OPDC Regulation 19(2) Second Revised Draft Local Plan

Draft Policy Formulation Reports

Transport Development Management Policies

Planning Committee Version

June 2018

Overview

Policy Formulation Reports are being produced to help demonstrate how individual policies have been developed.

These reports continue to be developed. Further updates will be made to them ready for the second Regulation 19 and to support the submission of the Local Plan.

T1: Roads and Streets

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
32	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe
34	Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to • accommodate the efficient delivery of goods and supplies; • give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

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	• incorporate facilities for charging plug-in and other ultra-low emission vehicles; and • consider the needs of people with disabilities by all modes of transport.
58	Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments: • optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	**Policy and paragraph text**
Climate Change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums, and climate change partnerships will help to identify relevant local approaches.
Title:	Every area will have different challenges and opportunities for reducing carbon emissions from new development such as homes, businesses, energy, transport and agricultural related development.

How can local planning authorities identify appropriate mitigation measures in plan-making? **Paragraph:** 007 **Reference ID:** 6-007-20140306 **Revision Date:** 06 03 2014	Robust evaluation of future emissions will require consideration of different emission sources, likely trends taking into account requirements set in national legislation, and a range of development scenarios. Information on carbon emissions at local authority level has been published by the government for 2005 onwards, and can be drawn on to inform emission reduction options. Information is also available on GOV.UK on how emissions are reported against the national target to reduce the UK's greenhouse gas emissions by at least 80% (from the 1990 baseline) by 2050. The distribution and design of new development and the potential for servicing sites through sustainable transport solutions, are particularly important considerations that affect transport emissions. Sustainability appraisal should be used to test different spatial options in plans on emissions. Different sectors may have different options for mitigation. For example, measures for reducing emissions in agricultural related development include anaerobic digestion, improved slurry and manure storage and improvements to buildings. In more energy intensive sectors, energy efficiency and generation of renewable energy can make a significant contribution to emissions reduction.
Design	
Title: Planning should promote safe, connected and efficient streets **Paragraph:** 008 **Reference ID:** 26-008-20140306 **Revision Date:** 06 03 2014	Many of our streets already exist and the way they are changed or managed will not fall within planning controls. However large scale developments are likely to include new streets, while significant buildings or land use changes in established areas may change their nature and function, requiring alterations to existing streets. Planning policies and decisions should look to create streets that support the character and use of the area. This means considering both their role as transport routes and their importance as local public spaces to accommodate non travel activities. Development proposals should promote accessibility and safe local routes by making places that connect appropriately with each other and are easy to move through. Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations. For this reason streets should be designed to be functional and accessible for all, to be safe and attractive public spaces and not just respond to engineering considerations. They should reflect urban design qualities as well as traffic management considerations and should be designed to accommodate and balance a locally appropriate mix of movement and place based activities. For example, boulevards which include service lanes, can support continuous frontage development by providing direct access to buildings and the parking and place based activities they generate, whilst still providing a high level of traffic capacity within the central lanes. Similarly Home Zones are one way to achieve a good balance between the needs of the local community and drivers in residential streets, by allowing

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	through vehicle movement at low speeds, prioritising walking and cycling as travel modes and providing space for residents to meet, relax and play. Streets should also be designed to support safe behaviours, efficient interchange between travel modes and the smooth and efficient flow of traffic. The transport user hierarchy should be applied within all aspects of street design – consider the needs of the most vulnerable users first: pedestrians, then cyclists, then public transport users, specialist vehicles like ambulances and finally other motor vehicles. More people on the street can lead to improved personal security and road safety. Research shows that the presence of pedestrians causes drivers to travel more slowly and safely. Development layouts where buildings and trees frame and enclose streets, higher visual prominence of pedestrians and shorter site lines may all be helpful in supporting road safety. Roads within a development which are built to adoptable standards, rather than being locked into estate management agreements (which inhibit change), are likely to allow a greater variety of uses to be developed over time.
Title: What is a well designed place? **Paragraph:** 015 **Reference ID:** 26-015-20140306 **Revision date:** 06 03 2014	Well designed places are successful and valued. They exhibit qualities that benefit users and the wider area. Well designed new or changing places should: • be functional; • support mixed uses and tenures; • include successful public spaces; • be adaptable and resilient; • have a distinctive character; • be attractive; and • encourage ease of movement.
Title: A well designed public space is lively **Paragraph:** 018 **Reference ID** 26-018-20140306 **Revision date:** 06 03 2014	Public spaces are available for everyone to see, use, enjoy, (eg streets, squares and parks). They help bring neighbourhoods together, and provide space for social activities and civic life. They also provide access, light, air and the setting for buildings. The position, design and detailing of public space is central to how it provides benefits for the wider community. The most successful spaces exhibit functional and attractive hard and soft landscape elements, with well orientated and detailed routes and include facilities such as seats and play equipment. Public art and sculpture can play an important role in making interesting and exciting places that people enjoy using.
Title: A well designed space promotes ease of movement	The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport are important. A place should have an appropriate number of routes to and through it, not too many to make it anonymous but enough to allow easy legitimate

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Paragraph: 022 **Reference ID:** 26-022-20140306 **Revision date:** 06 03 2014	movement. How direct and understandable these are, how closely they fit with desired lines of travel, and how well they connect with each other and destinations will all influence the success of the place.
Title: Consider layout **Paragraph:** 024 **Reference ID:** 26-024-20140306 **Revision Date:** 06 03 2014	This is how buildings, street blocks, routes and open spaces are positioned in an area and how they relate to each other. This provides the basic plan for development. Developments that endure have flexible layouts and design. New development should look to respond appropriately to the existing layout of buildings, streets and spaces to ensure that adjacent buildings relate to each other, streets are connected, and spaces complement one another. The layout of areas, whether existing or new, should be considered in relation to adjoining buildings, streets and spaces; the topography; the general pattern of building heights in the area; and views, vistas and landmarks into and out of the development site. There may be an existing prevailing layout that development should respond to and potentially improve. Designs should ensure that new and existing buildings relate well to each other, that streets are connected, and spaces complement one another. This could involve following existing building lines, creating new links between existing streets or providing new public spaces. In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes. However building frontages do not have to be continuous or flat. Breaks and features particularly where they emphasise entrances, can be successfully incorporated. There should be a clear definition between public and private space. A buffer zone, such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security.
Title: Town centre issues **Paragraph:** 040 **Reference ID:** 26-040-20140306 **Revision Date:**	Good design can help town centres by ensuring a robust relationship between uses, facilities, activities and travel options. It can also help create attractive and comfortable places people choose to visit. Access to town centres by all modes should be supported. This could involve clear, convenient, comfortable and safe walking and cycling routes, parking facilities, bus stops and station entrances and exits. Well integrated proposals for movement between arrival points (such as train stations, bus stops, car parks) and the town centre can help support a successful centre. Consideration should be given to moving the arrival points closer to key attractions – for example moving bus stops,

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06 03 2014	relocating car parks, reconfiguring entrances and exits of stations and car parks to minimise distance from the town centre. Moving arrival points can be expensive or not possible, so using redevelopment opportunities to create more attractions and activities on sites that lie between the arrival point and the established town centre attractions should be considered. Improvements to the walking environment within the centre can support longer visits which take in more shops and facilities. Both formal and informal crossing facilities should be provided following key desire lines as much as is practicable. Town centre buildings should include active frontages and entrances that support town centre activities. Where appropriate they may help to diversify town centre uses and the offers they provide. The quality of signage, including that for shops and other commercial premises, is important and can enhance identity and legibility. The quality of parking in town centres is important; it should be convenient, safe and secure. Parking charges should be appropriate and not undermine the vitality of town centres and local shops, and parking enforcement should be proportionate.
Title: Street design and transport corridors issues **Paragraph:** 042 **Reference ID:** 26-042-20140306 **Revision Date:** 06 03 2014	Successful streets are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area. In many cases shortcomings in street design reflect the rigid application of highway engineering standards in terms of road hierarchies, junction separation distances, sight lines and turning radii for service vehicles. The result is often a sense of sprawl and formlessness and development which contradicts some of the key principles of urban design. Imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety and amenity. Each street should be considered as unique – understand its location, character and eccentricities. Designs should relate to these local characteristics, not to something built elsewhere. Every element of the street scene contributes to the identity of the place, including for example lighting, railings, litter bins, paving, fountains and street furniture. These should be well designed and sensitively placed. Unnecessary clutter and physical constraints such as parking bollards and road humps should be avoided. Street clutter is a blight, as the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place. The removal of unnecessary street clutter can, in itself, make pavements clearer and more spacious for pedestrians, including the disabled, and improve visibility and sight lines for road users. Street signs should be periodically audited with a view to identifying and removing unnecessary signs. The Department for Transport has published advice to highways authorities on reducing sign clutter. Public transport, and in particular interchanges, should be designed as an integral part of the street layout. The quality of design, configuration and facilities can make interchanges feel safe and easy to use, give them a sense of place to support social, economic and environmental goals,

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	whilst also instilling a sense of civic pride in those that use them. Physical measures intended to protect and deliver security benefits, should be considered as an integral part of the design. The likelihood of people choosing to walk somewhere is influenced not only by distance but also by the quality of the walking experience. When considering pedestrians plan for wheelchair users and people with sensory or cognitive impairments. Legible design, which makes it easier for people to work out where they are and where they are going, is especially helpful for disabled people. Physical measures intended to protect pedestrians and road users, which can also deliver security benefits, should be secondary but considered as an integral part of the design. Barriers between the road and pedestrians are usually visually unattractive to the street scene, can form a hazard for cyclists who can be squeezed against them, and create the impression that the roads are for cars only; they should only be used when there is an overriding safety issue.
Transport Evidence Bases in Plan Making and Decision Taking	
Title: How should safety considerations be addressed and accident analysis used effectively in the transport assessment of the Local Plan? **Paragraph:** 009 **Reference ID:** 54-009-20141010 **Revision Date:** 10 10 2014	All types of transport should be covered by safety considerations and accident analysis, taking into account the objective of facilitating, where reasonable to do so, the use of sustainable modes of transport. The level of detail required will be dependent on the stage of the Local Plan. The transport assessment should identify any significant highway safety issues and provide an analysis of the recent accident history of the affected/impacted areas. The extent of the safety issue considerations and accident analysis will depend on the scale and type of developments in the context of the character of the affected Strategic Road Network. The need to minimise conflicts between vehicles and other road user groups should be adequately addressed. Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed land allocations will exacerbate existing problems and whether highway mitigation works or traffic management measures will be required to alleviate such problems. The accident records should be compared with accident rates on similar local roads. Where the Strategic Road Network is involved, we recommend that appropriate national statistics are also used as a comparison.
Travel Plans Transport Assessments and Statements	
Title: How should the need for and scope of a Transport Assessment or Statement be established? **Paragraph:** 014	The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development. Key issues to consider at the start of preparing a Transport Assessment or Statement may include: • the planning context of the development proposal; • appropriate study parameters (ie area, scope and duration of study);

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Reference ID: 42-014-20140306 **Revision Date:** 06 03 2014	• assessment of public transport capacity, walking/cycling capacity and road network capacity; • road trip generation and trip distribution methodologies and/ or assumptions about the development proposal; • measures to promote sustainable travel; • safety implications of development; and • mitigation measures (where applicable) – including scope and implementation strategy. It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval. Transport Assessments or Statements may identify the need for associated studies or may feed into other studies. However care should be taken to establish the full range of studies that will be required of development at the earliest opportunity as it is unlikely that a Transport Assessment or Statement in itself could fulfil the specific role required of a transport element of an Environmental Impact Assessment where this is required. Particular attention should be given to this issue where there are environmentally sensitive areas nearby and where the proposal could have implications for breach of statutory thresholds in relation to noise and air quality either as a result of traffic generated by the site or as a consequence of the impact of existing traffic on the site under consideration.
Title: What information should be included in Transport Assessments and Statements **Paragraph:** 015 **Reference ID:** 42-015-20140306 **Revision Date:** 06 03 2014	The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment: • information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport) • information about neighbouring uses, amenity and character, existing functional classification of the nearby road network; • data about existing public transport provision, including provision/ frequency of services and proposed public transport changes; • a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site; • an assessment of trips from all directly relevant committed development in the area (ie development that there is a reasonable degree of certainty will proceed within the next 3 years); • data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network; • an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-

	year period if the proposed site has been identified as within a high accident area; • an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas); • measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms; • a description of parking facilities in the area and the parking strategy of the development; • ways of encouraging environmental sustainability by reducing the need to travel; and • measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads. In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data. The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant government policy.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	Policy and paragraph text
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – ● Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres

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	• Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** Cross network challenge – • Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability. Cities and Regional Networks challenges – • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability. • Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive.

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	• Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks. • As with the previous shared priorities, local authorities will need to consider, making use of available evidence, the relative importance of the five goals for their area or for different parts of their area, and may wish to refine them to reflect local needs, or include local, additional objectives. • They should also consider the related challenges, particularly those considered most relevant to city and regional networks, both for the five goals and for any additional local objectives. • It is important in preparing Local Transport Plans that local authorities start by determining a clear view of their own strategic goals and of their priorities for dealing with the different challenges they face. This strategic view should be based on robust evidence19. • Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects, provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. The majority of air quality action plans concern road transport emissions. • Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. • Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy** • The 2006 Local Government White Paper set out proposals to create a framework for local authorities to act as strong leaders of their communities, removing barriers to effective working. The aim is to create strong, prosperous communities and deliver better public services through a rebalancing of the relationship between central government, local government and the public. • Local transport authorities will wish to develop LTPs which have regard not only to national transport goals but to local strategic objectives as identified in their Sustainable Communities Strategy and to priorities identified in other local documents.

