop a comprehensive network of frequent, high-quality bus routes.

Table 10.1 - Indicative list of transport schemes

Healthy Streets and active travel

Table 10.1 - part 1 provides an indicative list of Healthy Streets and active travel schemes, their indicative cost (low, medium or high) and the estimated timescale for implementation

Scheme	Cost*	Timescale
Accessibility and inclusivity embedded in planning and design of Healthy Streets	low	2017-2041
Borough-led traffic reduction strategies (including workplace parking levies)	low	2017-2030

Scheme	Cost*	Timescale
Cycle Hire network development	medium	2017-2041
Cycle network development (London-wide)	medium	2017-2030
Electric vehicle charging infrastructure	low	2017-2041
Freight consolidation programme	medium	2017-2041
Freight fleet emissions reductions	low	2017-2041
Highway decks to release land for housing (subject to further assessment)	high	2017-2030
Personal safety and security improvements on London's streets	low	2017-2041
Road pricing: existing schemes reviewed	low	2018-2020
Road pricing: next generation charging (subject to further assessment)	medium/high	2022-2041
Street trees increases	low	2017-2041
Sustainable drainage system improvements on railway land	low	2017-2041

Scheme	Cost*	Timescale
Sustainable drainage system improvements on streets	low	2017-2041
Transformation of Parliament Square (subject to further assessment)	low	2020s
ULEZ in central and inner London	medium	2017-2021
LEZ strengthening London-wide for buses, coaches and HGVs	low	2020
Vision Zero (safer road user behaviours through education, engagement and enforcement, and improved vehicle safety including banning most dangerous HGVs/HGV Direct Vision)	low	2017-2041
Walk and cycle bridge between Battersea and Fulham	low	2020-2025
Walk and cycle river crossing: Nine Elms Pimlico Bridge	low	2020-2030
Walk and cycle river crossing between Rotherhithe and Canary Wharf	medium	2017-2030
Walk and cycle to school schemes	low	2017-2041
Walk and cycle to work and in local communities schemes	low	2017-2041
Walk and cycle wayfinding improvements	low	2017-2041
Walk London Network enhancements	low	2017-2041

Scheme	Cost*	Timescale
Walking: improved local routes	low	2017-2030

Public Transport

Table 10.1 - Part 2 provides an indicative list of Public Transport schemes, their indicative cost (low, medium or high) and the estimated timescale for implementation

Scheme	Cost*	Timescale
Bakerloo line extension	high	2020-2030
Beam Park station	low	2020-2030
Brighton Mainline Upgrade (higher frequencies)	high	2020-2030
Bus network: demand-responsive bus services (subject to further assessment)	medium	2017-2041
Bus network: enhancements to meet existing and future demand	medium	2017-2041
Bus network: Low Emissions Bus Zones (including bus priority)	low	2017-2030
Bus network: retrofitted and procuring cleaner buses	medium	2017-2041
Bus network: Silvertown Tunnel and associated bus services	medium	2017-2030
Bus network: wheelchair accessible bus stops	low	2017-2041

Scheme	Cost*	Timescale
Bus priority network and supporting infrastructure	medium	2017-2030
Bus transit pilots	low	2020-2041
Coach hub(s) upgrade and/or reprovision	medium	2020-2030
Crossrail 2 (including West Anglia Main Line 4-tracking)	high	2020-2041
Crossrail 2 eastern branch (subject to further assessment)	high	2020-2041
Devolved suburban rail services to enable London suburban metro	high	2020-2030
DLR extension from Gallions Reach to Thamesmead (subject to further assessment)	medium	2017-2030
DLR station upgrade programme	low	2017-2041
DLR upgrades	high	2020-2041
Elizabeth line	high	2017-2021
Elizabeth line extension / rail enhancements east of Abbey Wood	medium/high	2020-2041
Heathrow Airport Southern Rail Access (required if airport expansion proceeds)	high	2020-2041

Scheme	Cost*	Timescale
Heathrow Airport Western Rail Access (required if airport expansion proceeds)	high	2020-2041
HS2 and associated National Rail changes, including mitigation of impacts at street level	high	2020-2041
London Overground extension to Barking Riverside	medium	2017-2030
London Overground extension – West London Orbital	medium	2020-2030
London Overground extensions (subject to further assessment)	low	2030-2041
London Overground frequency upgrades (network-wide)	low	2017-2041
London Overground station upgrade programme	medium	2017-2041
London Overground strategic interchanges at Clapham Junction, Lewisham, Stratford and Old Oak Common and improved accessible interchange facilities across inner and outer London	low	2017-2030
London Underground air quality improvements	low	2017-2041
London Underground station capacity programme	high	2017-2041
London Underground step-free stations and more accessible vehicles.	medium	2017-2041
London Underground upgrades – various (e.g. Deep Tube programme, Four Lines Modernisation programme etc)	high	2017-2041

Scheme	Cost*	Timescale
National Rail capacity increases (other lines)	medium	2020-2030
National Rail freight upgrades, especially to enable freight to bypass London	low	2017-2041
National Rail station capacity and step-free access upgrades	high	2017-2041
Night Overground	low	2017-2020
Night-time services on the DLR	low	2020-2030
Night Tube extensions	low	2017-2030
Northern line extension	high	2017-2020
River crossing at Gallion's Reach and/or Belvedere (subject to further assessment)	medium	2030-2041
River crossings (public transport) in East London (subject to further assessment)	medium	2017-2041
River services extensions to the east (subject to further assessment)	low	2017-2030
Stratford to Angel Road enhancements	medium	2017-2020
Sutton Link	medium	2020-2030

Scheme	Cost*	Timescale
Thameslink Programme	high	2017-2020
Tram upgrades	medium	2017-2041
Walk and cycle ferry between North Greenwich and Canary Wharf (subject to further assessment)	low	2017-2030

Policy T4 Assessing and mitigating transport impacts

Policy T4 Assessing and mitigating transport impacts

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance,^[179] transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.^[180]

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger.

