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PHV.10.01	T1 A	<p>A Development Plans should support and development proposals should support and facilitate:</p> <ol style="list-style-type: none"> 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.
PHV.10.02	T1 Paragraph 10.1.1	<p>... 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.</p>

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PHV.10.03	T1 Paragraph 10.1.3	The Mayor will work with partners to minimise servicing and delivery freight trips on the road network including through consolidation. He will promote safe, clean and efficient and sustainable essential freight functions, including by road, rail, water and, for shorter distances, bicycle .
PHV.10.04	T1 Paragraph 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 10.1A.
PHV.10.05	Figure 10.1A	Figure 10.1A Change in Mmode 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

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PHV.10.06	T2 C	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 travel . Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
PHV.10.07	T2 Paragraph 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, inclusive of for people from all backgrounds, ensuring inequalities are reduced.
PHV.10.08	T2 Paragraph 10.2.3	... 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 delivering services on London's streets is

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		lessened. To deliver apply the Healthy Streets Approach, changes are required at strategic, network and street level.
PHV.10.09	T2 Paragraph 10.2.4	... 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 which that improve Londoners' experience of individual streets, including greening, to encourage them to live active lives should be embedded within new development.
PHV.10.10	T2 Paragraph 10.2.5	Street environments are also affected by h ow the city's streets are planned and used at a larger scale also has a big impact on individual streets around London . 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

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		industry, its customers and London's boroughs to develop more creative solutions to managing freight and deliveries
PHV.10.11	T2 Paragraph 10.2.7	... 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. New developments and public realm schemes should deliver improvements against the Healthy Streets Indicators.
PHV.10.12	T2 Paragraph 10.2.8	The Mayor has a long-term vision to reduce road danger on the streets so that no deaths or serious injuries occur on London's streets. ...
PHV.10.13	T3 B	<p>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:</p> <p>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)</p>

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		<p>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 in order to provide transport functions and planned changes to capacity, including proposals identified in Table 10.1</p> <p>3) safeguarding London's walking and cycling networks the Walk London Network protecting access to and improving the Thames Path and, where relevant, improving its alignment with the Thames.</p>
PHV.10.14	T3 C	<p>C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals that do not 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.</p>

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PHV.10.15	T3 D	<p>D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, securing Crossrail 2, the Bakerloo ILine eExtension, river crossings and an eastwards extension of the Elizabeth Line.</p>
PHV.10.16	Table 10.1	<p>Table 10.1 - Indicative list of transport schemes</p> <p><i>Table Amended</i></p>
PHV.10.17	T3 Paragraph 10.3.2A	<p>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^{141A}), which need to be appropriately protected so the Plan can be delivered.</p> <p>141A Mayor of London, Strategic Housing Land Availability Assessment, Nov 2017</p>

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PHV.10.18	T3 Paragraph 10.3.2B	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.
PHV.10.19	T3 Paragraph 10.3.2C	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.
PHV.10.20	T3 Paragraph 10.3.2D	Development proposals should identify new sites or routes that are or will be required for local public transport and active travel connections, where appropriate. 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.

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PHV.10.21	T3 Paragraph 10.3.3	<p>The Elizabeth Line, due to open in 2019, will increase capacity within central London by about ten per cent, relieving crowding on the Tube network, and reducing journey times from east and west London to central London and the Isle of Dogs, and reducing congestion at stations. Paddington, Liverpool Street and in the West End. This will mean that an extra 1.5 million people will be within 45 minutes' commuting distance of central London. The Elizabeth Line has been designed to allow for future increases in capacity, given the expected demand associated with an increasing population and growing employment in the areas it serves. 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.</p>
PHV.10.22	T3 Paragraph 10.3.4	<p>Crossrail 2 is essential to London's future. Linking National Rail networks in Surrey and Hertfordshire via new tunnels and stations between Wimbledon and Tottenham Hale, †This major new line will provide capacity for 270,000 people to travel into and across central London each morning. The additional capacity will also and help to reduce some of the crowding elsewhere on the rest of the network that threatens to bring some major stations to a standstill. It will also, as well as unlocking around 200,000 new homes, and</p>

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		supporting up to 200,000 new jobs. Working with partners, the Mayor aims to open Crossrail 2 in the 2030s by 2033 .
PHV.10.23	T3 Paragraph 10.3.5	Extending the Bakerloo Line is also necessary to provide extra capacity on the Tube in south east London. The scheme would, enabling capacity for up to for 65,000 passenger journeys during the morning and evening peaks and Increasing connectivity and reducing journey times will enable the Bakerloo Line Extension to support more than 25,000 new homes and 5,000 jobs.
PHV.10.24	T3 Paragraph 10.3.5A	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.
PHV.10.25	T4 B	B When required in accordance with national or local guidance^{141B}, T transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts