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	• It is critical that transport and spatial planning are closely integrated. Both need to be considered from the outset in decisions on the location of key destinations such as housing, hospitals, schools, leisure facilities and businesses, to help reduce the need to travel and to bring environmental, health and other benefits. • It will be essential for LTPs to reflect and support Local Development Frameworks – LTPs should be a key consideration in the planning process. In two-tier areas, counties and ITAs should work closely with districts to ensure alignment between LDFs and LTPs. • The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity. • Individual local authorities should ensure consistency between the suite of documents applying to their area. In particular, there is an opportunity for authorities to develop plans that link transport with an area's wider agenda, such as children's services, employment, health, crime, the environment, equality and social inclusion. Close engagement with the Local Strategic Partnership(s) and other local service providers will help influence the Sustainable Communities Strategy and integrate other organisations' planning for services with transport goals. • Where ITAs or groups of authorities are preparing LTPs for a sub-region, efforts should be made to integrate transport planning with wider activity and planning at that level, including priorities developed through Multi-Area Agreements.
P19-20	**LTPs and LAAs** • The Local Government White Paper provided the framework for reform to the existing system of targets and indicators. Local Area Agreements (LAAs) were introduced to deliver better services, a better quality of life and stronger local economies for people, focusing effort and resources on the priorities that matter most in the area in which they live. • LAAs are at the heart of the new performance framework for local authorities and their partners. They create one single place for the **agreement of targets on locally delivered priorities and are informed** by each area's Sustainable Community Strategy (SCS). Performance in delivering LAAs will be monitored through a robust and independent system of assessment and inspection called the Comprehensive Area Assessment (CAA). • Authorities should ensure that the work of developing and implementing a Local Transport Plan serves to inform the selection of improvement priorities in their LAA. The work of considering LAAs and national indicators should also inform the development and implementation of the LTP. This will require close working with the relevant Local Strategic Partnership(s). • The National Indicator Set contains ten specific transport indicators. Local Transport Implementation Plans should set out the expected impact of the Plan on these indicators. LTPs should also describe and where possible estimate expected impacts on indicators which are not transport-specific, but where transport is a key ingredient in successful

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	delivery, such as NI194 on air quality, NI186 on CO2 emissions and NI56 on child obesity. Local Transport Authorities should ensure that their Implementation Plans are consistent with plans to achieve the targets set in the Local Area Agreement(s). • Where authorities prepare a joint LTP, or in metropolitan areas, it will be necessary to secure consistency between the LTP and individual SCSs and LAAs, as well as with any sub-regional targets agreed through MAAs. The LAAs may need to refer to the authority's contribution to a joint target. Although it will not generally be necessary in such cases for either the LTP or the LAAs to quantify an individual authority's contribution to a joint target, it will be important for all the contributing authorities to assure themselves that their respective Plans for the delivery of the LTP and the LAAs are consistent and will work together effectively to achieve the jointly agreed target • LAAs and the arrangements for partnership with other bodies such as the Highways Agency, Primary Care Trusts and Jobcentre Plus offer an excellent framework to provide a truly integrated approach to local service provision, linking transport investment to wider social, economic and environmental goals. The expertise and interests of partner bodies should be fully utilised in developing and implementing the LTP. • Local forums developing and implementing LAAs also offer transport practitioners opportunities to communicate and discuss the importance of transport in delivering a wide range of local objectives. "Meeting Targets Through Transport" contains several case studies exemplifying the contribution transport can make.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **B. Transport Asset Management Plan** Transport infrastructure assets in many cases represent an authority's single biggest asset. To deliver good value for money to the public in managing their transport assets, we recommend that local transport authorities consider the value of an asset management approach. The Chartered Institute of Public Finance and Accountancy (CIPFA) recently reviewed the accounting and finance arrangements for local government transport infrastructure assets,48 and found that comprehensive transport asset management could help deliver both efficiency gains and service improvements. The DfT considers that the best way to achieve this is to develop a Transport Asset Management Plan (TAMP), and for the TAMP to be integrated with the LTP. The TAMP approach enables authorities to take a strategic view on the optimal use of resources for the management, operation, preservation and enhancement of their transport assets. The

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	TAMP should set out the role for corporate and (where appropriate) highway asset managers, and cover service levels, investment, risk assessment, and monitoring processes. Comprehensive Area Assessment will consider asset management as part of its Use of Resources assessment. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. Air quality reports should be made direct to Defra on an annual basis (possibly included as part of a wider LTP progress report). In two-tier and metropolitan areas, authorities should liaise closely in meeting their reporting requirement. **D. Rights of Way Improvement Plan** The Countryside and Rights of Way Act 2000 introduced a duty for all local highway authorities to prepare a Rights of Way Improvement Plan (ROWIP), in consultation with Local Access Forums. The current round of ROWIPs runs from 2007 to 2017. Local transport authorities may wish to integrate the appropriate ROWIP(s) with their LTP. Any requirement to produce an SEA for the ROWIP would be covered by the overarching LTP SEA if ROWIPs are integrated into LTPs. DfT recommends that statutory environmental agencies, such as Natural England, should be involved throughout the development, implementation and monitoring of the ROWIP.49 **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **F. Bus Information Duty** Under the Transport Act 2000 (s139–141), local transport authorities have a duty to work with bus operators to determine what local bus information should be made available to the public, and the way in which it should be made available. It should include information about bus routes, timetabling of services, fares (including concessionary fares), facilities for disabled passengers, connections with other public transport services, and any other information the authority deems appropriate in relation to its area. As part of this process, the authority should consult with local user representatives and the traffic commissioner. Where appropriate, a local transport authority should work with other authorities to carry out this duty. The LTP could set out an authority's approach to meeting this duty. **G. Local Economic Assessment Duty**

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	The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010. 49 Good practice advice on integrating ROWIPs within LTPs has been produced in collaboration with Natural England and Defra and other partners and is available in the Policy and Good Practice Handbook36 Guidance on Local Transport Plans **H. Children and Young People's Plan** Transport planning has a vital role to play in improving the lives of children, young people and families and should take account of the priorities for children and young people set out in the local Children and Young People's Plan (CYPP). The CYPP is central in realising national ambitions to make England the best place for children and young people to grow up. The CYPP, produced and monitored through the Children's Trust Board and delivered through the relevant partners, is firmly positioned within the overall vision for the area contained in the Sustainable Community Strategy and should be seen as part of the wider strategic planning, including transport, which is overseen by the Local Strategic Partnership. **I. Sustainable Modes of Travel Strategy** To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable modes of travel strategy. This involves assessing the travel and transport needs of all children and young people in their area, and considering how they need to plan their transport infrastructure to meet the needs of all pupils. In doing so, they are required to maximise the potential to promote and utilise sustainable modes of travel. It is advised the strategy is closely related to the LTP. **J. National Park Management Plan and AONB Management Plans** A National Park Management Plan sets out a long-term vision and a shorter-term action plan for how the objectives for a National Park should be fulfilled through sustainable development. It sets the framework for activities pursued within a National Park, including transport. AONB Management Plans are similar. Local transport authorities responsible for transport in National Parks and AONBs will want to consider how their LTP relates to these Plans. Reference is made to Local Development Frameworks and the Disability Equality Duty earlier in the guidance

London Plan (2016) Policies

Policy / paragraph reference	**Policy and paragraph text**
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:*

	a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban realm j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.*
Policy 6.7 Better Streets and Surface Transport	**Strategic** *A The Mayor will work with TfL and boroughs to implement London wide improvements to the quality of bus, bus transit and tram services.* **LDF preparation** *B DPDs should promote bus, bus transit and tram networks, including:* a) allocating road space and providing high level of priority on existing or proposed routes b) ensuring good access to and within areas served by networks, now and in future c) ensuring direct, secure, accessible and pleasant walking routes to stops d) implementing TfL's Accessible Bus Stop Design Guidance e) ensuring standing, garaging and drivers' facilities are provided where needed f) making provision for retaining or creating new interchanges where appropriate.
Policy 6.11	**Strategic**

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Smoothing Traffic Flow and Tackling Congestion	*A The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report. The Mayor will use his powers where appropriate*. **LDF preparation** *B DPDs should develop an integrated package of measures drawn from the following:* a) promoting local services and e-services to reduce the need to travel b) improving the extent and quality of pedestrian and cycling routes c) making greater use of the Blue Ribbon Network d) improving the extent and quality of public transport e) developing intelligent transport systems to convey information to transport users f) developing integrated and comprehensive travel planning advice g) promoting and encouraging car sharing and car clubs h) smoothing traffic flow to improve journey time reliability i) applying the London street-types framework to ensure that the needs of street users and improvements to the public realm are dealt with in a co-ordinated way j) promoting efficient and sustainable arrangements for the transportation and delivery of freight.
Policy 6.12 Road Network Capacity	**Strategic** *A The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.* **Planning decisions** *B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:* a) the contribution to London's sustainable development and regeneration including improved connectivity b) the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced c) how net benefit to London's environment can be provided d how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved d) how safety for all is improved. *C Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated*.
Design	
Policy 7.1 Lifetime Neighbourhoods	**Strategic** *A In their neighbourhoods, people should have a good quality environment in an active and supportive local community based on the lifetime neighbourhoods principles set out in paragraph 7.4A.* **Planning decisions** *B Development should be designed so that the layout, tenure and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces), the Blue*

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	Ribbon Network, local shops, employment and training opportunities, commercial services and public transport. *C Development should enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people's lives, and should meet the principles of lifetime neighbourhoods.* *D The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.* *E The policies in this chapter provide the context within which the targets set out in other chapters of this Plan should be met.* **LDF preparation** *F Boroughs should plan across services to ensure the nature and mix of existing and planned infrastructure and services are complementary and meet the needs of existing and new communities. Cross-borough and/or sub-regional working is encouraged, where appropriate.* *G Boroughs should work with and support their local communities to set goals or priorities for their neighbourhoods and strategies for achieving them through neighbourhood planning mechanisms.*
Policy 7.5 Public Realm	**Strategic** *A London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.* **Planning decisions** *B Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.* *C Development should incorporate local social infrastructure such as public toilets, drinking water fountains and seating, where appropriate. Development should also reinforce the connection between public spaces and existing local features such as the Blue Ribbon Network and parks and others that may be of heritage significance.* **LDF preparation** *D Boroughs should develop local objectives and programmes for enhancing the public realm, ensuring it is accessible for all, with provision for sustainable management and reflects the principles in Policies 7.1, 7.2, 7.3 and 7.4.*

Draft New London Plan (2017) Policies

Policy / paragraph reference	Policy and paragraph text
	T1 Strategic Approach to Transport
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 London's dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, London cannot continue to grow sustainably.
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. Road 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.
10.1.4	The Mayor will work with partners to minimise servicing and delivery trips on the road network including through consolidation. He will promote efficient and sustainable freight functions, including by road, rail, water and, for shorter distances, bicycle.
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.
10.2.1	Streets account for 80 per cent of London's public spaces. High quality streets 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 and welcoming to all, so that every London can be active every day, creating a healthier city, inclusive of 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, wan 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 that the impact of moving goods and delivery of services on London's streets is lessened. To deliver the Healthy Streets Approach, changes are required at strategic network and street level.
10.2.4	Londoner's 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 enough spaces for dwelling, walking, cycling and public transport use must be provided. The

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	dominance of vehicles should be reduced by using design to ensure slower vehicle speeds and safer driver behaviour. Measures which improve London's' experience of individual streets, including greening, to encourage them to live active lives should be embedded within new development.
10.2.6	London's rapid growth means people need to travel more efficiently to meet 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. New developments and public realm schemes should deliver improvements against the Healthy Streets Indicators.
10.2.8	The Mayor has a long-term vision to reduce danger on the streets 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 fata or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source.
T1 Strategic approach to transport	*A Development Plans and development proposals should support*: 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.*
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 sensitivity 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 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 modal shift towards active and public transport travel. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets indicators* *D Development proposals should:*

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	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.

Mayor of London Transport Strategy (March 2018)

Policy / paragraph reference	**Policy and paragraph text**
	The Vision
P23 para 1	**Planning London's streets** Addressing car dependency must start with a new approach to London's streets – the places where most travel happens. Most people can get the physical activity they need to stay healthy by walking or cycling as part of trips they are already making, and improving the experience of being on streets is the most effective way of encouraging more people to do so.
P27 para 3-7, delivering growth	**Good Growth** • The role transport plays in facilitating growth presents an opportunity to shape London into a city that works well for everyone. Using new public transport links and better walking and cycling environments to help areas develop will create a future of reduced car dependency and increased active travel. • Planning streets and places around walking, cycling and public transport will increase active, efficient and sustainable travel for short trips around new town centres. • Improving public transport connections between existing communities will support a shift away from car dependency. • This strategy aims to ensure that regeneration and new development schemes incorporate the Mayor's principles of Good Growth, including local people in local decisions to provide the greatest benefit for everyone. • Transport has a role to play in delivering growth that satisfies the following principles: i. Good access to public transport ii. High-density, mixed-use development iii. People choose to walk and cycle iv. Car-free and car-lite places v. Inclusive, accessible design vi. Carbon-free travel vii. Efficient freight • Changing the transport mix will put people back at the heart of the transport system, prioritising human health and experience over traffic dominance. • All these changes will improve the experience of walking, cycling and using public transport now and in the future, allowing the ambitious shift away from car use required to make London a better place to live, visit and work in.
	Focus on: the healthy streets approach

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P 37	• A new type of thinking is required to put into practice the theory of reducing car dependency and increasing active, efficient and sustainable travel. • It requires an understanding of how Londoners interact with their city and what defines their quality of life, with particular attention to the streets where daily life plays out. • Whatever mode of transport Londoners use, the quality of the experience of using London's streets helps to define the quality of their journey. Eighty per cent of Londoners' trips are entirely on streets, and all Tube and rail journeys rely on good street access to stations. A good street experience is therefore key to providing attractive public transport options of whatever mode. • The wider role streets play in virtually every aspect of London life also provides an enormous opportunity to use the Mayor's strategy for transport to improve Londoners' broader experience of their city. Streets are where Londoners spend their time and meet other people – they make up 80 per cent of the city's public space. They are places where people live, shop and work, where children play, where communities connect and where businesses can thrive. • The experience of being on London's streets is particularly important for older people, the very young, disabled people and those living on lower incomes, who disproportionately feel the negative impacts of living in a car-dependent city. • Improving public transport and assisted transport services for older and disabled people will help a wider range of people to become less car dependent, and improving streets to increase active travel levels, reduce road danger, improve air quality and reconnect communities will be vital in reducing unfair health inequalities. • The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning the city. It uses ten evidence based indicators, shown in Figure 3, to assess the experience of being on our streets. • Good performance against each indicator means that individual streets are appealing places to walk, cycle and spend time. Improvements against all the indicators across the city's streets will radically transform the day-to-day experience of living in London, helping to fulfil this strategy's overall aim of creating a better city for more people to live and work in.
	Healthy Streets and Healthy People
P41	• London's streets are fundamental to the character and operation of the city. Designing individual streets and the network they make up for people, rather than cars, and improving the experience of being on London's streets will have a huge impact on people's quality of life. • Attractive street environments encourage active travel, as little as 20 minutes of which a day is enough to stay physically and mentally healthy. • Reducing car use will lower harmful emissions, and the trees and other greenery that make streets pleasant places to be improve the city's resilience to climate change. • Streets that are busy with people, rather than cars, are safer. Well-designed streets help older and disabled people access the city, and better town centres strengthen communities.

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	• High footfall is good for local businesses, and a city that is made up of appealing streets and places will attract big businesses and their employees.
	Improving London's Streets
P43	• To realise all the benefits of improved street environments, the uses of the whole street, from building line to building line, must be considered when making any changes at street level. • Walking, cycling, and public transport should be prioritised, taking space from less efficient general traffic where required to minimise conflicts between complementary active, efficient and sustainable modes. • Individual street improvements can change local environments, but to achieve this strategy's ambitious aims, it will be vital to consider how the wider street network operates as a whole. • London needs appealing walking environments in every neighbourhood, so everyone can walk to local schools, workplaces or shops in comfort and safety. • It needs appealing cycling environments and a strategic cycling network across the whole city because making cycling attractive is dependent upon making it easy to do wherever people live, and wherever they are travelling to. • It needs a street network that is not dominated by dangerous, polluting vehicles. • It needs a well-planned freight network, space for buses to be properly prioritised, and high-quality public transport connections that provide appealing alternatives to car use. • The way street space is allocated for these purposes will vary between different places in London, and by time of day and week. • The appropriate use of street space will be considered while the policies and proposals within this strategy are used to deliver the Healthy Streets Approach throughout London.
Proposal 1	*The Mayor, through TfL and the boroughs, will improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:* a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car. b) Providing 'Healthy Routes' to create attractive, safe and accessible walking routes to schools and other local destinations, such as shops, health services and parks, with a particular focus on improving conditions for children, older people and disabled people. c) Providing more secure, accessible cycle parking, particularly in residential areas, town centres, public transport interchanges and at key destinations. d) Improving the accessibility of streets for older and disabled Londoners through measures including removing obstacles, widening pavements for wheelchair access, introducing tactile paving, raising sections of roadway to make crossing easier, providing seating, mitigating the impact of street works and, where possible, ensuring on-street cycling facilities cater for the wide range of cycles used by disabled people. e) Reducing the severance caused by roads and railways, which can separate people from local services and limit social interaction, community engagement and active travel.