10.4.1 It is important that the impacts and opportunities which arise as a result of development proposals are identified and assessed so that appropriate mitigations and opportunities are secured through the planning process. **Transport assessments** are therefore necessary to ensure that planning applications can be reviewed and assessed for their specific impacts and for their compatibility with the Healthy Streets Approach. Consideration of the potential impacts on internationally important wildlife sites should also be assessed, where required.

10.4.2 Transport assessments should include an assessment of demand arising from personal travel as well as from potential servicing and deliveries, taking into account the impacts both on all modes of transport including walking and cycling, and on streets as social spaces. For developments of strategic importance (development proposals that are referable to the Mayor), applicants are strongly advised to engage early with Transport for

London through the **pre-application process** in order to ensure that all necessary elements are covered.^[181]

10.4.3 It is important that development proposals **reduce the negative impact of development on the transport network** and reduce potentially harmful public health impacts. The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. Where adverse transport impacts have been identified from development proposals, mitigation will be sought in the form of financial contributions – to improve network service levels for example – or through directly providing infrastructure such as additional bus stops and street improvements.

10.4.4 New development that will give rise to significant numbers of new trips should be located in places well-connected by public transport, with capacity adequate to support the additional demand, or where there is a realistic prospect of additional access or capacity being provided in time to meet the new demand. The ability to absorb increased travel demand through active travel modes must also be considered. Funded proposals by applicants to improve transport access, capacity or connectivity are encouraged.

Policy T5 Cycling

Policy T5 Cycling

- A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
 - 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.
- B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.^[182] Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.
- D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
- E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
- F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Table 10.2 - Minimum cycle parking standards*

Table 10.2 shows the minimum cycle parking standards by use class for both long-stay and short-stay provision

Use class	Use description	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A1	food retail above 100 sqm	1 space per 175 sqm gross external area (GEA)	<p>areas with higher cycle parking standards (see Figure 10.3):</p> <ul style="list-style-type: none"> • first 750 sqm: 1 space per 20 sqm; • thereafter: 1 space per 150 sqm (GEA) <p>rest of London:</p> <ul style="list-style-type: none"> • first 750 sqm: 1 space per 40 sqm; • thereafter: 1 space per 300 sqm (GEA)
			<p>areas with higher cycle parking standards (see Figure 10.3):</p> <ul style="list-style-type: none"> • first 1000 sqm: 1 space per 60 sqm; • thereafter: 1 space per 500 sqm (GEA) <p>rest of London:</p> <ul style="list-style-type: none"> • first 1000 sqm: 1 space per 125 sqm; • thereafter: 1 space per 1000 sqm (GEA)
A1	non-food retail above 100 sqm	<ul style="list-style-type: none"> • first 1000 sqm: 1 space per 250 sqm • thereafter: 1 space per 1000 sqm (GEA) 	<p>rest of London:</p> <ul style="list-style-type: none"> • first 1000 sqm: 1 space per 125 sqm; • thereafter: 1 space per 1000 sqm (GEA)
A2-A5	financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100 sqm	1 space per 175 sqm (GEA)	<p>areas with higher cycle parking standards (see Figure 10.3):</p> <ul style="list-style-type: none"> • 1 space per 20 sqm (GEA) <p>rest of London:</p> <ul style="list-style-type: none"> • 1 space per 40 sqm (GEA)

Use class	Use description	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
B1	business offices	<ul style="list-style-type: none"> • areas with higher cycle parking standards (see Figure 10.3): 1 space per 75 sqm • rest of London: 1 space per 150 sqm (GEA) 	<ul style="list-style-type: none"> • first 5,000 sqm: 1 space per 500 sqm • thereafter: 1 space per 5,000 sqm (GEA)
B1	light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1000 sqm (GEA)
B2-B8	general industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1000 sqm (GEA)
C1	hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
C2	care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4	dwellings (all)	<ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings
D1	nurseries	1 space per 8 FTE staff + 1 space per 8 students	See long-stay requirement

Use class	Use description	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
D1	primary schools / secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
D1	universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
D1	health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
D1	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
C1-Sui Generis	Student accommodation	0.75 spaces per bedroom	1 space per 40 bedrooms
Any	Specialist older persons housing**	1 space per 10 bedrooms	1 space per 40 bedrooms
Sui generis	Any not specified elsewhere in this table	As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living = studio C3	As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living = studio C3

Use class	Use description	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
Sui generis	Stations	To be considered on a case by case basis through liaison with TfL. The level of provision should take into account the type and location of the station, current and future rail and cycle demand and the potential for journey stages to and from the station to be made by cycle. A step-change in provision is expected, especially at termini, in order to meet the Mayor's mode share target.	To be considered on a case by case basis through liaison with TfL. The level of provision should take into account the type and location of the station, current and future rail and cycle demand and the potential for journey stages to and from the station to be made by cycle. A step-change in provision is expected, especially at termini, in order to meet the Mayor's mode share target.