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		<p>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 Pplans, Parking Design and Management Pplans, Construction Logistics Pplans and delivery and servicing PPlans will be required in accordance with relevant Transport for London guidance¹⁴².</p> <p>141B https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments 142 https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications https://tfl.gov.uk/info-for/urban-planning-and-construction/guidance-for-applicants</p>
PHV.10.26	T4 C	<p>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 any adverse transport impacts that are identified.</p>
PHV.10.27	T4 D	<p>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</p>

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		an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.
PHV.10.28	T4 Paragraph 10.4.1	... 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.
PHV.10.29	T4 Paragraph 10.4.4	Ideally, a N ew 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. ...
PHV.10.30	T5 A	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:

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		<p>...</p> <p>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 10.2, 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.</p>
PHV.10.31	T5 AA	<p>AA Cycle parking and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards¹⁴⁴. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.</p>

144 The London Cycling Design Standards can be found in TfL's online Streets Toolkit at <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>

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PHV.10.32	T5 A AB	A AB Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.
PHV.10.33	T5 D	D Where flexible commercial uses are proposed and exact uses are not determined at the point of application, the highest potential applicable cycle parking standard should be applied.
PHV.10.34	T5 E	E Where the final land use class of a development is not determined fixed at the point of application, the highest potential applicable cycle parking standard should be applied.
PHV.10.35	T5 F	F All development proposals should provide Aa minimum of two short-stay and two long-stay cycle parking spaces must be provided for all land uses in all locations except with the exception of Class C3-C4 uses and Class A uses where the a size threshold is specified in Table 10.2 and has not been met.

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PHV.10.36	Table 10.2	<p>Table 10.2 - Minimum cycle parking standards*</p> <p><i>Table Amended</i></p>
PHV.10.37	Figure 10.2	<p>Figure 10.2 - Boroughs and town centres Areas where higher minimum cycle parking standards apply</p>
PHV.10.38	T5 Paragraph 10.5.3	<p>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 boroughs identified on Figure 10.2 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).</p>
PHV.10.39	T5 Paragraph 10.5.4	<p>TfL have identified trips to The locations where higher standards apply also include outer London Metropolitan and Major town centres where TfL has identified as having high potential for a switch to cycling. These higher standards should also apply Higher</p>

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		provision in these locations is required to enable this increased level of cycling and contribute to Healthy Streets in town centres.
PHV.10.40	T5 Paragraph 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 provision 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.
PHV.10.41	T5 Paragraph 10.5.9	The provision of space for folding bicycles is generally not an acceptable alternative to conventional cycle parking, as these cycles are only used by a minority of cycle owners, tend to be less affordable and can present difficulties for some users. 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.

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PHV.10.42	T6 B	<p>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 D of this policy.</p>
PHV.10.43	T6 BA	<p>BA 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.</p>
PHV.10.44	T6 DA	<p>10.6.7 DA Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all land uses classes.</p>
PHV.10.45	T6	<p>E 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 policies</p>

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		<p>T6.1, T6.2, T6.3 and T6.4. All operational parking should make this provision, including offering rapid charging^{144A}. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.</p> <p>144A — Where operational parking spaces are provided on-street, such as loading bays, any physical infrastructure required should not negatively affect pedestrian amenity</p>
PHV.10.46	T6 EA	<p>EA Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footwaypath. Where charging points are located on the footwaypath, it must remain accessible to all those using it including disabled people. In order to meet the Mayor's target for carbon-free travel by 2050, all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles.</p>
PHV.10.47	T6 F	<p>F Adequate provision should be made for efficient deliveries and servicing and emergency access.</p>

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PHV.10.48	T6 G	G A Car 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 car parking management and car parking design.
PHV.10.49	T6 H	H Boroughs wishing 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 will be supported . 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 land uses classes in any part of London.
PHV.10.50	T6 I	I Where sites are redeveloped, existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds

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		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.
PHV.10.51	T6 Paragraph 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, and 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.