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	f) Ensuring any scheme being undertaken on London's streets for any reason improves conditions for walking and cycling.
	Vision Zero for Road Danger
P65 para 1-4	• The aim of Vision Zero is the elimination of all deaths and serious injuries on London's transport system. • Minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport. Road danger disproportionately affects people travelling on foot, by cycle or by motorcycle, with 80 per cent of all those killed or seriously injured on London's roads travelling by these modes. Safety concerns are the main reasons people give for not cycling more, and for being unwilling to let their children walk unaccompanied. • Adopting Vision Zero will be central to the overall success of the Healthy Streets Approach, working towards the elimination of road traffic deaths and serious injuries by reducing the dominance of motor vehicles on London's streets. • Vision Zero for road danger means ensuring the street environment incorporates safe speeds, safe behaviour, safe street design and safe vehicles to target road danger at its source. It means reducing the dominance of motor vehicles on streets, and then making the remaining essential motorised journeys as safe as possible. With Vision Zero, road danger reduction will be considered integral to all the schemes delivered on London's streets.
P65 para 8-10	To achieve this, efforts to reduce the danger posed by motor vehicle journeys will be focused in five areas: • Safe speeds – lowering speeds is fundamental to reducing road danger because a person is five times less likely to be fatally injured if hit at 20mph than at 30mph • Safe street design – ensuring all transport infrastructure projects in London contribute to reducing road danger; attention will focus particularly on areas of highest risk such as busy junctions and roundabouts • Safe vehicles – making sure those vehicles that need to use London's streets are as safe as possible • Safe behaviour – improving the behaviour of all road users, especially drivers of motorised vehicles and, in particular, drivers of large vehicles that can do the most harm, will help make the city a safer place and encourage more people to walk and cycle • Post collision – reducing the severity of injuries when a collision occurs through timely emergency responses, supporting victims of road crime and holding those responsible to account, and developing a clearer picture of how and why collisions occur
Policy 3	The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.
Proposal 9	The Mayor, through TfL, the boroughs and policing and enforcement partners, will seek to reduce danger posed by vehicles by:

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	a) Introducing lower speed limits and improving compliance with speed limits through design, enforcement, technology, information and appropriate training. b) Twenty miles per hour limits will continue to be implemented on London's streets, with 20mph considered as part of all new schemes on the Transport for London Road Network. c) TfL will look to implement 20mph limits on its streets in central London as a priority, with implementation being widened across inner and outer London as soon as is practicably possible. d) TfL will work with the boroughs to implement lower speed limits on their streets, prioritising designs that are self-enforcing and that do not place an additional burden on policing partners. e) TfL will provide data analysis, training and technical guidance to support this. f) Conducting a systematic review of all road junctions, introducing road danger reduction measures at locations that pose significant risk to vulnerable road users. g) Working to ensure that vehicles driven on London's streets adhere to the highest safety standards, starting with a new Direct Vision Standard for HGVs and including the introduction of new vehicle technologies such as Intelligent Speed Assistance and Automatic Emergency Braking. h) TfL will develop a new Bus Safety Standard which will be introduced across the city's entire bus fleet featuring design and technological measures to protect passengers and other road users. i) Delivering a programme of training, education and (working with the police) enforcement activities to improve the safety of vulnerable road users, including the delivery of improved and new training for motorcyclists and working with stakeholders, including the freight industry, to improve standards of professional driving. j) Working with stakeholders to improve the emergency response to collisions, support victims of road crime, improve accountability and transparency, and learn from collisions.
Proposal 10	The Mayor, through TfL and the boroughs, will collaboratively set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.
P71 para 1	People should feel safe and secure moving around London at any time of the day or night. Better street lighting, well-designed and well-maintained public spaces and transport infrastructure, and CCTV coverage will help to achieve this. If streets and public transport do not feel safe to use, then people are more likely to take other options, including taking more car trips.
Policy 4	The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London's streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London's transport system.
P99 para 1 Traffic Reduction Strategies	Traffic reduction strategies should be developed at a borough level as part of Local Implementation Plans, with the aim of reducing car and freight traffic levels across London. This means providing alternatives to car use, discouraging unnecessary trips, looking at how street space is used most efficiently, supporting car-free lifestyles and taking action to reduce and retime freight trips
	Road space reallocation and enabling car-free lifestyles

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P99	• Using street space more efficiently to encourage more walking, cycling and public transport should be considered. This could include creating vehicle-free zones, introducing 'filtered permeability' (using physical restrictions to prevent motorised vehicles from using certain streets) or creating space for cycle parking, greening or seating. • This is not about being anti-car, but about supporting Londoners in moving around the city without having to rely solely on cars. By doing so, road space can be freed up for cycling and walking and for more necessary road usage. • More car free days in central London, town centres and high streets would enable people to experience their local area from a different perspective. In inner and outer London, boroughs' support for car clubs can enable more Londoners to give up their cars when delivered as part of a wider package to reduce car use.
Proposal 35 reducing emissions in town centres	The Mayor, through TfL and the boroughs, and working with Government, will seek to implement zero emission zones in town centres from 2020 and aim to deliver a zero-emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest
	Public Realm and Environment
Proposal 43 Tree planting	The Mayor, through TfL and the boroughs, will retain existing trees and plant new ones on the Transport for London Road Network (TLRN) and borough roads to protect tree canopy cover. Street tree numbers on the TLRN will be increased by 1 per cent every year between 2016 and 2025; and the Mayor will encourage boroughs to increase the numbers of trees along their streets.
P123 para 5	As well as being energy intensive, street lighting also causes light pollution, which can affect human health and cause damage to natural ecosystems.
Policy 9	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.
Proposal 47	The Mayor, through TfL, will seek to undertake and implement an evidence-based programme of measures to adapt existing, and to design and build new, transport infrastructure to make it resilient to severe weather conditions and the effects of climate change
Proposal 48 reducing noise and vibration levels from traffic	*The Mayor, through TfL and working with the boroughs, will reduce the number of Londoners exposed to excessive noise and vibration levels from road transport in London by:* a) Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and using public transport. b) Minimising the noise impacts of vehicular traffic on streets by encouraging the use of quieter vehicles, reducing vehicle speeds and discouraging poor driver behaviours such as rapid acceleration and braking. c) Ensuring high levels of carriageway maintenance, installing low-noise road surfacing, and minimising the noise impacts from road and street works. d) Monitoring noise levels close to major road corridors to measure the adverse impacts of road transport on affected communities.

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	e) Seeking to reduce the noise impacts of servicing and deliveries through appropriate design and management of delivery areas, promoting responsible behaviours, adopting best practice and encouraging the use of quieter vehicles and equipment. f) Working with the Department for Transport to investigate ways of reducing noise from the loudest vehicles such as some types of motorcycle and supercars.

TfL Roads Taskforce Report (2013), Chapter 4 Summary and Recommendations

Policy / paragraph reference	Policy and paragraph text
Recommendations	1) The Mayor endorses the vision set out in this report and continues to make the case for a far greater investment programme in London's streets and roads. At least £30bn is needed over the next 20 years. This is a comparable level of investment to that made in the vital Tube and rail networks. 2) The Mayor adopts the core principle that the strategy must deliver overall against all three aims: transforming conditions for walking, cycling and public transport; delivering better, active and inclusive places and new city destinations; and maintaining an efficient road network for movement and access. 3) The Mayor accepts the need to be even bolder to achieve this ambition and make use of tools that have not been fully applied, including demand management and new/improved infrastructure. The Mayor must also recognise that this will entail making choices in particular locations – it will not be possible to cater fully or equally for everyone, everywhere, at the same time. 4) TfL, working with boroughs and other stakeholders, should undertake initial feasibility studies into the potential for applying these strategic measures within London. In the interim, a plan for the Inner Ring Road must be developed as a matter of urgency, given the cumulative development pressures. 5) The Mayor must ensure that TfL and other organisations involved in the management and planning of streets have fit for purpose culture, governance and resources to deliver this vision. This will require changes to be made to how things are done, as well as what is done. 6) TfL and the boroughs adopt and implement the new London street family and street-types approach as an aid to their planning and work with stakeholders. An agreed framework, key performance standards and designation of an initial set of roads should be completed before the end of 2014. Ahead of this there should be early piloting with boroughs keen to adopt this framework. 7) TfL and the boroughs implement measures from across the different toolbox compartments. This should include a focus on innovation and trialling new approaches. The Mayor should establish an innovation fund with the aim of starting five pilot schemes by the end of 2014. TfL should set out a list of regulatory

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	changes to overcome existing barriers – linking with the Government's Red Tape Challenge. 8) TfL should establish and promote London as a world leader in traffic and road network management, and more widely in 'smart' city mobility management and planning. This should use cutting edge cooperative technology, make use of new data sources and communicate with road users in real time and in new ways to deliver benefits for reliability, customer experience, safety and the environment. 9) TfL should enhance its evaluation of schemes and monitoring of what is happening on the road network. This should include monitoring of both wider network conditions and the impacts of specific interventions designed to deliver the vision. There should be an annual review of progress against the aims and recommendations set out in this report. 10) The Mayor should promote this vision and begin a wider programme of engagement with Londoners and stakeholders (representing all interests) about the future of London's streets and roads. This should include new, exciting ways of engaging and involving people, and increasing understanding about the challenges and trade-offs, and the need for action.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	**Policy and paragraph text**
The Healthy Streets Approach	**The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more**. Because 80 per cent of Londoners' travel time is spent on our streets – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about. The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a longterm plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. To deliver the Healthy Streets Approach, changes are required at three main levels of policy making and delivery: **i) Street level** Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. An important measure of success will be positive changes to the character and use of the city's streets. We can provide high-quality environments with enough space for dwelling, walking, cycling and public transport use. We can enhance our streets with

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	seating, shade and greenery, and reduce the dominance of vehicles by designing for slower vehicle speeds. We can hold events and activities that entice people out to shop, play and chat, including temporarily closing streets to cars. All of these measures will improve Londoners' experience of individual streets, encouraging them to live active lives. **ii) Network level: planning and managing London's transport networks** How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. Developing more efficient and affordable services will make public transport the obvious choice for more journeys, and this will deliver the switch from car use that will make the streets more attractive places to walk and cycle. Designing and managing our stations and stops better will encourage more people to walk and cycle for onward journeys. We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive. We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and road danger is reduced. **iii) Strategic level: policy and planning** London's rapid growth means we will need to move people more efficiently to keep the city functioning and to maintain and improve the quality of life of its residents. Planning a city where walking, cycling and public transport are the first choices for travel is the only way for us 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. By establishing clear policies in the London Plan – the Mayor's spatial planning document for the whole of London – and by working with developers and local authorities, we can ensure that new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way. The Mayor's Transport Strategy will also set out a broader approach to reducing car dependency and enabling a shift to more walking, cycling and public transport use. The document will provide a strategic overview

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	of how streets and public transport services can be planned to help Londoners make healthy travel choices across the Capital.
	What this means for Londoners – the Healthy Streets Indicators The aim of the Healthy Streets Approach is to help create a vibrant, successful city where people can live active, healthy lives. The Mayor's forthcoming Transport Strategy will provide details of how we will measure ourselves against this aspiration over the coming years. Londoners' experiences of using our streets will help determine whether they decide to walk, cycle and use public transport, whether they choose to visit their local high street or drive to an out-oftown shopping centre, and even whether they feel they need to own a car at all. Our work at the street, network and strategic levels must all therefore be aimed towards improving the experience of travelling through and spending time on London's streets. The Healthy Streets Approach uses 10 evidence-based indicators of what makes streets attractive places. Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced. **Pedestrians from all walks of life** London's streets should be welcoming places for everyone to walk, spend time in and engage in community life. **People choose to walk, cycle and use public transport** Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets. **Clean air** Improving air quality delivers benefits for everyone and reduces unfair health inequalities. **People feel safe** The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety. **Not too noisy** Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction. **Easy to cross** Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross. **Places to stop and rest**

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	A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets. **Shade and shelter** Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather. **People feel relaxed** A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair. **Things to see and do** People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them. **Improving every street** London's streets function in two ways – as places where the city's social, economic and cultural life plays out, and as means for moving people and goods. Londoners' quality of life is dependent on both. We all want to have appealing places to visit and spend time in, just as we need to have goods delivered to our local shops and to get around ourselves. The interaction between the need to create attractive places and the need to move goods and people varies from street to street. For example, bus routes can have a strategic significance for the movement of people, while high streets should be great places to dwell and spend time. Understanding these interactions will over time allow us to improve every street in the best way – keeping London functioning while making it a better place to live. The movement of people on foot, by cycle and by public transport is central to the Healthy Streets Approach – these are the most efficient means for people to get around and they all provide health benefits. Public transport can be particularly important for people who are less able to travel on foot or by cycle. Attractive, thriving streets also need to incorporate servicing and deliveries. Freight can be made more efficient so journeys are minimised. The impacts of remaining essential road freight can be reduced by encouraging more deliveries to be made using the cleanest vehicles, at times when the roads are less busy. Some Londoners will continue to make essential journeys by car, particularly people with accessibility needs. Here, our priority is to ensure that these journeys are made by the cleanest vehicles available. **Traffic congestion**

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	Congestion is a valid concern for many Londoners, and it's easy to see why – streets that are clogged with motor vehicles delay buses, make essential freight and car journey times unpredictable, and are unpleasant places to walk and cycle. **A connected city** London's streets need to be welcoming to ensure that our communities prosper. Currently 65 per cent of disabled Londoners consider the condition of pavements to be a barrier to walking, and 43 per cent report that obstacles on pavements, such as unnecessary signage, advertising boards and other clutter, are a barrier to walking more. Social isolation and lack of community support puts pressure on health and care services. In London, a quarter of men and a third of women aged over 65 do not leave their house at all on a given day. The Healthy Streets Approach seeks to reduce the barriers to spending time on London's streets, whether these are physical or social. **A successful city** Streets make up most of London's public space and the nature of these streets goes a long way to determining the character of the city. An attractive and well-designed public realm is an important factor in attracting people to London. Creating people-focused streets and public places will contribute to the social and cultural life of the Capital. Streets that work well for people generate more trade for local businesses, because people who tend to walk to their local shops spend more money there over the course of a month than people who get there by any other means16. More and more global cities are now realising the value of investing in high-quality, appealing public spaces. Healthy residents and efficient transport networks are vital to attracting investment and business interest from overseas. Adopting the Healthy Streets Approach will not only help our high streets to thrive, but will also help London retain its status as a globally competitive and innovative city.