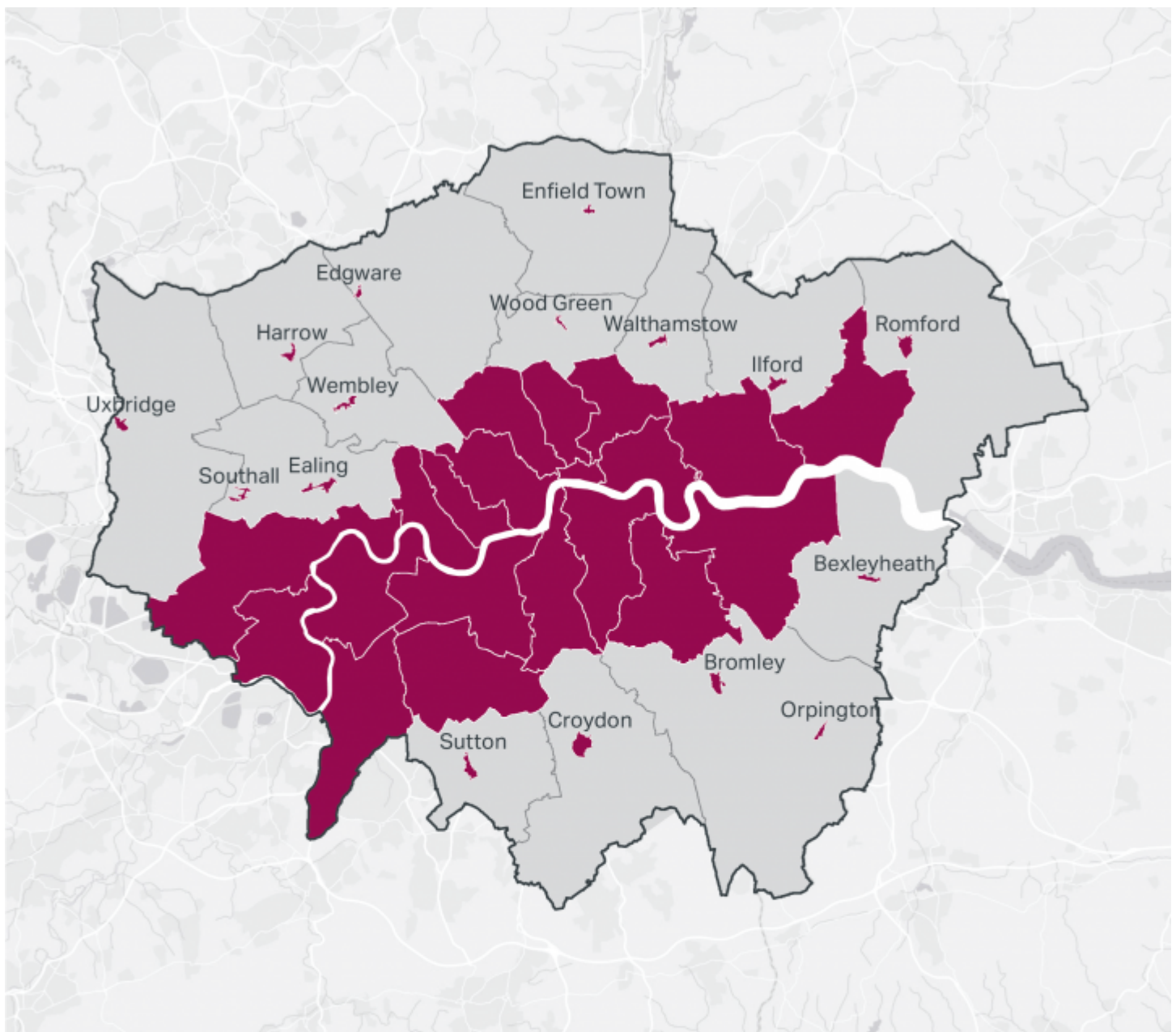
* The minimum of two short-stay and two long-stay cycle parking spaces does not apply to A1-A5 developments of less than 100 sqm or to short-stay parking at residential developments of fewer than 5 dwellings.

** as defined by [Policy H13 Specialist older persons housing](#). The Mayor will continue to gather evidence with a view to revising and updating this standard. Where appropriate, proposals should provide higher provision than the above standard where it is needed.

10.5.1 Development should **facilitate and encourage cycling**, and reduce car dependency and the health problems it creates. Cycling is a space-efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and spending time in the city. The Mayor will deliver, in partnership with boroughs, a new London-wide network of strategic cycling routes which will transform the convenience and experience of cycling for all types of trips.

10.5.2 For some types of trip, the **level of cycling is dependent on the location of the destination**. For the boroughs identified on [Figure 10.3](#) (the central and inner London boroughs, plus Richmond, Merton, Kingston, Hounslow and Barking & Dagenham), around 3.5 per cent of trips arriving at workplace, leisure and shopping destinations are made by cycle. This compares to around 1.5 per cent elsewhere in London.

Figure 10.3 - Boroughs and town centres where higher minimum cycle parking standards apply



Areas where higher minimum cycle parking standards apply
see table 10.2

● Higher minimum cycle parking standards

Source: Transport for
London (TfL)

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10.5.3 The **minimum standards** for short-stay (for visitor / customer) cycle parking for Class A Uses and long-stay cycle parking (for employees) for office use in the locations identified on Figure 10.3 are thus set at twice the level as elsewhere – though the Mayor will support other boroughs adopting these higher standards borough-wide or for defined areas through their Development Plan Documents (such as existing Mini-Hollands, and

Liveable Neighbourhoods or Opportunity Areas).