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PHV.10.52	T6 Paragraph 10.6.2	Maximum standards for car parking take account of PTAL ¹⁴⁵ as well as London Plan spatial designations and land use classes 145 See the Glossary for an explanation of PTAL.
PHV.10.53	T6 Paragraph 10.6.2A	The approach to parking in outer London Opportunity Areas should be set out in Opportunity Area Planning Frameworks, complementing the OA mode share target^{145A}. 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. 145A As required by the Mayor's Transport Strategy
PHV.10.54	T6 Paragraph 10.6.4	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 future levels wider measures of public transport, walking and cycling connectivity.
PHV.10.55	T6 Paragraph 10.6.7	Motorcycle parking will be evaluated on a case-by-case basis. <i>Moved to T6 DA</i>

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PHV.10.56	T6 Paragraph 10.6.8	<i>Moved to T6 EA</i>
PHV.10.57	T6 Paragraph 10.6.8A	Surface-level car parking should be permeable where possible in accordance with Policy SI13 Sustainable drainage.
PHV.10.58	T6.1 D	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.
PHV.10.59	T6.1 G	G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

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		<ol style="list-style-type: none"> 1) ensure that for three per cent of dwellings, ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset 2) demonstrate on-plan and as part of the Car Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as with one a designated disabled persons parking space per dwelling in the future upon request. This should be provided as soon as existing provision is shown to be insufficient If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future. This should be secured at the planning stage.
PHV.10.60	Table 10.3	<p>Table 10.3 - Maximum residential parking standards</p> <p><i>Table Amended</i></p>

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PHV.10.61	T6.1 Paragraph 10.6.9	...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. ...
PHV.10.62	T6.1 Paragraph 10.6.9A	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 D3 (Inclusive design), and GG1 (Strong and inclusive communities); further information on how disabled persons parking should be approached and delivered will be set out in guidance.
PHV.10.63	T6.1 Paragraph 10.6.10	Through Car 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

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		<p>would request a bay, how quickly it could would be created and what, if any, provision of visitor parking for disabled residents is available. AtIn car-free developments, at no time should any on-site space marked on plan for future disabled persons parking be used for general parking. This does not apply when it is proposed to convert an existing on-street parking bay.</p>
PHV.10.64	T6.1 Paragraph 10.6.12A	<p>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 enabling ensuring that disabled persons parking bays to 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.</p>

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PHV.10.65	T6.1 Paragraph 10.6.12B	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.
PHV.10.66	T6.2 C	C Car parking standards for 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., and consider a 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.
PHV.10.67	T6.2 G	G A Car Parking Design and Management Plan should be submitted alongside all applications which include car parking provision.
PHV.10.68	Table 10.4	Table 10.4 - Maximum office parking standards

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		<i>Table Amended</i>
PHV.10.69	T6.2 Paragraph 10.6.14A	<p>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^{145B} taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.</p> <p>145B For standard employment density assumptions, see the employment density matrix of the Employment Density Guide, 3rd Edition (2015): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/484133/employment_density_guide_3rd_edition.pdf</p>
PHV.10.70	T6.3 A	<p>A The maximum parking standards set out in Table 10.5 should be applied to new retail development. New retail development should avoid being car-dependent and should follow a town centres first approach, as set out in <u>Policy SD7& Town centres: development principles and Development Plan Documents.</u></p>

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PHV.10.71	T6.3 EA	EA Where car parking is provided at retail development, provision for rapid electric vehicle charging should be made
PHV.10.72	Table 10.5	Table 10.5 - Maximum retail parking standards <i>Table Amended</i>
PHV.10.73	T6.3 Paragraph 10.6.15A	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.
PHV.10.74	T6.4 A	A In the CAZ and locations with a 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.

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PHV.10.75	T6.4 Paragraph 10.6.17	Hotels and leisure uses should be located in accessible locations to encourage walking, and cycling and public transport use. Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.
PHV.10.76	T6.5 A	A All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.
PHV.10.77	T6.5 B	B 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.
PHV.10.78	T6.5 E	E 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.

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PHV.10.79	T6.5 Table 10.6	Table 10.6 - Non-residential disabled persons parking standards <i>Table Amended</i>
PHV.10.80	T6.5 Paragraph 10.6.18 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 Some Blue Badge parking, should be providing at least one space provided even if no general parking is provided.
PHV.10.81	T7	Policy T7 Freight and Deliveries, servicing and construction
PHV.10.82	T7 A	A Development Plans , Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight and servicing strategies. These should seek to: ...

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		<p>2) coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level</p> <p>3) seek to 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.</p> <p>...</p>
PHV.10.83	T7 C	<p>C Wharves and railheads involved in the distribution of aggregates should be safeguarded in line with <u>Policy S19 Safeguarded waste sites</u>, <u>Policy S110 Aggregates</u> and <u>Policy S15 Water infrastructure</u>. 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:</p> <ul style="list-style-type: none"> ○ 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 ○ Existing and potential contribution the railhead can make towards catering for freight movements by non-road modes

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		<ul style="list-style-type: none"> ○ The location and availability of capacity at alternate railheads, in light of current and projected capacity and market demands.
PHV.10.84	T7 E	<p>E</p> <p>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:</p> <p>1) Moved below to 5)</p> <p>2) reduce traffic volumes within London</p> <p>3) reduce road danger, noise and emissions from freight and servicing trips</p> <p>4) enable sustainable last-mile movements, including by cycle and electric vehicle.</p> <p>5) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services (existing or planned) and without generating significant increases in street-based movements</p>