Local Plan Regulation 18 Draft Policy Options

Policy/ paragraph reference	Alternative policy option
11.53	No alternative policy options have been identified that meet the requirements of the guidance set out in the Local Plan and the aspirations for the development area.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
The challenge of dealing with growth together with development traffic (albeit limited by discouraging vehicle use and encouraging modal shift as much as possible) is a significant challenge.	Diocese of London	Noted.
Roads section makes no mention of inclusive design and no mention of safety particularly for disabled and older people. It would be good to see a commitment to ensuring that walking routes are level and well lit	GLA	Change proposed. T1 acknowledges that adoption of the healthy streets approach will ensure OPDC streets are accessible and inclusive to disadvantaged groups moving through them as well.
New utilities should be planned in such a way so as to avoid/minimise the impacts of future utility works on the road network.	GLA, TfL	Noted. This is part of Policy T1
Policy should prioritise the resolution of existing transport problems and promotion of sustainable forms of transport.	GUA	Noted. The policies promote more sustainable forms of transport, including walking, cycling, electric vehicles, public transport and others that are key to improving traffic conditions around Park Royal and Old Oak.
There is no need for, and should not be provided, any route from Crossrail HS2 Station direct to the Scrubs.	GUA, Midland Terrace Residents Group, Old Oak Interim Forum, Residents	No change proposed. The Wormwood Scrubs Act (1879) requires that Wormwood Scrubs should provide for the enjoyment of inhabitants of the metropolis. Providing accesses accords with this. The park is also identified as a Metropolitan Open Land in the London Plan and providing access to it accords with this designation. The Local Plan requires (Policy P12) that any proposals for the Scrubs are sensitive to it and are agreed by the Wormwood Scrubs Charitable Trust and London Borough of Hammersmith and Fulham.
All new and improved roads must be built to adoptable	LBHF	Noted. T1 states that all new streets should be built and

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standards and any decision to adopt streets would need to be made in collaboration with the relevant local councils.		designed to adoptable standards. OPDC is committed to working with Local Highway Authorities with regards to adoption.
Suggest adding a bullet point (or amending bullet point (e) to refer to role that streets and roads can play in helping provide resilience against climate change impacts.	LBHF	Noted. The policy wording has been amended to include futureproofing for changes in context, lifestyle and technology. The Sustainability chapter includes further details regarding Climate Change.
The role that car parking can play in providing environmental management benefits should be highlighted.	LBHF	Noted. T4 outlines OPDC's approach to parking, which includes details of electric charge points and car clubs to assist with environmental management.
There are limited road access points into and out of Park Royal. These peripheral points are identified in the Draft Plan but no proposals are shown of how they will be upgraded to cope with the increase in traffic. Therefore how have they been costed accurately	West Twyford Residents' Association	Change proposed. Proposals are now more clearly identified in the Local Plan place policies and in the IDP. The Delivery and Implementation chapter notes that OPDC will be working with a number of stakeholders to secure appropriate funding for and delivery of this infrastructure.
Road design principles- the following documents to be considered: MfS 1 and 2; TfL's Streetscape Guidance; London Cycling Design Standards Guidance; Kerbside Loading Guidance; Accessible Bus Stop Design Guidance;	LBHF	Noted
It is understood the OPDC has powers to adopt private streets as part of the public highway. Local Plan should reflect the need for LBHF to be involved in any decision to adopt highways	LBHF	No change proposed. T1 requires all roads to be designed to adoptable standards. The decision for highway authorities to adopt streets will need to be considered on a case by case basis. OPDC is not the Highways Authority for the area – this responsibility remains with the host local authorities.
The RB Kensington and Chelsea 2015 Consolidated Local Plan includes two	Midland Terrace Resident's Group, Old Oak Interim Forum	Change proposed. Policy added to T1 to ensure streets

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policies as sub-paragraphs of its Policy CR1 on the Street Network. We see both as worthy of consideration by the OPDC. • Require new streets to be built to adoptable standards • Resist the gating of existing streets and the development of new gated communities		are built to adoptable standards
We are supportive of the overall objective of policy T6 but it should be recognised in the policy wording that the some of the aspiration in a) to e) may only be achieved in instances where it is feasible to do so.	Old Oak Park (DP9)	Noted

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Environmental Standards Study	**Key Issues** • Old Oak Common HS2 station presents a once in a lifetime opportunity to deliver a step change in public transport across Old Oak and Park Royal and provide the catalyst for regeneration. • The OPDC area will be one of the best connected locations in the UK with the new stations for High Speed 2 (HS2) and Crossrail. This major new transport hub provides the catalyst for a Transit Oriented Development (TOD). TODs are a major solution to climate change by creating low-carbon lifestyle, sustainable communities. • The scale of development at Old Oak and Park Royal offers an opportunity to deliver transport improvements that are at the forefront of sustainability and innovation. • Intelligent Mobility (IM) should be anticipated and provided for in the design of the street network at Old Oak. **Key Recommendations** • Prioritise sustainable transport modes and support modal shift from private cars. • Provide high quality, safe, direct and accessible walking networks. • Support and provide infrastructure for the Legible London scheme.

	• Undertake a 'Healthy Street' survey, using the TfL methodology, for Park Royal to identify opportunities to positively enhance the existing street network. • Adopt a 'Whole-Street' approach, using the TfL methodology, for the design of the new street network in Old Oak. • **Main Station Square** Thousands of people will arrive at, or cross, Station Square every day and it will form the first impression and gateway to Old Oak. It will be the hub serving the HS2 and Crossrail stations and will have prominence in the hierarchy of new open spaces. High rise buildings to be placed on the northern slide of the block to allow more daylight into the space. Large raised table crossings to accommodate large pedestrian flows and desire lines. At least 30% of square to be green space/ soft landscape. Squares used for temporary storm water storage and underground water storage. • The most important street in the new development will be **Old Oak High Street**. The street will create a new link connecting Harlesden and Willesden Junction in the north, through Old Oak Park, to the HS2 Old Oak Common Station and Wormwood Scrubs in the south. The new High Street will range in width depending on location and topography and be lined with shops and cafes at ground level with offices and apartments above. • The green corridor will be designed primarily for pedestrians and cyclists with vehicles restricted to buses and emergency vehicles. The opportunity exists to create a linear green boulevard along the centre of the street. This would be framed by large canopy deciduous trees. The trees and high proportion of planted space will help mitigate the heat island effect and provide a more comfortable living and working environment. • The boulevard could contain outdoor seating, children's play and floor fountains, public art and performance spaces and cafe tables. This vibrant space will provide the social heart of Old Oak. The Sonder Boulevard in Copenhagen (refer to case study in Chapter 5) provides a good example of the type of green street that can be achieved. It also contains innovative SuDS and stormwater drainage solutions • Strong focus on transport related measures to reduce overall air emissions. • Explore the feasibility of creating valuable public open space on the large roof of the HS2 station and by decking over the tracks either side of North Acton Station. Provide a green bridge directly connecting Old Oak Park to the north of the canal with Wormwood Scrubs in order to significantly improve accessibility and provide additional linear public open space **Capacity and Character** • Linear green boulevard • Wider street cross section bound by high density development. Overall right of way 25-40m **Microclimate and Urban Form**

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	• Street section to ensure street is adequately sunlit throughout the year • Street section ratio generally not exceeding width/height ratio of 1:1.5 • Taller buildings to be placed on the northern side of the block to allow more daylight into the space • Regular seating opportunities to provide places for people to rest and experience the street. **Sustainable Transport** • Priority to be given to pedestrians and cyclists • Integrating public transport infrastructure into a cohesive streetscape • Shared surface carriageway restricted to buses and emergency vehicles only • Wide pedestrian crossings surfaced in a contrasting coloured material, with median strips where appropriate to facilitate additional informal crossing **Green Infrastructure** • Large deciduous tree planting • Outdoor seating, cafe tables, children's play, floor fountains, public art and performance spaces to be sited in areas of the street with maximum daylight and sunlight • SuDS features such as bio-retention pits should be integrated into the design of the public realm. Park Royal Environmental Quality Improvements • **On Street Parking:** On-street parking currently dominates the streetscape of Park Royal. An overall parking strategy is required to reduce the impact of on-street cars on already narrow and congested streets • **Greening of Distributor Roads:** Mature tree planting should be provided along primary routes. Where possible existing planting should be extended to create continuous green chains through the area. Planting will help to frame the street corridor and create a more pleasant pedestrian environment. This can be integrated with public realm, SuDS, walking and cycling improvements combined with rationalisation of on-street parking, servicing and deliveries. Roads include: Coronation Road, Park Royal Road, Chase Road, Acton Lane and Abbey Road. • **Strategic walking/cycling routes:** Creation of a network of shared paths segregated from vehicular traffic set within greenways connecting to stations and major public facilities. Where cycling is accommodated on carriageway, on-street parking should be designed carefully and kept to a minimum to avoid potential safety issues of car doors opening into the cycleway • **Decking Over Railway Lines** The opportunity exists to resolve the key issue of a lack of publicly accessible open space by decking over the railway lines that separate Old Oak and Wormwood Scrubs and providing new public open space on top. This radical approach has already been adopted in four city centre projects in North America and Canada. As well as providing much needed green infrastructure a rail deck park would resolve the issues of severance and connectivity between Old Oak Park and Wormwood Scrubs and mitigate the visual and acoustic impact of the major rail corridor.

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	Decking over the railway lines separating Old Oak Park and Wormwood Scrubs would create an additional 7.5 ha of accessible green space. **Monitoring** • Emissions from on-road transportation: fuel and electrical consumption. Included private road vehicles and buses. • Emissions from fuel combustion and grid-supplied electricity for railway transportation
Old Oak Strategic Transport Study	**Minimise congestion on the surrounding highway network by:** • investigating options to limit road congestion, especially on key strategic links; • investigating options to encourage low levels of private car use throughout the OA. • identifying potential new local road connections through the site to improve connectivity for all road users (including vehicle occupants, bus users, cyclists and pedestrians); • Two new or improved access junctions from Scrubs Lane including a new railway bridge, improvement of Scrubs Lane together with new internal bridges and junctions; • Eastern Access from A219 Scrubs Lane • Internal roads and junctions including two new bridges over the canal; • New bus, pedestrian / cycle only link to HS2 Crossrail hub; • Two new or improved access junctions from Old Oak Lane / Old Oak Common Lane, including improvement of Old Oak Common Lane; • The above to be linked with a new through link road running east-west through the site, but designed to discourage through-traffic; • Improvements to junctions on Old Oak Common Lane; • New link from Hythe Road to HS2/Crossrail station for buses, pedestrians and cyclists and station traffic only; • Victoria Road widening; • Signal timing optimisation at local junctions; • Create a new high quality network of streets and public spaces with high levels of pedestrian permeability and connectivity across the site; • Highway ‘quick wins’.
Park Royal Transport Strategy (Objectives)	• **1.Connecting:** Delivering an accessible and inclusive transport network that connects Park Royal with the existing and future strategic transport links; • **5.Innovating:** Delivering an innovative and aspirational transport network that is befitting London's leading industrial location; • **8.Enhancing**: Improving the existing physical environment and creating opportunities for new green and public spaces that encourage healthy lifestyles, walking and cycling; • **9.Sustaining:** Supporting a modal shift for trips to/from Park Royal away from private motor vehicle trips towards more sustainable modes; • **10.Protecting:** Improving safety, particularly for vulnerable users, and providing streets where people feel secure.

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Park Royal Transport Strategy (Action Plan)	• **Smart management of the transport network** Adoption of advanced technologies to manage the transport network and to maximise the efficiency of its use. Potential for Park Royal to become a test bed for emerging technologies to ensure it is first to benefit. • **Greening of corridors and placemaking** The creation of green routes and corridors across the study area to create an environment more conducive to walking and cycling and to enhance quality of life for residents. • **Enhance personal security to encourage walking** Measures to improve personal security both perceived and actual. To include physical improvements such as lighting, CCTV coverage and security patrols but also improve levels of passive surveillance wherever possible. • **Abbey Road junction improvements** Conversion of roundabout to signals and coordination of traffic signals along Abbey Road between the North Circular and Twyford Abbey Road. • **Park Royal Road junction improvements (Coronation Road to Standard Road) –** Basic intervention Review and installation of SCOOT to coordinate and optimise timings along Park Royal Road within existing layouts to improve performance and coordination of traffic movements • **Park Royal Road junction improvements (Coronation Road to Standard Road) –** Intermediate intervention Adoption of designs identified by MVA in 2011 as part of a study commissioned by LB Ealing. Includes new controlled pedestrian crossings at the Central Middlesex Hospital junction, removal of bus gate on Coronation Road, provision of Advanced cycle stop lines and installation of SCOOT to optimise timings along Park Royal Road. • **Park Royal Road junction improvements (Coronation Road to Standard Road) – Extensive intervention** Realignment of Park Royal Road at the Central Middlesex Hospital junction to remove stagger arrangement. This would require significant land acquisition from the existing ASDA car park. • **Acton Lane/North Acton Road junction improvements Subject to local junction modelling improvements could include:** Review and optimisation of traffic signals; Extension of parking restrictions along Barretts Green Road; Review of right turning movements with view to banning some to increase junction capacity. • **Road resurfacing/repairs** Road surface and footway quality varies quite significantly throughout Park Royal, with some sections showing need of repair. A conditions assessment will identify and prioritise areas for maintenance. • **Decluttering of streets** Removal of unnecessary street clutter that reduces the attractiveness of an area and presents obstructions to pedestrian movement. • **New strategic road connections** New links through the site and with the strategic network to open up potential development sites and improve connections for existing users **Greening of corridors and placemaking** • creation of green routes and corridors across the study area would • provide more opportunities for walking and cycling • The implementation of green corridors can help to:

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	a) Make it easier for people to access work opportunities and other facilities and services b) Enhance the quality of life by providing access for people of all ages and abilities to green and open space c) Provide safe and secure walking and cycling routes, bringing 'dead' areas back to life d) Shifting some short trips from motorised modes to walking and cycling, offering alternative transport networks e) Provide vital links that are quiet, safe and accessible for those making local journeys • Use art or landmark features to ease navigation around area
Public Realm, Walking and Cycling Strategy	• <u>Invest in Old Oak High Street</u> – Creation of a Boulevard which is a high quality public space prioritised for social activity and movement is prioritised for sustainable travel modes whose access is enhance while private motorised vehicle use is restricted. • <u>Connect to Harrow Road</u> – to connect the Old Oak High Street to the Harrow Road and Harlesden High Street • Stations on the High Street *Create to ensure all stations* • *are designed to have forecourts and entrances on the High Street and to have high quality public realm and interchange spaces between station entrances and Old Oak High Street* • <u>Viaduct at Hythe Road Station</u> – to create a North South connection for all modes and achieve continuity of public realm. • <u>Old Oak Common HS2 Station</u> – raise the public realm to +34metres to enhance opportunities for level access integration for cycle hire, taxi, buses, and access to shops and amenities. • <u>Park Royal to Old Oak</u> – creation of an underpass to link *pedestrian and cycle link between Old Oak and Park Royal at Old Oak Common Lane Station, connecting Old Oak High Street to Chandos Road.* • *Park Royal to Kensal* - An east-west connection linking Park Royal to Old Oak to Kensal is a key requirement. Create good pedestrian and cycle links from Chandos Road, the gateway to Park Royal, to Chase Road. This will become part of a new high quality east-west link from Park Royal to Kensal. • A New Heart for Park Royal – to enhance the junction of Coronation Road/Acton Lane and Abbey Road/Park Royal Road and make more accessible for walking and cycling. • Grand Union Canal – widen the towpath, put in cycle calming measures and have some leisure/food retail frontage to add to existing recreation opportunities <u>Old Oak High Street</u> • Build both the southern section of Old Oak High Street between Old Oak Common HS2 Station and Hythe Road Overground Station, and the northern section from Willesden Junction to the existing street network by 2026. • Integrate High Street levels with the development over the Crossrail site and over the Crossrail maintenance building. • Create wide streets with continuity of approaches.