10.5.4 The locations where higher standards apply also include outer London Metropolitan and Major town centres where TfL has identified high potential for a switch to cycling. **Higher provision** in these locations is required to enable this increased level of cycling and contribute to Healthy Streets in town centres.

10.5.5 Cycle parking and cycle parking areas should allow easy access and provide **facilities for disabled cyclists**. This could include identifying and reserving specific spaces which provide step-free cycle parking and opportunities for people using adapted cycles, as well as providing facilities for other non-standard cycles such as tricycles, cargo bicycles and bicycles with trailers, for both long-stay and short-stay parking.

10.5.6 At **university campuses and schools**, cycle parking should be located in close proximity to the entrances of all buildings to provide convenience and choice for users. For nurseries and primary schools, an appropriate proportion of long-stay cycle parking spaces for students may be met through scooter parking. Nurseries should meet the standard through an appropriate mix of long and short-stay parking to cater for staff, those dropping off children, and children's cycle and scooter parking.

10.5.7 Staff cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather. In places of employment, **supporting facilities** are recommended, including changing rooms, maintenance facilities, lockers (at least two per three long-stay spaces are recommended) and shower facilities (at least one per ten long-stay spaces is recommended). Accessible facilities for disabled cyclists should also be provided.

10.5.8 **Short-stay cycle parking** must be available for shoppers, customers, messengers and other visitors, and must be convenient and readily accessible. It must have step-free access and be located within 15 metres of the main entrance wherever possible.

10.5.9 The provision of **space for folding bicycles** is generally not an acceptable alternative to conventional cycle parking. An exception may be applied in office developments in the CAZ, where the location of rail termini lends itself to greater levels of folding bicycle use. This should only be applied for up to 10 per cent of long-stay spaces and where the full provision could not otherwise be provided. Provision of cycle hire caters for a different market of cyclist and also should not be accepted in lieu of cycle parking.

10.5.10 Where standards are based on floorspace, these have been calculated on the basis of the level of demand and potential growth in relation to Gross External Area (GEA). This calculation already takes into account that not all of the area covered by GEA will generate cycling trips.

Policy T6 Car parking

Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

- D The maximum car parking standards set out in [Policy T6 .1 Residential parking](#) to [Policy T6 .5 Non-residential disabled persons parking](#) should be applied to development proposals and used to set local standards within Development Plans.
- E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in [Policy T6 .1 Residential parking](#) to [Policy T6 .5 Non-residential disabled persons parking](#).
- F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.
- G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with [Policy T6 .1 Residential parking](#), [Policy T6 .2 Office Parking](#), [Policy T6 .3 Retail parking](#), and [Policy T6 .4 Hotel and leisure uses parking](#). All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.
- H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.
- I Adequate provision should be made for efficient deliveries and servicing and emergency access.
- J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.
- K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in [Policy T6 .1 Residential parking](#)) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.
- L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

10.6.1 To manage London's road network and ensure that people and businesses can move about the city as the population grows and housing delivery increases significantly, new parking provision must be carefully controlled. The **dominance of vehicles on streets** is a significant barrier to walking and cycling, reduces the appeal of streets as public places and has an impact on the reliability and journey times of bus services. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. As the population grows, a fixed road network cannot absorb the additional cars that would result from a continuation of current levels of car ownership and use. Implementing the parking standards in this Plan is therefore an essential measure to support the delivery of new housing across the city. In some areas, it will be necessary for boroughs to introduce additional parking controls to ensure new development is sustainable and existing residents can continue to park safely and efficiently.

10.6.2 **Maximum standards for car parking** take account of PTAL as well as London Plan spatial designations and use classes. Developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there. Opportunity Areas offer the potential to coordinate new transport investment with development proposals to embed car-free or car-lite lifestyles from the outset. Differences in car use and ownership between inner and outer London are recognised, with trip distances and trip patterns sometimes making walking and cycling difficult in outer London.

10.6.3 The approach to parking in **outer London Opportunity Areas** should be set out in Opportunity Area Planning Frameworks, complementing the OA mode share target.^[183] Through OAPFs, parking provision can vary within an outer London OA to reflect PTAL, but the overall quantum must not exceed the relevant maximum standard.

10.6.4 When **calculating general parking provision within the relevant standards**, the starting point for discussions should be the highest existing or planned PTAL at the site, although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling. Disabled persons parking provision for Blue Badge holders, car club spaces and provision for electric or other Ultra-Low Emission vehicles should be included within the maximum provision and not in addition to it.

10.6.5 **Where no standard is provided**, the level of parking should be determined on a case-by-case basis taking account of [Policy T6 Car parking](#), current and future PTAL and wider measures of public transport, walking and cycling connectivity.

10.6.6 The quantum of any parking provision, as well as its design and implementation, should have regard to the need to promote active modes and public transport use. Provision should be **flexible for different users and adaptable** to future re-purposing in the context of changing requirements, including technological change. Alternative uses could include: seating, places for people to stop and spend time, areas of planting or additional cycle parking.

10.6.7 The general principles outlined in paragraphs 10.6.4 to 10.6.6 above apply to the parking standards set for residential, office (and Use Classes B2 and B8), retail, and hotel and leisure uses under [Policy T6 .1 Residential parking](#) to [Policy T6 .5 Non-residential disabled persons parking](#). In relation to [Policy T6 Car parking](#) Part L, where industrial sites are redeveloped parking will be considered on a case by case basis as set out in paragraph 10.6.18.