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PHV.10.85	T7 F	<p>F Development proposals should facilitate safe, clean, and efficient sustainable freight deliveries and servicing, including through the p Provision of adequate space for servicing, storage and deliveries off-street 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.</p>
PHV.10.86	T7 I	<p>I Development proposals must consider the use of rail/water for the transportation of material and adopt appropriate construction site design standards to 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.</p>
PHV.10.87	T7 IA	<p>IA During the construction phase of development, should prioritise and maintain inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.</p>

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PHV.10.88	T7 Paragraph 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, river 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.
PHV.10.89	T7 Paragraph 10.7.2	Currently many deliveries of non-urgent goods are made, unnecessarily, at congested times of the day. Lorries and vans are often less than half full and A 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 and servicing activity were better consolidated. Regional consolidation and distribution centres at the edge of London are needed to serve the city and town centres, coupled with micro-distribution centres in central and inner London. The identification and protection of new sites for load consolidation at a range of scales in central, inner and outer London to aid sustainable last-mile consolidation is supported.
PHV.10.90	T7	The Mayor will work with all relevant partners to improve the safety and efficiency of freight and servicing across London and support consolidation within and beyond London,

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	Paragraph 10.7.3	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. Improved on-site storage can reduce the need for deliveries during peak hours. Where kerbside loading in the carriageway is required 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 and pedestrians and seek to minimise the transfer distance from vehicle to destination. Improved on-site storage can also reduce the need for deliveries during peak hours.
PHV.10.91	T7 Paragraph 10.7.6	Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this 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.
PHV.10.92	T7	To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as TfL's Freight tools

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	Paragraph 10.7.6A	<p>including 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 to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Logistics Plan. 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.</p>
PHV.10.93	T8 B	<p>B The Mayor supports the role of the airports serving London's airports in enhancing the cityLondon'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.</p>
PHV.10.94	T8 C	<p>C The environmental and health impacts of aviation must be fully acknowledged and the aviation industry should fully meet its external and environmental costs</p>

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		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.
PHV.10.95	T8 E	E All airport expansion development proposals 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.
PHV.10.96	T8 F	F Development P 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.
PHV.10.97	T8 I	I Development proposals of relating to general and business aviation activity should only generally be supported providing this if they would not lead to additional

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		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 normally be refused.
PHV.10.98	T8 Paragraph 10.8.0	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.
PHV.10.99	T8 Paragraph 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.

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PHV.10.100	T8 Paragraph 10.8.4	The Mayor recognises the need for additional runway capacity in the south east of England, but this should not be at the expense of London's environment or the health of its residents. Hundreds of thousands of Londoners are already exposed to illegal levels of air pollution and significant noise pollution as a result of Heathrow airport's current operations and activities. 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.
PHV.10.101	T8 Paragraph 10.8.5	Any A 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. ...
PHV.10.102	T8 Paragraph 10.8.6	Any A airport expansion proposals should not worsen existing air quality or contribute to exceedance of air quality limits, nor should it they seek to claim or utilise air quality improvements resulting from unrelated Mayoral, local or national policies and actions. Airport expansion should also incorporate A air Q quality P positive principles to minimise operational and construction impacts.

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PHV.10.10 3	T8 Paragraph 10.8.7	<p>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 could will, in due course, be able to make better use of its single runway following the if its raising of its flight cap were raised, subject to alongside appropriate environmental mitigation and controls. 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 and the introduction of additional environmental mitigation measures. Luton and Southend airports are also undertaking substantial upgrades of their terminal facilities.</p>
PHV.10.10 4	T8 Paragraph 10.8.8	<p>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 Lline, Thameslink and Crossrail 2. ...</p>

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PHV.10.10 5	T8 Paragraph 10.8.12	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 the regime governing helicopter flights over London should be urgently reviewed 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, and as well as safety risks.
PHV.10.10 6	T9 Paragraph 10.9.1	Use of MCIL is restricted by R 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 L ine) 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 ¹⁴⁶ . This took effect in would be levied from April 2019, and would replacing both MCIL1 and the Crossrail 1 Section 106 contributions scheme.
PHV.10.10 7	T9	Negotiations on the Crossrail 2 scheme are still underway and there is no agreed funding package at present. However, MCIL2 does need to be brought forward now to avoid a

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	Paragraph 10.9.2	charging gap at the end of Crossrail 1 construction and to allow for early funding of the Crossrail 2 scheme. ...
PHV.10.10 8	T9 Paragraph 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.
PHV.10.10 9	T9 Paragraph 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.