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	• Maximise building frontages on the bridge and viaduct sections of Old Oak High Street- see diagram. • Create active frontages and build up against bridge sections and under the viaduct. • Maintain a continuous landscape along Old Oak High Street. • Old Oak High Street should continue east after crossing the West Coast Main Line to connect with Harrow Road and Harlesden High Street. • The existing underpass is accessed via stairs and/or lift due to level differences from Old Oak High Street. • A pedestrian and cycle link connecting from the High Street to Station Approach and Victoria Road should be maintained and enhanced. <u>Heart of Park Royal</u> • An enhanced road junction and street environment which can better support all modes of transport and contribute to a sense of place. • Park Royal neighbourhood centre becoming a better established and more attractive destination with local services that people can, and want to, walk and cycle to. • Make it a place that is attractive for walking and cycling by increasing pedestrian permeability; creating wider pavements; sign posting and wayfinding for cycling and walking to aid legibility and connections with other key destinations. • Encouraging cycle trips by providing segregated cycle lanes cycling facilities. • Normalise the street environment and help it to feel and be more safe and secure by aligning the buildings along the street, creating more active frontages to increase natural surveillance and on-street activity. • Create a new high quality and robust civic space(s) to contribute towards a more attractive public realm. • Maintain continuity of street greening. • Improve the flow of traffic. • To prioritise and encourage walking and cycling and in so doing reduce car dependency. • To build a positive and distinctive identity for this neighbourhood centre, so that it can be a place that people want to, and enjoy, visiting. • To create a cleaner, less noisy, healthier place. • To create an area that attracts town centre services, high levels of footfall, and accommodates different types of uses which support local residents, businesses and workers. • To create an environment which catalyses future development, such as at the Asda site, and investment. • To support the wider role of the Park Royal Strategic Industrial location – as a key junction for freight movements. Inventory of schemes (2017-2026)

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	T1.1 - Old Oak High Street bridge over West Coast Mainline tracks. T2.1 - Improvements to Willesden Junction Station with new station forecourt to east of North London Line tracks. T2.2 - New bridge between north end of Old Oak Old Oak High Street and Harrow road. T2.4 - Improvements to existing underpass for cycle route from Old Oak High Street to Station Approach. T3 - Genesis Bridge. T11.1 - Public realm and capacity enhancements on Victoria Road from A40 to Atlas road. T11.2 - Atlas road and Victoria Road junction. T11.3 - Public realm and capacity enhancements on Old Oak Lane between atlas road junction and west coast mainline. T12 - Upgrade of Great Western & Chiltern lines underpasses. T12.1 - Improvements to Oak Common Lane. T12.2 - Junction capacity improvement, Old Oak Common Lane at Oakland's House site. T16.2 - New route from link tunnel to Victoria road and pedestrian safety improvements at the junction with Chandos Road. T16.3 - Access to North Acton from Victoria Road. T16.4 - Northern entrance to North Acton Station. Refer to Hawkins Brown study. T16.5 - Bridge from Shield Site to Jenner Avenue. T22 - Abbey Road improvements - upgrade to existing cycle tracks. T22.1 - Junction improvement with toucan crossings for cyclists. T22.2 - Pedestrian and cycle safety improvements at roundabout. T22.3 - Junction improvement with toucan crossings for cyclists, and clear links to towpath. T31.1 - Junction of Chase road and Volt Avenue. T31.2 - Road connection Chase Road to site 26, including bridge over Dudding Hill line. T32 - Existing access road from Old Oak lane. T33 - New access road from Old Oak lane. T41.1 - Connect cycle tracks through the roundabout at the junction of Coronation Road and Rainsford Road. T41.2 - Connect cycle tracks through the roundabout at the junction of Rainsford Road and Cumberland Avenue. T41.3 - Cycle safety improvements on Cumberland Avenue (speed reduction or segregated cycle tracks) and safe cycle provision on the roundabout at the junction of Abbey Road and Cumberland Avenue. T41.4 - Enable new cycle link through the rear of Central Middlesex Hospital, across Abbey Lane and into the existing Wesley Avenue filtered permeability route. T41.5 - New link to canal towpath from Volt Avenue. T41.6 - Improve link to canal towpath at Steele Road. T41.7 - Completion of cycle track along Rainsford Road to Twyford Abbey Road and connection to towpath. T42 - Improving the cycle lanes on Abbey Lane from Harlesden Station. T44 - Park Royal Road. T44.1 - Cycle link to the rear of the current ASDA linking Park Royal Road and Coronation Road. T45 - Reducing vehicle speeds through the mini-roundabouts on Chase Road. T45.1 - Safety and traffic calming scheme at Chase Road mini roundabouts. T46 - Coronation Road. T47 - Abbey Lane. T48 - Abbey Road. Inventory of schemes (2026-2040) T1.2 - Old Oak High Street between Willesden Junction bridge and crossing of west London overground line. T1.3 - Old Oak High Street crossing of West London Overground line. T1.4 - Old Oak High Street between underpass and bridge over the canal. T1.5 - Old Oak High Street bridge over Grand Union Canal to form interchange route from Old Oak Common HS2 Station to Hythe Road. T1.6 - Old Oak High Street between canal crossing and Old Oak Common HS2 Station. T1.8 - Old Oak High Street from Old Oak Common Lane to Old Oak Common HS2 Station.

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	T2.3 - New pedestrian and cycle link to Scrubs Lane. Link important to provide alternative route for cyclists to avoid Harrow road. T4 - Bridge between Old Oak North & Scrubs Lane. Bridge over access road and rail tracks. Lift to Old Oak Park. T5.1 - Existing underpass. Improvements to make existing underpass less steep and suitable for cyclists and pedestrians. T5.2 - New underpass - all modes route from Hythe Road to Scrubs lane. Proposed by Car Giant. All modes route to Scrubs Lane. T6.1 - Bridge over canal. T6.2 - Eastern bridge. T8 - Hythe Road Overground Station (West London Line). Station interchange. T9 - Old Oak Common Overground Station (North London Line). T12.3 – Existing bridge on Old Oak Common Lane over north London Line T14.1 - Old Oak Common HS2 Station Interchange. T14.2 - Pedestrian access south of Old Oak Common HS2 Station to Wormwood Scrubs road. Significant level changes are to be overcome. T16.4 - Northern entrance to North Acton Station. Refer to Hawkins Brown study. T19 - New underpass - all modes. Inventory of schemes (2040+) T1.7 - Bridge over Crossrail tracks to link Old Oak High Street to route along north of Wormwood Scrubs. T10.1 - Shared pedestrian and cycle path over Wormwood Scrubs with new junction on Scrubs Lane. T10.2 - Improvements to existing route under Scrubs Lane and rail bridge along edge of Crossrail tracks. T15 - Wormwood Scrubs Road - Street linking Old Oak Common Lane to Scrubs Lane. T16.1 - North Acton Link Tunnel under North London Line from Old Oak Common Station. T17 - Junction between Scrubs Lane and new road to Kensal Canal side Opportunity Area. T18 - Access to Powerday site for all modes.

Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Environmental Standards Study	• **Retrofit of SuDS: The retrofit of SuDS within highways with a focus on their flood risk benefits; de-paving of large underutilised outdoor storage areas; where feasible, installation of 'living' green roof to increase attenuation storage capacity**	• SuDS would require feasibility to be confirmed and the agreement of the local highway authority.
	• Grand Union Canal: Opening up views and public access to the canal, widening of green corridor with major tree planting programme using native species creating new wildlife habitats, interpretation of canal heritage, improved walking and cycling infrastructure. Encourage the use of the	• This would be part of the green infrastructure development

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	canal for transport and freight movement **Carbon Emission standards** • Indirect and direct and emissions from off-road transportation. Indirect, and direct emissions from transportation fixed infrastructure, related buildings and facilities. • Indirect emissions of vehicle fleets and transportation fixed infrastructure, related buildings and facilities. Indirect and direct emissions related to water transportation	• Not able to directly influence. Requires Parking and Enforcement Plan, low emission zone policies by local highway authority.
Old Oak Strategic Transport Study	• A review of what major junction/ capacity improvements may be needed on the strategic road network, including the A40 Westway, Hanger Lane Gyratory and the A406 North Circular to mitigate the traffic impact. • A review of proposals developed by other stakeholders including the new highway link to the A40 proposed by Fosters and a new link road from A219 Scrubs Lane to Ladbroke Grove. • Localised modelling of junctions and links within the Park Royal area and preparation of a transport strategy for Park Royal; • Complete the detailed design for new LO stations and associated infrastructure, following public consultation and a recommendation to proceed with option C. In particular, the transport impact of a new station in the Old Oak North site should be explored;	• Requires design and feasibility study • Requires design and feasibility study • Requires design and feasibility study • Requires design and feasibility study

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	• A more detailed examination of what improvements may be needed at both North Acton and Willesden Junction stations; • A219 Scrubs Lane and a new underpass to overcome the severance caused by the presence of existing railway National Rail lines. • Western access from Old Oak Common Lane • Western access from A4000 Old Oak Lane • Western access from A4000 Old Oak Lane • Internal roads and junctions The current network of internal roads needs to be significantly upgraded and expanded to cover the whole of the OA, to enable the effective and efficient distribution of traffic.	• Requires design and feasibility study • The cost of the railway underpass would add significant cost to the project • Requires agreement with Network Rail for change in layout and access arrangement • Significant visual impact on adjacent properties due to need for banking and elevation of highway structure. • Loss of rail infrastructure • Requires studies to identify potential schemes and measures
Park Royal Transport Strategy	• Further improvements around Coronation Road/Park Royal Road by TfL - delivery in 2016 • North Action Station Square Improvement Scheme – delivery in 2017 • North Acton Gyratory improvements – study identifying £1.5m of pedestrian and cycle improvements – delivery over 2016 to 2017 • North Acton Station capacity and accessibility upgrades - implementation over 2016-2018 • Twyford Abbey Road/ Rainsford Road Area scheme to reduce collisions, improve signage and enhance access to the Grand Union Canal towpath for cyclists – implementation over 2016-2018	• Developed and implemented by Transport for London • Developed and implemented by local borough • Developed and implemented by local borough • Developed and implemented by local borough • Developed and implemented by local borough

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	• Abbey Road (North Circular to Twyford Abbey Road) a) Capacity enhancement at the Hanger Lane Roundabout	• Junction modelling is needed to quantify potential benefits and optimise designs
	• HI2(a) Park Royal Road/ Coronation Road Junction improvements	• Junction modelling is needed to quantify potential benefits and optimise designs
	• Acton Lane / North Acton Road Junction	• Junction modelling is needed to quantify potential benefits and optimise designs
	• **Improved access to the A40**	• TfL is in the process of commissioning a targeted study looking at potential improvements for this section of the A40. Any options for improved connections to the corridor will therefore fall under this project
Public Realm and Walking Strategy	• Review the four proposed links to the HS2 station investigating the technical, phasing and financial feasibility of delivering the high street across the cross rail depot by 2026.	• will be taken forward by further feasibility studies
	• The form and function of Old Oak High Street should be developed further as part of the Old Oak masterplan.	• will be taken forward by further feasibility studies
	• Including the level and layout of provision for buses and	• will be taken forward by further feasibility studies
	• cycling.	
	• Explore changes to the terms of U&A links to gain greater flexibility over which links are delivered and a corresponding safeguarding in the HS2 station design	• will be taken forward by further feasibility studies
	• *[that the northern section of Old Oak High Street extends to connect with Harrow Road and Harlesden High Street]*	• will be taken forward by further feasibility studies
	• Investigate technical feasibility of link to Harrow Road.	• will be taken forward by further feasibility studies
	• Ensure high quality step free pedestrian and cycle link from the proposed high street to	• will be taken forward by further feasibility studies

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	station road is included as a requirements in future Willesden Junction studies. <u>Stations on the High Street</u> • Explore possibility of introducing entrances to Hythe Road and Willesden Junction Stations towards the high street and high quality public realm in between. <u>Viaduct at Hythe Road Overground Station</u> • Continue to explore the viaduct option for Hythe Road Overground station. • Ensure Hythe Road station design includes a high quality public realm beneath the viaduct and double decker buses can pass beneath the viaduct on the high street (TfL). • 22m Wide Old Oak Common High Street <u>New Heart for Park Royal</u> • OPDC to work with Asda to understand their potential redevelopment proposals.	• requires detailed design and collaboration with Tfl • subject to feasibility study and agreement with Tfl • subject to feasibility study and agreement with Tfl • HS2 committed to 11m wide street and changes require their agreement/approval • Dependent on ASDA agreement and will be followed up in planning negotiations

Other evidence base

Supporting Study	Recommendations
	none

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T2: Walking

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
17	Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: • actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to • accommodate the efficient delivery of goods and supplies; • give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; • incorporate facilities for charging plug-in and other ultra-low emission vehicles; and • consider the needs of people with disabilities by all modes of transport.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	Policy and paragraph text
Health and Wellbeing	
Title: What is a healthy community?	A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and, where appropriate, encourage:

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Paragraph: 005 **Reference ID:** 53-005-20140306 **Revision Date:** 06 03 2014	• Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport. • The creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.
Design	
Title: Planning should promote safe, connected and efficient streets **Paragraph:** 008 **Reference ID:** 26-008-20140306 **Revision Date:** 06 03 2014	Many of our streets already exist and the way they are changed or managed will not fall within planning controls. However large scale developments are likely to include new streets, while significant buildings or land use changes in established areas may change their nature and function, requiring alterations to existing streets. Planning policies and decisions should look to create streets that support the character and use of the area. This means considering both their role as transport routes and their importance as local public spaces to accommodate non travel activities. Development proposals should promote accessibility and safe local routes by making places that connect appropriately with each other and are easy to move through. Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations. For this reason streets should be designed to be functional and accessible for all, to be safe and attractive public spaces and not just respond to engineering considerations. They should reflect urban design qualities as well as traffic management considerations and should be designed to accommodate and balance a locally appropriate mix of movement and place based activities. For example, boulevards which include service lanes, can support continuous frontage development by providing direct access to buildings and the parking and place based activities they generate, whilst still providing a high level of traffic capacity within the central lanes. Similarly Home Zones are one way to achieve a good balance between the needs of the local community and drivers in residential streets, by allowing through vehicle movement at low speeds, prioritising walking and cycling as travel modes and providing space for residents to meet, relax and play. Streets should also be designed to support safe behaviours, efficient interchange between travel modes and the smooth and efficient flow of traffic. The transport user hierarchy should be applied within all aspects of street design – consider the needs of the most vulnerable users first: pedestrians, then cyclists, then public transport users, specialist vehicles like ambulances and finally other motor vehicles.

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	More people on the street can lead to improved personal security and road safety. Research shows that the presence of pedestrians causes drivers to travel more slowly and safely. Development layouts where buildings and trees frame and enclose streets, higher visual prominence of pedestrians and shorter site lines may all be helpful in supporting road safety. Roads within a development which are built to adoptable standards, rather than being locked into estate management agreements (which inhibit change), are likely to allow a greater variety of uses to be developed over time.
Title: A well designed space promotes ease of movement **Paragraph:** 022 **Reference ID**: 26-022-20140306 Revision date: 06 03 2014	The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport are important. A place should have an appropriate number of routes to and through it, not too many to make it anonymous but enough to allow easy legitimate movement. How direct and understandable these are, how closely they fit with desired lines of travel, and how well they connect with each other and destinations will all influence the success of the place.
Title: Street design and transport corridors issues **Paragraph:** 042 **Reference ID:** 26-042-20140306 **Revision Date:** 06 03 2014	Successful streets are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area. In many cases shortcomings in street design reflect the rigid application of highway engineering standards in terms of road hierarchies, junction separation distances, sight lines and turning radii for service vehicles. The result is often a sense of sprawl and formlessness and development which contradicts some of the key principles of urban design. Imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety and amenity. Each street should be considered as unique – understand its location, character and eccentricities. Designs should relate to these local characteristics, not to something built elsewhere. Every element of the street scene contributes to the identity of the place, including for example lighting, railings, litter bins, paving, fountains and street furniture. These should be well designed and sensitively placed. Unnecessary clutter and physical constraints such as parking bollards and road humps should be avoided. Street clutter is a blight, as the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place. The removal of unnecessary street clutter can, in itself, make pavements clearer and more spacious for pedestrians, including the disabled, and improve visibility and sight lines for road users. Street signs should be periodically audited with a view to identifying and removing unnecessary signs. The Department for Transport has published advice to highways authorities on reducing sign clutter.