10.6.8 Surface-level car parking should be **permeable** in accordance with Policy [Policy SI 13 Sustainable drainage](#).

Policy T6.1 Residential parking

Policy T6.1 Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
- 4) count towards the maximum parking provision for the development
- 5) be designed in accordance with the design guidance in BS8300vol.1
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Table 10.3 - Maximum residential parking standards

Table 10.3 shows the maximum parking provision for residential developments

Location	Number of beds	Maximum parking provision*
Central Activities Zone, Inner London Opportunity Areas, Metropolitan and Major Town Centres, All areas of PTAL 5 – 6, Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2, Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling

Location	Number of beds	Maximum parking provision*
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

10.6.9 The Mayor's ambition is for London to be a city where it is easy for all disabled people to live and travel in London. Disabled people should have a genuine choice of housing that they can afford within a local environment that meets their needs. This means taking a holistic approach to creating streets, local services and a public transport network that caters for disabled people and people with long-term health conditions. It is recognised that some disabled people will rely on car travel more than others, whether as a passenger or a driver. This means that to ensure genuine housing choice, **disabled persons' parking** should be provided for new residential developments. In some circumstances this may include visitor parking for disabled residents who might have regular visitors such as carers. Any such parking should be marked out as such and restricted only for these users from the outset.

10.6.10 Where general parking is provided on-site, any disabled persons parking bays not provided at the outset should be identified on plan. For car-free development, how provision will be made, including whether bays are provided on-site or on-street, should be clearly set out and justified, in line with relevant guidance and local policies. All provision should be fully assessed and demonstrably consistent with the **inclusive design principles** of [Policy D5 Inclusive design](#), and [GG1 Building strong and inclusive communities](#); further information on how disabled persons parking should be approached and delivered will be set out in guidance.

10.6.11 Through **Parking Design and Management Plans**, applicants should provide details of how initial and future provision of disabled persons parking spaces will be made, managed and enforced. They should show where these spaces will be located and demonstrate how their availability will be made clear to residents prior to occupation to inform their housing decision. Where a bay is being marked up for a particular resident, this

should be done prior to occupation. Details should also be provided of how existing or future residents would request a bay, how quickly it would be created and what, if any, provision of visitor parking for disabled residents is available. In car-free developments, at no time should any on-site space marked on plan for future disabled persons parking be used for general parking.

10.6.12 In implementing this policy, if three per cent of a scheme is less than one space, this should be rounded up to one.

10.6.13 Given the aims of this Plan and the Mayor's Transport Strategy in reducing car use and the priority given to affordable housing provision, to ensure the provision of parking does not impact on the level of affordable housing that is viable, the inclusion of parking provision (excluding disabled persons parking), even where consistent with the standards set out above, **should not result in a reduction to affordable housing**.

10.6.14 **Parking spaces should be leased rather than sold** to ensure the land they take up is used as efficiently as possible over the life of a development. This includes ensuring that disabled persons parking bays can be used by those who need them at any given time and ensuring enlarged bays are available to be converted to disabled persons parking bays as required. Leasing allows for spaces with active charging points to serve electric or other Ultra-Low Emission vehicles, and can more easily support passive provision becoming active. Leasing also supports parking provision to be adaptable to future re-purposing, such as following changes to transport technology or services. Leases should be short enough to allow for sufficient flexibility in parking allocation to reflect changing circumstances.

10.6.15 **Car clubs** count towards the maximum parking permitted because they share many of the negative impacts of privately-owned cars. However, in some areas, car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car.

Policy T6.2 Office Parking

Policy T6.2 Office Parking

A The maximum parking standards set out in Table 10.4 should be applied to new office development.

B In well-connected parts of outer London, including town centres, in close proximity to stations and in Opportunity Areas, office developments are encouraged to be car-free.

C Car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments. A degree of flexibility may also be applied to reflect different trip-generating characteristics. In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made.

D Outer London boroughs wishing to adopt more generous standards are required to do so through an evidence-based policy in their Development Plan that identifies the parts of the borough in which the higher standards will be applied, and justifies those standards, including:

- 1) the provision and operation of (existing and future) public transport, especially in relation to bus reliability
- 2) the impact on the ability to deliver Healthy Streets, promote active travel and deliver mode shift
- 3) the impact on congestion and air quality locally and on neighbouring boroughs and districts outside London as appropriate
- 4) a commitment to increase or enhance publicly-available cycle parking
- 5) a requirement (via Travel Plans) to reduce car parking provision over time and convert it to other uses.

E Boroughs should not seek to adopt more generous standards borough-wide.

F Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all

taxi spaces.

G A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision.

H Disabled persons parking should be provided as set out in [Policy T6 .5 Non-residential disabled persons parking](#).

Table 10.4 - Maximum office parking standards

Table 10.4 shows the maximum parking standards in office developments

Location	Maximum parking provision*
Central Activities Zone and inner London	Car free^
Outer London Opportunity Areas	Up to 1 space per 600 sq.m. gross internal area (GIA)
Outer London	Up to 1 space per 100 sq.m. (GIA)
Outer London locations identified through a DPD where more generous standards apply	Up to 1 space per 50 sq.m. (GIA)

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

^ With the exception of disabled persons parking, see [Policy T6 .5 Non-residential disabled persons parking](#)

10.6.16 Parking associated with offices has the potential to generate car travel in the morning and evening peaks when streets are the most congested. In many parts of London this means that bus travel is less reliable and active travel is less attractive. **Office parking** also has the potential to induce habitual car travel even where alternatives to the car exist, impacting on the ability for the Mayor to meet his mode share target for 80 per cent of trips to be made by public transport and active travel. For these reasons, offices should be located in places that are accessible by public transport, walking and cycling and car parking provision should be kept to a minimum.

10.6.17 The **management of parking** that is provided should ensure that employees and visitors are encouraged to use non-car modes as much as possible. It should also ensure that the operation of car and cycle parking and the public realm does not prioritise vehicles over people and that under-utilised parking is converted to other uses such as amenity space or green infrastructure.

10.6.18 For **industrial sites**, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities^[184] taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.

Policy T6.3 Retail parking

Policy T6.3 Retail parking

A The maximum parking standards set out in Table 10.5 should be applied to new retail development, unless alternative standards have been implemented in a Development Plan through the application of Policy G below. New retail development should avoid being car-dependent and should follow a town centre first approach, as set out in [Policy SD7 Town centres: development principles and Development Plan Documents](#).

B To make the most efficient use of land, the starting point for assessing the need for parking provision at all new retail development should be the use of existing public provision, such as town centre parking.

C Opportunities should be sought to make the most of all existing parking, for example using office parking for retail outside working hours. Where shared parking is identified, overall provision should be reduced to make better use of land and more intensively use the parking that remains.

D If on-site parking is justified it should be publicly-available.

E Disabled persons parking should be provided as set out in [Policy T6 .5 Non-residential disabled persons parking](#).

F Where car parking is provided at retail development, provision for rapid electric vehicle charging should be made.

G Boroughs may consider amended standards in defined locations consistent with the relevant criteria in the NPPF where there is clear evidence that the standards in Table 10.5 would result in:

- 1) A diversion of demand from town centres to out of town centres, undermining the town centres first approach.
- 2) A significant reduction in the viability of mixed-use redevelopment proposals in town centre.

Table 10.5 - Maximum retail parking standards

Table 10.5 shows the standards for the maximum parking spaces in non-residential developments

Location	Maximum parking provision*
Central Activities Zone and all areas of PTAL 5-6	Car-free^
Inner London, Outer London Opportunity Areas and Outer London retail below 500 sq.m.	Up to 1 space per 75 sq.m. gross internal area (GIA)
Rest of outer London	Up to 1 space per 50 sq.m. (GIA)

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

^ With the exception of disabled persons parking, see [Policy T6 .5 Non-residential disabled persons parking](#).

10.6.19 Retail developments are significant trip attractors and should be located in places that are well-connected by public transport. Many retail trips are potentially walkable or cyclable, and improving the attractiveness of these modes through improved public realm and the application of the Healthy Streets Approach will support the

vitality of London's many town centres and high streets. As such, **car parking provision should be kept to a minimum** and space should be used for activities that create vibrancy and contribute to the formation of liveable neighbourhoods.

10.6.20 Where significant provision of car parking at retail development can be justified, provision of **rapid electric vehicle charging facilities** should be made. Supplementary Planning Guidance on what provision is required will be provided.

10.6.21 As with office parking, any provision that is made should be carefully **managed** so that it does not undermine the attractiveness of alternatives to the car.

Policy T6.4 Hotel and leisure uses parking

Policy T6.4 Hotel and leisure uses parking

A In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

C All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

D Disabled persons parking should be provided as set out in [Policy T6.5 Non-residential disabled persons parking](#).

10.6.22 Hotel and leisure uses should be located in accessible locations to encourage walking, cycling and public transport use. Where Development Plans specify **lower local maximum standards** for general or operational parking, these should be followed.

Policy T6.5 Non-residential disabled persons parking

Policy T6.5 Non-residential disabled persons parking

A Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.

B Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.

C Designated bays should be marked up as disabled persons parking bays from the outset.

D Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate. The process for converting enlarged bays should be set out in a Parking Design and Management Plan and secured at the planning stage.

E Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

Table 10.6 - Non-residential disabled persons parking standards

Table 10.6 shows the required provision (per cent) of parking spaces for people with disabilities in non-residential developments

Use	Designated bays (Per cent of total parking provision)	Enlarged bays (Per cent of total parking provision)
Workplace	5 per cent	5 per cent
Education	5 per cent	5 per cent
Retail, recreation, hotels and leisure	6 per cent	4 per cent
Transport car parks	5 per cent	5 per cent
Medical and health facilities	6 per cent	4 per cent
Religious buildings and crematoria	Minimum two spaces or 6 per cent, whichever is the greater	4 per cent
Sports facilities	Refer to Sport England Guidance	Refer to Sport England Guidance

10.6.23 Standards for non-residential disabled persons parking are based on a percentage of the total number of parking bays. Careful assessment will therefore be needed to ensure that these percentages make adequate provision in light of the need for disabled persons parking bays by Blue Badge holders. The provision of disabled persons parking bays should be **regularly monitored and reviewed** to ensure the level is adequate and enforcement is effective. All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.

Policy T7 Deliveries, servicing and construction

Policy T7 Deliveries, servicing and construction

A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:

- 1) reduce freight trips to, from and within these areas
- 2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level
- 3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

- * planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply
- * location, proximity to the strategic road network and existing/potential markets
- * the existing and potential contribution the railhead can make towards catering for freight movements by non-road modes
- * the location and availability of capacity at alternative railheads, in light of current and projected capacity and market demands.