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	Public transport, and in particular interchanges, should be designed as an integral part of the street layout. The quality of design, configuration and facilities can make interchanges feel safe and easy to use, give them a sense of place to support social, economic and environmental goals, whilst also instilling a sense of civic pride in those that use them. Physical measures intended to protect and deliver security benefits, should be considered as an integral part of the design. The likelihood of people choosing to walk somewhere is influenced not only by distance but also by the quality of the walking experience. When considering pedestrians plan for wheelchair users and people with sensory or cognitive impairments. Legible design, which makes it easier for people to work out where they are and where they are going, is especially helpful for disabled people. Physical measures intended to protect pedestrians and road users, which can also deliver security benefits, should be secondary but considered as an integral part of the design. Barriers between the road and pedestrians are usually visually unattractive to the street scene, can form a hazard for cyclists who can be squeezed against them, and create the impression that the roads are for cars only; they should only be used when there is an overriding safety issue.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	**Policy and paragraph text**
	National Transport Goals
P12/13	**Goal – Support Economic Growth** <u>Cross network challenge (national policy) –</u> • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending <u>Additional Cities and Regional Networks challenges –</u> • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** <u>Cross-network challenge –</u>

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	• Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. <u>Cities and Regional Networks Challenge –</u> • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** <u>Cross network challenge –</u> • Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability. <u>Cities and Regional Networks challenges –</u> • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability. • Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** <u>Cross network challenges –</u> • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. <u>Additional Cities and Regional Networks challenges –</u> • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** <u>Cross network challenges –</u> • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. <u>Additional Cities and Regional Networks challenges –</u> • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks. • As with the previous shared priorities, local authorities will need to consider, making use of available evidence, the relative importance of

	the five goals for their area or for different parts of their area, and may wish to refine them to reflect local needs, or include local, additional objectives. • They should also consider the related challenges, particularly those considered most relevant to city and regional networks, both for the five goals and for any additional local objectives. It is important in preparing Local Transport Plans that local authorities start by determining a clear view of their own strategic goals and of their priorities for dealing with the different challenges they face. This strategic view should be based on robust evidence19. • Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects, provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. • The majority of air quality action plans concern road transport emissions. Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. • Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. • Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy** • It is critical that transport and spatial planning are closely integrated. Both need to be considered from the outset in decisions on the location of key destinations such as housing, hospitals, schools, leisure facilities and businesses, to help reduce the need to travel and to bring environmental, health and other benefits. • It will be essential for LTPs to reflect and support Local Development Frameworks – LTPs should be a key consideration in the planning process. • The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity. • Individual local authorities should ensure consistency between the suite of documents applying to their area. In particular, there is an opportunity for authorities to develop plans that link transport with an

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	area's wider agenda, such as children's services, employment, health, crime, the environment, equality and social inclusion. • Close engagement with the Local Strategic Partnership(s) and other local service providers will help influence the Sustainable Communities Strategy and integrate other organisations' planning for services with transport goals.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **D. Rights of Way Improvement Plan** The Countryside and Rights of Way Act 2000 introduced a duty for all local highway authorities to prepare a Rights of Way Improvement Plan (ROWIP), in consultation with Local Access Forums. The current round of ROWIPs runs from 2007 to 2017. Local transport authorities may wish to integrate the appropriate ROWIP(s) with their LTP. Any requirement to produce an SEA for the ROWIP would be covered by the overarching LTP SEA if ROWIPs are integrated into LTPs. DfT recommends that statutory environmental agencies, such as Natural England, should be involved throughout the development, implementation and monitoring of the ROWIP.49 **H. Children and Young People's Plan** Transport planning has a vital role to play in improving the lives of children, young people and families and should take account of the priorities for children and young people set out in the local Children and Young People's Plan (CYPP). The CYPP is central in realising national ambitions to make England the best place for children and young people to grow up. The CYPP, produced and monitored through the Children's Trust Board and delivered through the relevant partners, is firmly positioned within the overall vision for the area contained in the Sustainable Community Strategy and should be seen as part of the wider strategic planning, including transport, which is overseen by the Local Strategic Partnership. **I. Sustainable Modes of Travel Strategy**

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	To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable modes of travel strategy. This involves assessing the travel and transport needs of all children and young people in their area, and considering how they need to plan their transport infrastructure to meet the needs of all pupils. In doing so, they are required to maximise the potential to promote and utilise sustainable modes of travel. It is advised the strategy is closely related to the LTP. **J. National Park Management Plan and AONB Management Plans** A National Park Management Plan sets out a long-term vision and a shorter-term action plan for how the objectives for a National Park should be fulfilled through sustainable development. It sets the framework for activities pursued within a National Park, including transport. AONB Management Plans are similar. Local transport authorities responsible for transport in National Parks and AONBs will want to consider how their LTP relates to these Plans. Reference is made to Local Development Frameworks and the Disability Equality Duty earlier in the guidance

Cycling, Walking and Investment Strategy April 2017 (Dft)

Policy / paragraph reference	**Policy and paragraph text**
1.1	It is our ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey
1.6	The Government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journeys such as going to school, college or work, travelling to the station, and for simple enjoyment. As part of our aim to build a society that works for all, we want more people to have access to safe, attractive routes for cycling and walking by 2040
1.7	We want to support the transformation of local areas through our ambition: change which will tackle congestion; change which will extend opportunity to improved physical and mental health; and change which will support local economies. Delivery of our ambition will see employers benefit from a healthier workforce and thriving high streets supporting local employment, whilst at the same time creating more opportunities by delivering streets which are accessible for people with reduced mobility or visual impairments
1.9	Realising our ambition will take sustained investment in cycling and walking infrastructure. It will take long-term transport planning and it will take a change in attitudes – amongst central Government, local bodies, businesses, communities and individuals. Walking and cycling should be seen as transport modes in their own right and an integral part of the transport network, rather than as niche interests or town-planning afterthoughts. We need to build a local commitment together to support this national Strategy

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Cycling Delivery Plan 2014 (Dft)

Policy / paragraph reference	Policy and paragraph text
1.2	It is natural to extend the cycling commitment to walking. All of us walk to some extent every day and as a sustainable transport mode for everyday journeys it delivers similar benefits to cycling for both individuals and communities. For many, walking is the most achievable and accessible alternative travel choice, so supporting people who do not currently walk regularly but could do so is a lever towards reducing congestion, supporting local economies and creating healthy communities - as well as opening the door to greater levels of physical activity

London Plan (2016) Policies

Policy / paragraph reference	Policy and paragraph text
Chapter 2	
Policy 2. 13 Opportunity Areas and Intensification Areas	**Planning decisions** *B Development proposals within opportunity areas and intensification areas should:* d) realise scope for intensification associated with existing or proposed improvements in public transport accessibility, such as Crossrail, making better use of existing infrastructure and promote inclusive access including cycling and walking
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:* a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use

	f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban realm j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.*
Policy 6.7 Better Streets and Surface Transport	**Strategic** *A The Mayor will work with TfL and boroughs to implement London wide improvements to the quality of bus, bus transit and tram services*. **LDF preparation** *B DPDs should promote bus, bus transit and tram networks, including:* a) allocating road space and providing high level of priority on existing or proposed routes b) ensuring good access to and within areas served by networks, now and in future c) ensuring direct, secure, accessible and pleasant walking routes to stops d) implementing TfL's Accessible Bus Stop Design Guidance e) ensuring standing, garaging and drivers' facilities are provided where needed f) making provision for retaining or creating new interchanges where appropriate.
Policy 6.10 Walking	**Strategic** *A The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all.* **Planning decisions** *B Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.* **LDF preparation** *C DPDs should*: a) maintain and promote the relevant sections of the Walk London Network shown on Map 6.3, as well as borough routes b) identify and implement accessible, safe and convenient direct routes to town centres, transport nodes and other key uses

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	c) promote the 'Legible London' programme to improve pedestrian wayfinding d) provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use and that new development improves pedestrian amenity e) encourage a higher quality pedestrian and street environment, including the use of shared space principles, such as simplified streetscape, decluttering, and access for all.
Policy 6.12 Road Network Capacity	**Strategic** *A The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.* **Planning decisions** *B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:* d) how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved e) how safety for all is improved. *C Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.*
Design	
Policy 7.5 Public Realm	**Strategic** *A London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.* **Planning decisions** *B Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.* *C Development should incorporate local social infrastructure such as public toilets, drinking water fountains and seating, where appropriate. Development should also reinforce the connection between public spaces and existing local features such as the Blue Ribbon Network and parks and others that may be of heritage significance*. **LDF preparation** *D Boroughs should develop local objectives and programmes for enhancing the public realm, ensuring it is accessible for all, with provision for sustainable management and reflects the principles in Policies 7.1, 7.2, 7.3 and 7.4.*

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Draft New London Plan (2017) Policies

Policy / paragraph reference	Policy and paragraph text
Policy T1	**Strategic Approach to Transport**
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, London cannot continue to grow sustainably.
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.

Mayor of London Transport Plan (March 2018)

Policy / paragraph reference	Policy and paragraph text
Policy 1	The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
Policy 2	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.
Proposal 2	The Mayor, through TfL, will work with the central London boroughs to transform the experience of the walking and cycling environment in central London by reducing the dominance of vehicular traffic, including by transforming Oxford Street and looking urgently at changes to Parliament Square.
Proposal 4	The Mayor, through TfL and the boroughs, and working with other stakeholders, will protect, improve and promote the Walk London network and create new leisure walking routes.
Proposal 5 a)	The Mayor, through TfL and the boroughs, will make it easier for people to walk and cycle in London by: a) Maintaining, expanding and improving 'Legible London' walking wayfinding maps and ensuring that on-street cycle network signage is clear and consistent.

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Proposal 7	The Mayor, through TfL and the boroughs, will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey
P 61 para 3	One way of showing Londoners how better walking and cycling environments can improve their lives is by trialling the closure of streets to some or all motorised traffic, as well as including other street changes within carefully considered consultation processes. Making it easier for Londoners to request regular street closures for community activities and for children to play can help them to see that streets can be planned for people, rather than cars. Closing streets to motorised traffic for street parties or larger cultural and sporting events can help Londoners to view their streets differently, promoting the benefits of a city where the car is less dominant.
Proposal 8	The Mayor, through TfL and the boroughs, will work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.
P 99 para 2	**Improving the effectiveness, sustainability and reliability of alternatives to the car** Alternatives to car use should be improved to ensure they are effective, reliable and attractive. This means enhancing walking and cycling environments, integrating green infrastructure to improve the experience of being on London's streets, improving on-street wayfinding and providing more secure cycle parking.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	**Policy and paragraph text**
The Healthy Streets Approach	The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. Because 80 per cent of Londoners' travel time is spent on our streets – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about. The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. To deliver the Healthy Streets Approach, changes are required at three main levels of policy making and delivery: i) **Street level** Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. An important measure of success will be positive changes to the character and use of the city's streets. We can provide high-quality environments with enough space for dwelling, walking, cycling and public transport use. We can enhance our streets with seating, shade and greenery, and reduce the dominance of vehicles by designing for slower vehicle speeds. We can

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	hold events and activities that entice people out to shop, play and chat, including temporarily closing streets to cars. All of these measures will improve Londoners' experience of individual streets, encouraging them to live active lives. ii) **Network level: planning and managing London's transport networks** How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. Developing more efficient and affordable services will make public transport the obvious choice for more journeys, and this will deliver the switch from car use that will make the streets more attractive places to walk and cycle. Designing and managing our stations and stops better will encourage more people to walk and cycle for onward journeys. We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive. We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and road danger is reduced. **iii) Strategic level: policy and planning** London's rapid growth means we will need to move people more efficiently to keep the city functioning and to maintain and improve the quality of life of its residents. Planning a city where walking, cycling and public transport are the first choices for travel is the only way for us 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. By establishing clear policies in the London Plan – the Mayor's spatial planning document for the whole of London – and by working with developers and local authorities, we can ensure that new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way. The Mayor's Transport Strategy will also set out a broader approach to reducing car dependency and enabling a shift to more walking, cycling and public transport use. The document will provide a strategic overview of how streets and public transport services can be planned to help Londoners make healthy travel choices across the Capital.

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	What this means for Londoners – the Healthy Streets Indicators The aim of the Healthy Streets Approach is to help create a vibrant, successful city where people can live active, healthy lives. The Mayor's forthcoming Transport Strategy will provide details of how we will measure ourselves against this aspiration over the coming years. Londoners' experiences of using our streets will help determine whether they decide to walk, cycle and use public transport, whether they choose to visit their local high street or drive to an out-of-town shopping centre, and even whether they feel they need to own a car at all. Our work at the street, network and strategic levels must all therefore be aimed towards improving the experience of travelling through and spending time on London's streets. The Healthy Streets Approach uses 10 evidence-based indicators of what makes streets attractive places. Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced. **Pedestrians from all walks of life** London's streets should be welcoming places for everyone to walk, spend time in and engage in community life. **People choose to walk, cycle and use public transport** Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets. **Clean air** Improving air quality delivers benefits for everyone and reduces unfair health inequalities. **People feel safe** The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety. **Not too noisy** Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction. **Easy to cross** Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross. **Places to stop and rest** A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including

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	local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets. **Shade and shelter** Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather. **People feel relaxed** A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair. **Things to see and do** People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them. **Why healthy Streets** Reducing the use of the private car and increasing the number of people walking, cycling and using public transport has the potential to transform London and improve the lives of all those who live in, work in and visit the city. The Healthy Streets Approach will make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners. **A healthy city** Physical inactivity and sedentary lifestyles are creating one of the most serious public health challenges of our time. The easiest way for most Londoners to stay active is by walking or cycling as part of their daily travel. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. At present, only about a third of adults in the capital are reporting this level of activity. It is our ambition for all Londoners to walk or cycle for 20 minutes every day. There is growing recognition of the impacts of traffic noise on health and wellbeing. Noise pollution influences sleep, stress, anxiety, blood pressure and mental health. In children it can impact on school performance, memory and concentration. Traffic noise disproportionately affects disadvantaged people in their homes and workplaces as well as making walking, cycling and using public transport less pleasant

Local Plan Regulation 18 Draft Policy Options

Policy/ paragraph reference	Alternative policy option

11.15	No reasonable alternative policy options have been identified, as it is considered that an alternative approach to that outlined in the preferred policy option would not be consistent with the NPPF, in general conformity with the London Plan or supporting evidence base to the Local Plan (Old Oak Strategic Transport Study, PRTS), or deliver the required pedestrian improvements.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
Wayfinding - consider re-evaluation of importance of wayfinding given technology advances and use of land mark buildings	Old Oak Interim Forum	Change proposed. Policies SP7, SP2, EU11 and T2 provide guidance supporting and delivering smart city technology and approaches including through way finding.
Resting places are required along walking routes	GLA	Noted. T1 and T2 support the 10 ‘Healthy Streets’ Indicators which cover the factors essential for health-promoting, inclusive street environments. This includes 'Places to stop' amongst the objectives.
Preferred policy option for T2 – This should include a specific point on the creation of inclusive walking environments. It should also make a commitment to a ‘consistently high level of pedestrian comfort’ or similar	GLA/TfL	Change proposed. The policy text has been updated to include "inclusive walking environment".