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

- 1) reduce road danger, noise and emissions from freight trips
- 2) enable sustainable last-mile movements, including by cycle and electric vehicle
- 3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

10.7.1 An efficient freight network is necessary to support the function of the city. This policy seeks to facilitate **sustainable freight movement** by rail, waterways and road in London through consolidation, modal shift and promoting deliveries at different times of day and night in order to reduce the impact on road congestion and air quality, and conflict with other users.

10.7.2 Currently many deliveries of non-urgent goods are made, unnecessarily, at congested times of the day. As many as two in every three delivery slots are missed, leading to repeat trips that cause additional congestion and emissions. Many van and lorry trips could be avoided or re-timed if freight activity were better **consolidated**.

10.7.3 The Mayor will work with all relevant partners to improve the **safety and efficiency** of freight across London and support consolidation within and beyond London, as well as the retiming of movements to avoid peak hours. To reduce the pressure on London's streets, developments should provide for deliveries and servicing off-street where possible, and through dedicated loading bays if not. Where loading in the carriageway

is unavoidable and the impacts can be made acceptable, it should be designed to minimise the impact on people walking or cycling and other road users. Improved on-site storage can also reduce the need for deliveries during peak hours.

10.7.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of **non-road vehicle modes**. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.

10.7.5 Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including **addressing missed deliveries**. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider facilitation of home deliveries in a way that does not compromise the benefits of creating low-car or car-free environments.

10.7.6 **Construction Logistics and Delivery and Servicing Plans** should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

10.7.7 **To reduce the road danger associated with the construction of new development** and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

Policy T8 Aviation

Policy T8 Aviation

A The Mayor supports the role of the airports serving London in enhancing the city's spatial growth, particularly within Opportunity Areas well connected to the airports by public transport and which can accommodate significant numbers of new homes and jobs. This should be reflected in relevant Development Plans and other area-based strategies.

B The environmental and health impacts of aviation must be fully acknowledged and aviation-related development proposals should include mitigation measures that fully meet their external and environmental costs, particularly in respect of noise, air quality and climate change. Any airport expansion scheme must be appropriately assessed and if required demonstrate that there is an overriding public interest or no suitable alternative solution with fewer environmental impacts.

C The Mayor will oppose the expansion of Heathrow Airport unless it can be shown that no additional noise or air quality harm would result, and that the benefits of future regulatory and technology improvements would be fairly shared with affected communities.

D All airport expansion development proposals that would impact on passenger movements through London should demonstrate how public transport and other surface access networks would accommodate resulting increases in demand alongside forecast background growth; this should include credible plans by the airport for funding and delivery of the required infrastructure.

E Development proposals that would lead to changes in airport operations or air traffic movements must take full account of their environmental impacts and the views of affected communities. Any changes to London's

airspace must treat London's major airports equitably when airspace is allocated.

F Development proposals should make better use of existing airport capacity, underpinned by upgraded passenger and freight facilities and improved surface access links, in particular rail.

G Airport operators should work closely with airlines, Transport for London and other transport providers and stakeholders to ensure straightforward, seamless and integrated connectivity and to improve facilities and inclusive access. They should also increase the proportion of journeys passengers and staff make by sustainable means such as rail, bus and cycling, and minimise the environmental impacts of airport servicing and onward freight transport.

H Development proposals relating to general and business aviation activity should only be supported if they would not lead to additional environmental harm or negative effects on health, nor impact on scheduled flight operations. Any significant shift in the mix of operations using an airport – for example, the introduction of scheduled flights at airports not generally offering such flights – should be refused.

I New heliports should be refused, other than for emergency services.

10.8.1 London's airports form part of a single wider aviation system whose impacts are felt across local authority boundaries. This policy therefore establishes a strategic approach to aviation within London and provides guidance for decision takers outside of London. The primary focus of the policy is the planning system, but it also serves to inform other processes, such as the development of Airport Masterplans, as well as wider discussions with stakeholders.

10.8.2 London's major airports provide essential connectivity for passengers and freight, support vital trade, inward investment and tourism, generate prosperity, and provide and support significant numbers of jobs. The aviation industry must fully address its **environmental and health impacts**. Government and industry must also recognise local communities' concerns about aviation noise and pollution, consult fully with those affected, and use new technologies to deliver tangible reductions in noise exposure and pollution.

10.8.3 It is important, in the first instance, to **make best use of existing airport capacity**, which fast, frequent, sustainable surface access can support. Opportunity Areas with excellent airport rail connections can serve as airport gateways and be the focus for new development, in turn helping meet London's need for new homes and jobs. Any airport expansion proposals should not be at the expense of London's environment or the health of its residents. Heathrow airport's current operations are already a cause of concern for hundreds of thousands of Londoners, with its significant noise impacts and contribution to illegal levels of air pollution.

10.8.4 Any airport expansion proposals should only be taken forward on the basis that **noise impacts** are avoided, minimised and mitigated, and proposals should not seek to claim or utilise noise improvements resulting from technology improvements unrelated to expansion. Nor should expansion result in significant numbers of new people being exposed to new or additional noise harm.

10.8.5 Any airport expansion proposals should not worsen existing **air quality** or contribute to exceedance of air quality limits, nor should they seek to claim or utilise air quality improvements resulting from unrelated Mayoral, local or national policies and actions. Airport expansion should also incorporate air quality positive principles to minimise operational and construction impacts.