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

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Supporting Study	Recommendations
Environmental Standards Study	**Key Recommendations** • Prioritise sustainable transport modes and support modal shift from private cars. • Provide high quality, safe, direct and accessible walking networks. • Support and provide infrastructure for the Legible London scheme. • Undertake a 'Healthy Street' survey, using the TfL methodology, for Park Royal to identify opportunities to positively enhance the existing street network. • Adopt a 'Whole-Street' approach, using the TfL methodology, for the design of the new street network in Old Oak. • Incorporate a second pedestrian and cycle crossing of the major rail corridor to connect the new communities in Old Oak with Wormwood Scrubs. • Explore the delivery of new bridge crossings over the canal. • Establishment of the Grand Union Canal Linear Park forming the main east-west walking and cycling route and an important part of London's Blue Ribbon Network. • Provide a green bridge directly connecting Old Oak Park to the north of the canal with Wormwood Scrubs in order to significantly improve accessibility and provide additional linear public open space.
Old Oak Strategic Transport Study	**8.4.6 Improving pedestrian connectivity, wayfinding and urban realm** The OAPF aims to change the nature of Old Oak Common from an old industrial area which is not well frequented by visitors, to a vibrant new part of London that is a destination in its own right as well as being an important new transport hub. The aim is to make it a place people want to go and spend time, with lots of movement and activity at street level. The current industrial nature of the site does however cause problems, as the OOCOA is currently dominated by railway lines, tunnels and bridge, along with the canal, all of which act to sever the site. Reducing this severance and increasing pedestrian permeability throughout the OOCOA related development and arrival of HS2. The following interventions are proposed: • Create a new high quality network of streets and public spaces with high levels of pedestrian permeability and connectivity across the site; • New pedestrian and cycling bridges crossing the canal; • A pedestrian and cycle 'land-bridge' connection to Willesden Junction; • A pedestrian and cycle link from the HS2 station via the new proposed new Overground station to North Acton station; • A link through the HS2 station to Wormwood Scrubs; • Improve pedestrian wayfinding; maximising opportunities for walking and cycling throughout the OA and the surrounding area by improving local connectivity and reducing severance;

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	• identifying options to improve access to, and along the Canal, and provide local access to the area north of the Canal; • identifying opportunities for new walking, cycling and public transport links; and • providing improved access to Wormwood Scrubs from the north ***Create a new network of streets and improve pedestrian permeability and connectivity*** The proposals include the introduction of an extensive new pedestrian network through the site with appropriate facilities. These include formal and informal crossing points, infrastructure improvements such as new connections over the Grand Union canal and existing railway lines, and measures to promote walking such as designated routes and facilities, the introduction of Legible London wayfinding signage, public realm improvements and measures to address safety (both real and perceived). Primary new pedestrian connections are proposed to North Acton, Wormwood Scrubs, Kensal, and along the north side of the canal. Major new north/ south and east/ west routes are also proposed. When considering the future pedestrian network at the detailed design stage, especially for individual development plots, the following design principles should be taken into account: • Clear sight lines along all pedestrian routes; • Selected use of tall buildings to help assist with pedestrian orientation and navigation; • Preference for segregated pedestrian and cyclist facilities, especially around highway environments and in areas of high flows. High volumes of pedestrians and cyclists make the successful use of shared routes (e.g. canal towpaths) more problematic; • The more legible the development pattern is, the easier it will be to navigate around the site and there will be less need for formal wayfinding facilities; • Lots of crossing opportunities (both formal and informal) should be provided throughout the development; • There is a need to have active frontages on buildings wherever possible, to help support natural surveillance; • There would be a desire to provide opportunities for pedestrians to make their own routes through the site through the provision of some unstructured pedestrian networks. A pattern of development made up of lots of little blocks may help encourage this; • People will generally walk a maximum of 1-2 km and, beyond this, the level of walking declines significantly. Below 1km, however, walking is almost always the dominant mode, so providing pedestrians with walkable environments and good access to a high frequency public transport network will help support the site-wide policy of low car use; and • Shared surfaces could be considered, if the built environment supports this e.g. very low car use and low speeds.

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Park Royal Transport Strategy (Objectives)	**8.ENHANCING:** Improving the existing physical environment and creating opportunities for new green and public spaces that encourage healthy lifestyles, walking and cycling; **9.SUSTAINING:** Supporting a modal shift for trips to/from Park Royal away from private motor vehicle trips towards more sustainable modes; **10.PROTECTING:** Improving safety, particularly for vulnerable users, and providing streets where people feel secure. **PL1: Transport Panel** Established in November 2015 the Transport Panel brings together senior representatives from the local Boroughs, WestTrans, TfL, Network Rail, Crossrail and HS2. Coordinated and led by OPDC and TfL, it ensures a cross-agency planning and delivery approach for the achieving the transport objectives for Park Royal.
Park Royal Transport Strategy (Action Plan)	• **Greening of corridors and placemaking** The creation of green routes and corridors across the study area to create an environment more conducive to walking and cycling and to enhance quality of life for residents. • **Enhance personal security to encourage walking** Measures to improve personal security both perceived and actual. To include physical improvements such as lighting, CCTV coverage and security patrols but also improve levels of passive surveillance wherever possible. • **Pedestrian improvements** Improved connections focusing on facilitating direct, safe walking routes from the stations to places of work with objective of improving rail catchments and use of sustainable modes **10.Protecting**: Improving safety, particularly for vulnerable users, and providing streets where people feel secure. Additional crossing facilities and simplified traffic movements at junctions would benefit pedestrians encouraging further walking and cycling • ..an overarching programme of rehabilitation and improvement of existing routes and places should be integrated with more radical interventions such as: o Creating more walking and cycling links o Designating public and green spaces o Introducing new crossing facilities and o Creating more active frontages and diversity of uses. • A set of potential walking and cycling network improvements has been identified as part of this study and the improvements aim to address the current challenges as set out in Figure 2-14 and create an environment that can accommodate and sustain the planned future growth. • The focus of potential improvements that improve the general environment and urban realm for both cyclists and pedestrians is shown in Figure 3- 2 and can be generally summarised as: o increasing permeability across the site and at the fringes o enhancing access to/from public transport nodes o improving crossings and junctions for both pedestrians and cyclists

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	o integrating the canal within a wider, well signed walking, cycling and public space network. o In parallel with these, further improvements to the signed cycle network as shown, in Figure 3-3, would provide missing connections, create more opportunities to join the National Route 6 along the Grand Union Canal and provide signage to ease wayfinding. These new connections also have the benefit of helping improve pedestrian connectivity. • Additional improvements to the walking network (see Figure 3-4) focus on higher permeability to/from residential areas and across some of the larger plots that would be beneficial for supporting short walking trips and also increase the viability of creating a "Heart of Park Royal" town centre. 1. **A design guide and strategy** will be developed for the Old Oak and Park Royal area to ensure consistent, high-quality urban realm that increases the attractiveness of walking as a mode. Local Borough guidance such as the Brent Placemaking Guide, Ealing Urban Realm Strategy or Hammersmith and Fulham StreetSmart streetscape design guide would be used as a basis for the guide 2. **Expand on existing Legible London signage and wayfinding** that is currently restricted to the Grand Union Canal. Likely to require tailoring to suit the locations of interest within Park Royal 3. **Effective use of surface treatments, materials and lighting together with environmental interventions** such as public art combining to create pathways, landmarks and destinations. Other measures could include removal of graffiti and introduction of new pedestrian links 4. **Prioritised upgrades to pedestrian connections** from the Park Royal estate to stations 5. **Improved crossing facilities** to reduce severance effect of road traffic 6. **Improved footways** in terms of quality of surface and removal of clutter 7. **Improved connections** focusing on facilitating direct and safe walking and cycling routes from the stations to places of work
Public Realm, Walking and Cycling Strategy	**Healthy Streets and Public Spaces** The new street network at Old Oak is comprised of four key routes. These are: Old Oak High Street, Grand Union Street, Park Road and Wormwood Scrubs Street. These have been designed to encourage cycling and walking, to reduce car dependency and to focus on putting people first. <u>Key recommendations (network wide)</u> • Landscaping should be used on the High Street to • provide shelter and shade. • Open Spaces should be easily accessible from Old Oak High Street and visible to provide places to stop, relax for people of all ages and groups • Frequent crossing points should be provided with open spaces adjacent or station forecourts to reduce risk of danger. • There should be various points of interests with activities.

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	• The stations' entrances and forecourts on Old Oak High should be visible and easily accessible to encourage walking and cycling and reduce car dependency. • Maximise active frontages especially on bridges and under the viaduct to provide natural surveillance which will encourage activity in the area as people will feel safe. • Good visibility and signposting of stations and main attractions will encourage walking and cycling. <u>Wormwood Scrubs</u> • Good quality, legible safe and welcoming cycle links connecting Old Oak North and Park Royal to Wormwood Scrubs. • Create a link across Old Oak Common HS2 Station that connects down to Wormwood Scrubs. • A second link connects with the end of the platform ramping down to Wormwood Scrubs and then connecting to Kensal Opportunity Area under Scrubs Lane and Mitre Bridge. • Pedestrian and Cycle bridge aligns with the proposed platform bridge. <u>New Heart for Park Royal</u> • Park Royal neighbourhood centre becoming a better established and more attractive destination with local services that people can, and want to, walk and cycle to. • Make it a place that is attractive for walking and cycling by increasing pedestrian permeability; creating wider pavements; sign posting and wayfinding for cycling and walking to aid legibility and connections with other key destinations. • Encouraging cycle trips by providing segregated cycle lanes cycling facilities • To prioritise and encourage walking and cycling and in so doing reduce car dependency <u>Inventory of schemes (2017-2026)</u> T22.2 - Pedestrian and cycle safety improvements at roundabout. T41.5 - New link to canal towpath from Volt Avenue. T41.6 - Improve link to canal towpath at Steele Road. Inventory of schemes (2026-2040) T2.3 - New pedestrian and cycle link to Scrubs Lane. Link important to provide alternative route for cyclists to avoid Harrow road. T5.1 - Existing underpass. Improvements to make existing underpass less steep and suitable for cyclists and pedestrians. T14.2 - Pedestrian access south of Old Oak Common HS2 Station to Wormwood Scrubs road. Significant level changes are to be overcome. Inventory of schemes (2040+) T10.1 - Shared pedestrian and cycle path over Wormwood Scrubs with new junction on Scrubs Lane. T15 - Wormwood Scrubs Road - Street linking Old Oak Common Lane to Scrubs Lane.

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Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Public Realm, Walking and Cycling Study.	• Investigate how best to design; deliver and fund a high quality pedestrian and cycle link between Old Oak Common Lane and Victoria Road, including consideration of access for single decker buses. <u>Grand Union Canal</u> • Access to and along the Grand Union Canal to be explored further as part of the Old Oak masterplan. • OPDC to continue discussions with the Old Oak Park team regarding creating a new northern towpath. <u>Wormwood Scrubs</u> • OPDC to continue to request that HS2 Ltd safeguard the ability to deliver a north-south link from Old Oak Common station to Wormwood Scrubs	• Requires further study • Required CR&T approval and ongoing development of further guidance for Old Oak North. • Dependent on HS2 agreement
Park Royal Transport Study	• 3.16 Improved cycling and walking connections to/from Victoria Road and to/from future Old Oak Common Station have been	• Investigated as part of the North Acton Pedestrian and Cycle Link Study
Infrastructure Delivery Plan	• applies to all schemes	• [Subject to] Developer cost/ planning contributions and/or service providers

Other evidence base

Supporting Study	Recommendations
	None

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T3: Cycling

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
17	• actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
32	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to • give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones

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National Planning Practice Guidance (NPPG)

Policy / paragraph reference	Policy and paragraph text
Climate Change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums, and climate change partnerships will help to identify relevant local approaches.
Design	
Title: Planning should promote safe, connected and efficient streets **Paragraph:** 008 **Reference ID:** 26-008-20140306 **Revision Date:**	Many of our streets already exist and the way they are changed or managed will not fall within planning controls. However large scale developments are likely to include new streets, while significant buildings or land use changes in established areas may change their nature and function, requiring alterations to existing streets. Planning policies and decisions should look to create streets that support the character and use of the area. This means considering both their role as transport routes and their importance as local public spaces to accommodate non-travel activities. Development proposals should promote accessibility and safe local routes by making places that connect appropriately with each other and are easy to move through. Attractive and well-connected permeable

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06 03 2014	street networks encourage more people to walk and cycle to local destinations. For this reason, streets should be designed to be functional and accessible for all, to be safe and attractive public spaces and not just respond to engineering considerations. They should reflect urban design qualities as well as traffic management considerations and should be designed to accommodate and balance a locally appropriate mix of movement and place based activities. For example, boulevards which include service lanes, can support continuous frontage development by providing direct access to buildings and the parking and place based activities they generate, whilst still providing a high level of traffic capacity within the central lanes. Similarly Home Zones are one way to achieve a good balance between the needs of the local community and drivers in residential streets, by allowing through vehicle movement at low speeds, prioritising walking and cycling as travel modes and providing space for residents to meet, relax and play. Streets should also be designed to support safe behaviours, efficient interchange between travel modes and the smooth and efficient flow of traffic. The transport user hierarchy should be applied within all aspects of street design – consider the needs of the most vulnerable users first: pedestrians, then cyclists, then public transport users, specialist vehicles like ambulances and finally other motor vehicles. More people on the street can lead to improved personal security and road safety. Research shows that the presence of pedestrians causes drivers to travel more slowly and safely. Development layouts where buildings and trees frame and enclose streets, higher visual prominence of pedestrians and shorter site lines may all be helpful in supporting road safety. Roads within a development which are built to adoptable standards, rather than being locked into estate management agreements (which inhibit change), are likely to allow a greater variety of uses to be developed over time.
Title: A well designed space promotes ease of movement **Paragraph** 022 **Reference ID** 26-022-20140306 **Revision Date** 06 03 2014	The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport are important. A place should have an appropriate number of routes to and through it, not too many to make it anonymous but enough to allow easy legitimate movement. How direct and understandable these are, how closely they fit with desired lines of travel, and how well they connect with each other and destinations will all influence the success of the place.
Title: Consider layout	This is how buildings, street blocks, routes and open spaces are positioned in an area and how they relate to each other. This provides

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Paragraph: 024 **Reference ID:** 26-024-20140306 **Revision Date:** 06 03 2014	the basic plan for development. Developments that endure have flexible layouts and design. New development should look to respond appropriately to the existing layout of buildings, streets and spaces to ensure that adjacent buildings relate to each other, streets are connected, and spaces complement one another. The layout of areas, whether existing or new, should be considered in relation to adjoining buildings, streets and spaces; the topography; the general pattern of building heights in the area; and views, vistas and landmarks into and out of the development site. There may be an existing prevailing layout that development should respond to and potentially improve. Designs should ensure that new and existing buildings relate well to each other, that streets are connected, and spaces complement one another. This could involve following existing building lines, creating new links between existing streets or providing new public spaces. In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes. However building frontages do not have to be continuous or flat. Breaks and features particularly where they emphasise entrances, can be successfully incorporated. There should be a clear definition between public and private space. A buffer zone, such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security.
Title: Street design and transport corridors issues **Paragraph:** 042 **Reference ID:** 26-042-20140306 **Revision Date:** 06 03 2014	Successful streets are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area. In many cases shortcomings in street design reflect the rigid application of highway engineering standards in terms of road hierarchies, junction separation distances, sight lines and turning radii for service vehicles. The result is often a sense of sprawl and formlessness and development which contradicts some of the key principles of urban design. Imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety and amenity. Each street should be considered as unique – understand its location, character and eccentricities. Designs should relate to these local characteristics, not to something built elsewhere. Every element of the street scene contributes to the identity of the place, including for example lighting, railings, litter bins, paving, fountains and street furniture. These should be well designed and sensitively placed. Unnecessary clutter and physical constraints such as parking bollards and road humps should be avoided. Street clutter is a blight, as the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place. The removal of unnecessary street clutter can, in itself, make pavements clearer and

	more spacious for pedestrians, including the disabled, and improve visibility and sight lines for road users. Street signs should be periodically audited with a view to identifying and removing unnecessary signs. The Department for Transport has published advice to highways authorities on reducing sign clutter. Public transport, and in particular interchanges, should be designed as an integral part of the street layout. The quality of design, configuration and facilities can make interchanges feel safe and easy to use, give them a sense of place to support social, economic and environmental goals, whilst also instilling a sense of civic pride in those that use them. Physical measures intended to protect and deliver security benefits, should be considered as an integral part of the design. The likelihood of people choosing to walk somewhere is influenced not only by distance but also by the quality of the walking experience. When considering pedestrians plan for wheelchair users and people with sensory or cognitive impairments. Legible design, which makes it easier for people to work out where they are and where they are going, is especially helpful for disabled people. Physical measures intended to protect pedestrians and road users, which can also deliver security benefits, should be secondary but considered as an integral part of the design. Barriers between the road and pedestrians are usually visually unattractive to the street scene, can form a hazard for cyclists who can be squeezed against them, and create the impression that the roads are for cars only; they should only be used when there is an overriding safety issue.
Health and Wellbeing	
Title: What is a healthy community? **Paragraph:** 005 **Reference ID:** 53-005-20140306 **Revision Date:** 06 03 2014	A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and, where appropriate, encourage: • Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport. • The creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.
Travel Plans Transport Assessments and Statements	
Title: What information should be included in Transport Assessments and Statements	The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment: • information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport) • information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;

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Paragraph: 015 **Reference ID:** 42-015-20140306 **Revision Date:** 06 03 2014	• data about existing public transport provision, including provision/ frequency of services and proposed public transport changes; • a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site; • an assessment of trips from all directly relevant committed development in the area (ie development that there is a reasonable degree of certainty will proceed within the next 3 years); • data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network; • an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area; • an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas); • measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms; • a description of parking facilities in the area and the parking strategy of the development; • ways of encouraging environmental sustainability by reducing the need to travel; and • measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads. In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data. The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant government policy.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	Policy and paragraph text

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	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** Cross network challenge – • Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability. Cities and Regional Networks challenges – • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability. • Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges –

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	• Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks. • As with the previous shared priorities, local authorities will need to consider, making use of available evidence, the relative importance of the five goals for their area or for different parts of their area, and may wish to refine them to reflect local needs, or include local, additional objectives. • They should also consider the related challenges, particularly those considered most relevant to city and regional networks, both for the five goals and for any additional local objectives. It is important in preparing Local Transport Plans that local authorities start by determining a clear view of their own strategic goals and of their priorities for dealing with the different challenges they face. This strategic view should be based on robust evidence. • Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects, provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. • The majority of air quality action plans concern road transport emissions. Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. • Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. • Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy**

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	• The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity.
	Annex A key policies
	A. Network Management Duty • Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. • Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **C. Air Quality Action Plan** • Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. • Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. • Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. • The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **E. Noise Action Plans** • Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. • As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **G. Local Economic Assessment Duty** • The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. • This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area.