10.8.6 The Mayor will therefore strongly oppose any expansion of Heathrow Airport that would result in additional environmental harm or negative public health impacts. Air quality gains secured by the Mayor or noise reductions resulting from new technology must be used to improve public health, not to support expansion. The Mayor also believes that expansion at Gatwick could deliver significant benefits to London and the UK more quickly, at less cost, and with significantly fewer adverse environmental impacts. Stansted Airport will, in due course, be able to make better use of its single runway following the raising of its flight cap, alongside appropriate environmental mitigation. London City Airport is working to upgrade its passenger facilities and

enhance operational efficiency in conjunction with the introduction of additional environmental mitigation measures and what amounts to a reduction of its maximum permitted number of movements. Luton and Southend airports are also undertaking substantial upgrades of their terminal facilities.

10.8.7 Any airport expansion proposals must show that **surface transport networks** would be able to accommodate the additional trips they would lead to. It will not be sufficient to rely on schemes designed to cater for background growth such as the Elizabeth line, Thameslink and Crossrail 2. If significant airport expansion is to be accommodated sustainably and not lead to additional road traffic movements, this will require major investment by the airport authority and central Government in new infrastructure, particularly rail, in order to deliver the necessary additional capacity and connectivity.

10.8.8 The **aviation impacts on climate change** must be fully recognised and emissions from aviation activities must be compatible with national and international obligations to tackle climate change. The implications for other sectors and other airports must also be fully understood when expansion proposals are brought forward, and aviation greenhouse gas emissions must be aligned with the Mayor's carbon reduction targets.

10.8.9 **Air freight** plays an important role in supporting industry in London and the UK, and the provision of both bellyhold and dedicated freighter capacity should be an important consideration when plans for airport development in the south east of England are taken forward.

10.8.10 General and business aviation, typically utilising smaller airports, can complement and help sustain London's economy. However, the introduction of **scheduled flights** at such airports can significantly impact local communities, and scheduled flights should therefore normally operate from London's major airports which also tend to have much better surface and public transport networks in place.

10.8.11 The regime governing **helicopter flights** over London is outdated and requires urgent review by the CAA. The noise impacts from helicopters can be considerable and there are also concerns about the local air quality impacts around heliports. An updated regime should take full account of London's spatial growth and changes in technology to reduce noise and other environmental impacts, as well as safety risks. Steps should be taken to reduce helicopters overflying London.

Policy T9 Funding transport infrastructure through planning

Policy T9 Funding transport infrastructure through planning

A The Mayor will charge the Mayoral Community Infrastructure Levy (MCIL) to secure funding towards transport infrastructure of strategic importance such as Crossrail 2, and potentially other strategic transport infrastructure.

B In consultation with the Mayor, boroughs should identify a package of other strategically-important transport infrastructure, as well as improvements to public realm, along with other funding streams to deliver them.

C Planning obligations (Section 106 agreements), including financial contributions, will be sought to mitigate impacts from development, which may be cumulative. Such obligations and contributions may include the provision of new and improved public transport services, capacity and infrastructure, the expansion of the London-wide cycle networks and supporting infrastructure, and making streets pleasant environments for walking and socialising, in line with the Healthy Streets Approach.

10.9.1 Use of **MCIL** is restricted by regulation to funding **strategic transport infrastructure** in London. The Mayor's first MCIL (MCIL1) was introduced in 2012 to contribute to Crossrail 1 (the Elizabeth line) funding, and was designed as a single rate community infrastructure levy for each London borough, covering all

development other than education and health. Running alongside MCIL1 was a Section 106 contributions scheme which applied to office, retail and hotel developments in central London, the northern part of the Isle of Dogs and around Crossrail 1 stations. In June 2017, the Mayor published proposals for an MCIL2 to contribute to Crossrail 2 funding.^[185] This took effect in April 2019, replacing both MCIL1 and the Crossrail 1 Section 106 contributions scheme.

10.9.2 Negotiations on the Crossrail 2 scheme are still underway and there is no agreed funding package at present. Should no funding deal be achievable, the Mayor will apply the MCIL2 proceeds to **fund other strategic transport projects** for which there is a significant funding gap.

10.9.3 **Other transport infrastructure and improvements to public realm** will be necessary to support London's growth. Through Development Plans, boroughs should work with the Mayor to identify current and future requirements and funding streams for transport infrastructure and other measures which support growth and create a high-quality public realm in line with the Healthy Streets Approach.

10.9.4 As part of individual development proposals, comprehensive assessment should both inform appropriate levels of mitigation and highlight opportunities for improvements. In some instances, this may include securing **planning obligations** and the development and implementation of strategies to improve the public realm.

10.9.5 Alongside the development of the income streams described above and maximisation of funding that they could generate, the Mayor will work with strategic partners to investigate **new mechanisms** to support the funding of new and improved transport services and infrastructure.

Navigation

^[178] Strategic Housing Land Availability Assessment, Mayor of London, Nov 2017

^[179] <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>

^[180] <https://tfl.gov.uk/info-for/urban-planning-and-construction/guidance-for-applicants>

^[181] <https://tfl.gov.uk/info-for/urban-planning-and-construction/>

^[182] London Cycling Design Standards, Transport for London, <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>

^[183] As required by the Mayor's Transport Strategy

^[184] Density Guide 3rd Edition, Homes & Communities Agency, 2015, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/484133/employment_matrix.pdf (for standard employment density assumptions, see the employment density matrix)

^[185] <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>

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