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	• These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. **H. Children and Young People's Plan** • Transport planning has a vital role to play in improving the lives of children, young people and families and should take account of the priorities for children and young people set out in the local Children and Young People's Plan (CYPP). • The CYPP is central in realising national ambitions to make England the best place for children and young people to grow up. The CYPP, produced and monitored through the Children's Trust Board and delivered through the relevant partners, is firmly positioned within the overall vision for the area contained in the Sustainable Community Strategy and should be seen as part of the wider strategic planning, including transport, which is overseen by the Local Strategic Partnership. **I. Sustainable Modes of Travel Strategy** To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable modes of travel strategy. This involves assessing the travel and transport needs of all children and young people in their area, and considering how they need to plan their transport infrastructure to meet the needs of all pupils. In doing so, they are required to maximise the potential to promote and utilise sustainable modes of travel. It is advised the strategy is closely related to the LTP.

Cycling Delivery Plan 2014 (Dft)

Policy / paragraph reference	**Policy and paragraph text**
1	Cycling means healthier, fitter citizens, less congested cities, less pollution and a more productive workforce.
2	The government is committed to giving people a realistic choice to cycle so that anyone, of any age, gender, fitness level and income can make the choice to get on a bike. The case for cycling as the natural choice for shorter journeys is strong, and the resulting benefits are wide reaching - to the economy, to the environment, to the health of individuals and communities
3	A real step change in cycling cannot be achieved overnight, it requires strong leadership and commitment and vital long-term planning for incremental changes to take place until cycling becomes the norm for everyone.

Cycling Walking and Investment Strategy (April 2017)

Policy / paragraph reference	**Policy and paragraph text**
1.7	We want to support the transformation of local areas through our ambition: change which will tackle congestion; change which will extend opportunity to improved physical and mental health; and change which will support

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	local economies. Delivery of our ambition will see employers benefit from a healthier workforce and thriving high streets supporting local employment, whilst at the same time creating more opportunities by delivering streets which are accessible for people with reduced mobility or visual impairments.
P7	We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey

Cycling Walking and Investment Strategy (Safety Review March 2018, Dft)

Policy / paragraph reference	**Policy and paragraph text**
2.2	The hierarchy of road users is also important when considering safety. This is a well-established concept in transport planning which places the most vulnerable road users at the top: pedestrians, and in particular people with disabilities, followed by cyclists, then public transport and finally other motorised transport.
8.5	Segregation from motorised traffic is widely expected for pedestrians, particularly in urban environments.

London Plan (2016) Policies

Policy / paragraph reference	**Policy and paragraph text**
Chapter 2: London's Places	
Policy 2.15 Town Centres	**Planning decisions** *C Development proposals and applications for retail to residential permitted development prior approval in town centres should conform with Policies 4.7 and 4.8 and:* e. promote access by public transport, walking and cycling
Chapter 4. London's Economy	
Policy 4.4 Managing Industrial Land and Premises	**LDF preparation** *B LDFs should demonstrate how the borough stock of industrial land and premises in strategic industrial locations (Policy 2.17), locally significant industrial sites and other industrial sites will be planned and managed in local circumstances in line with this strategic policy and the location strategy in Chapter 2, taking account of:* g. accessibility to the local workforce by public transport, walking and cycling
Policy 4.7	**LDF preparation** C *In preparing LDFs, boroughs should:* e. manage existing out of centre retail and leisure development in line with the sequential approach, seeking to reduce car dependency, improve public transport, cycling and walking access and promote more sustainable forms of development.
Chapter 6. London's Transport	
Policy 6.1	**Strategic**

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Strategic Approach	*A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:* a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban realm j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.*
Policy 6.9 Cycling	**Strategic** *A The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:* a) identify, promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways b) continue to operate and improve the cycle hire scheme c) fund the transformation of up to four outer London borough town centres into cycle friendly 'mini-Hollands'. **Planning decisions**

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	B Developments should: a) provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions) b) provide on-site changing facilities and showers for cyclists c) contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions) d) provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands' e) facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity. **LDF preparation** *C DPDs should:* a) identify, promote and facilitate the completion of relevant sections of cycle routes including Cycle Superhighways, Quietways and the Central London Grid and local borough routes, in light of guidance from TfL b) identify and safeguard sites for new or expanded cycle docking stations to increase capacity of the Mayor's cycle hire scheme in areas of high usage or operational stress c) identify and implement safe and convenient direct cycle routes to town centres, transport nodes and other key uses such as schools d) implement secure cycle parking facilities in line with the minimum standards set out in Table 6.3 or implement their
Policy 6.11 Smoothing Traffic Flow and Tackling Congestion	**LDF preparation** *B DPDs should develop an integrated package of measures drawn from the following:* b) improving the extent and quality of pedestrian and cycling routes
Policy 6.12 Road Network Capacity	**Planning decisions** *B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:* d) how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved e) how safety for all is improved. *C Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.*
Policy 6.13 Parking	**Strategic** *A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use*. *Planning Decisions* *D In addition, developments in all parts of London must:*

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	c) meet the minimum cycle parking standards set out in Table 6.3 d) outer London boroughs wishing to promote a more generous standard – a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
Policy T5 Cycling	*A Development Plans and development proposals should help remove barriers to cycling and create a heathy 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 in accordance with minimum standards [set out in the London Plan], and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards *B 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 an acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.* *C Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet objectives of the standards. These may include options such as providing spaces in secure, conveniently-located , on-street parking facilities such as bicycle hangers.* *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.* *E Where the final land use of a development is not determined at the point of application, the highest potential applicable cycle parking standard should be applied.* *F A minimum of two short-stay and two long stay cycle parking spaces must be provided for all land uses in all locations with the exception of Class C3-C4 uses and Class A uses where the size threshold specified in Table 10.2 has not been met.*
10.51	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 of living, working and spending time in the city.
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-

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	standard cycles such as tricycles, cargo bicycles and bicycles with trailers, for both long-stay and short-stay parking.

The Mayor of London Transport Strategy 2018

Policy / paragraph reference	Policy and paragraph text
Proposal 3	The Mayor, through TfL and the boroughs, will: a) Deliver a London-wide strategic cycle network, with new, high quality, safe routes and improved infrastructure to tackle barriers to cycling for both shorter and longer trips. By 2041, 70 per cent of Londoners will live within 400 metres of the strategic cycle network. b) Encourage additional local and neighbourhood improvements, such as using physical restrictions to prevent motorised vehicles from using certain streets, to build on and complement the strategic cycle network.
Proposal 5a	The Mayor, through TfL and the boroughs, will make it easier for people to walk and cycle in London by: a) Maintaining, expanding and improving 'Legible London' walking wayfinding maps and ensuring that on-street cycle network signage is clear and consistent.
Proposal 7	The Mayor, through TfL and the boroughs, will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey.
Proposal 8	The Mayor, through TfL and the boroughs, will work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.

The mayor's vision for cycling in London – An Olympic Legacy for all Londoners (2013)

Policy / paragraph reference	Policy and paragraph text
Key Outcomes	1. A Tube network for the bike. London will have a network of direct, high-capacity, joined-up cycle routes. Many will run in parallel with key Underground, rail and bus routes, radial and orbital, signed and branded accordingly: the 'Bakerloo Superhighway'; the 'Circle Quietway', and so on. A 'bike Crossrail' will run, substantially segregated, from west London to Barking. Local routes will link with them. There will be more Dutch-style, fully-segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from general traffic; and a network of direct back-street Quietways, with segregation and junction improvements over the hard parts. 2. Safer streets for the bike. London's streets and spaces will become places where cyclists feel they belong and are safe. Spending on the junction review will be significantly increased, and it will be completely recast to prioritise major and substantial improvements to the worst junctions, though other junctions will still be tackled. With government

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	help, a range of radical measures will improve the safety of cyclists around large vehicles. 3. More people travelling by bike. Cycling across London will double in the next 10 years. We will 'normalise' cycling, making it something anyone feels comfortable doing. Hundreds of thousands more people, of all ages, races and backgrounds, and in all parts of London, will discover that the bike has changed their lives. 4. Better places for everyone. Our policies will help all Londoners, whether or not they have any intention of getting on a bicycle. Our new bike routes are a step towards the Mayor's vision of a 'village in the city', creating green corridors, even linear parks, with more tree-planting, more space for pedestrians and less traffic. Cycling will promote community safety, bringing new life and vitality to underused streets. Our routes will specifically target parts of the Tube and bus network which are over capacity, promoting transfers to the bike and relieving crowding for everyone. Cycling will transform more of our city into a place dominated by people, not motor traffic.
P15 para 2	Segregation is not always necessary or appropriate. In some places we will prefer filtered cycle permeability
P15 para 3	Permeability … making bike journeys easier and more direct by removing one-way streets, gyratories and complicated crossings of big roads
P15 para 6	Quietways will become sites for new trees and greening, making many of them verdant corridors, even linear parks, part of the Mayor's vision of a 'village in the city' where the streets are designed for people. They will be pleasant and interesting to cycle on, showing you corners of London you never knew existed
P15 para 4	The Quietway network will also include new off-road greenway routes through parks and along waterways to be used for recreation and family enjoyment, building on and expanding the existing network.
P26 para 12	As many as a fifth of new bicycles sold in mass-cycling nations, such as the Netherlands and Germany, are now electric. E-bikes help you pedal using a small motor, powered by a battery which is charged every night from a normal household socket. No licence, equipment or insurance is needed to ride one. They are particularly useful for people who need to ride in a suit without breaking sweat, or to ride up hills, or to travel long distances, who are older or less fit, or who are otherwise put off by the physical effort of an ordinary bike. As such, they could be hugely important in our goal of bringing non-traditional groups to cycling.

London Cycle Design Standards Tfl Draft (2014)

Policy / paragraph reference	**Policy and paragraph text**
Design Requirements Guiding Principles	**1. Cycling is now mass transport and must be treated as such** • Most current cycle provision is squeezed into spare space or on the margins of roads. It reflects a belief, conscious or otherwise, that hardly anyone cycles, that cycling is unimportant and that cycles must take no meaningful space from more important road users, such as motor vehicles and pedestrians. • This no longer applies, especially in the centre. TfL's April 2013 cycling census found that 24 per cent of all rush-hour traffic in central London

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	is cycles, and 16 per cent across the entire day, with shares of up to 64 per cent on some main roads. Similar shares apply in inner London. • New cycle facilities must be designed to cope not just with these existing levels of use, but with the future we are planning: of further increases in cycling in zones 1 and 2, and of existing inner-city cycling levels starting to spread to the suburbs. **2. Facilities must be designed for larger numbers of users** • In an era of mass cycling, facilities designed for minimal cycling will not work. • Hundreds of cyclists an hour will be using many of the busier main road cycle tracks – sometimes already are. Tracks should ideally be 2 metres wide in each direction (4 metres for bidirectional tracks) to allow room to overtake. If this is not possible, faster cyclists will ignore them. This should be the rule, though there will have to be some exceptions. • People will cycle in growing numbers, whether other road users want them to or not. The only issue is whether we cater for them effectively – reducing the potential for conflict with others – or ineffectively. **3. Cycles must be treated as vehicles, not as pedestrians** • Cyclists and pedestrians should not be forced together where there is space to keep them apart, creating unnecessary conflict which can only increase as the number of cyclists rises. • We have a strong preference against schemes requiring cyclists and pedestrians to share the same highway space, wherever they can be avoided. It will be necessary to use some shared areas in our cycle routes, particularly where the space is wide, but we will prefer to create delineated cycle tracks across it, perhaps with sloping, pedestrian-friendly kerbs or different surfacing. • Cyclists and pedestrians should not share the same space at crossings and junctions. Clearly delineated separate and/or parallel routes should be provided for cyclists and pedestrians. Typical bad cycle design deals with junctions by making cyclists pretend to be pedestrians, bringing them on to the pavement and having them cross the road, often in several stages, on toucan crossings. **4. Cyclists need space separated from volume motor traffic** There are three ways of achieving this: full kerb segregation, semi-segregation and lower-traffic streets. Full kerb segregation is important and a major part of our plans. Most main roads in London are, however, also bus routes with frequent stops. The cycle lane would have to go between the bus and the pavement. Everybody getting off or on a bus would have to step straight into the lane, which would raise safety concerns both for bus passengers and cyclists. On bus routes where there is room, we will install segregated lanes with 'floating' bus stops on 'islands' in the carriageway to avoid bus passengers having to step straight off into the cycle lane. Where there is not room, we will use alternative forms of separation. **5. Where full segregation is not possible, semi-segregation may be the answer** Semi-segregation can take a number of forms, described in this document: wider shared bus and bike lanes, better separated from the

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	traffic with means such as traffic wands in the roads, or mandatory cycle lanes, separated with traffic wands. We want to follow the example of US cities in using simpler, more flexible and cheaper forms of separation. **6. Separation can also be achieved by using lower-traffic streets.** Routes should make more use of secondary roads, where they are sufficiently direct, to separate cyclists from volume traffic. A cross-London network of high-quality guided 'Quietways' will be created on lower-traffic back streets. Nor is there any rule that Superhighways need be on the busiest main roads; one of the most successful current routes, CS3 in inner east London, is not. We will also mix the two, with stretches on back streets joined to segregated stretches on the main road and across junctions where there is no sufficiently direct side street. **7. Where integration with other road users is necessary, differences of speed, volume and vehicle type should be minimised** In the Dutch principles of sustainable safety, this idea is expressed as the 'homogeneity' of mass, speed and direction. **8. Cyclist interventions need not be attempted on every road** We have no intention of preventing cyclists from using any road, save motorways. But some busy, narrow main roads can never be made truly safe for cyclists, and there is little point trying if better alternative roads exist. In locations where a number of roads run parallel, consider designating different roads for different users. **9. Routes must** flow Routes must feel direct and logical. Users should not feel as if they are having to double back on themselves, or go the long way round. Unnecessary small obstacles and diversions should be removed. Chicanes and 'cyclist dismount' signs must be avoided. Currently, many routes appear deliberately designed to break the flow. **10. Routes must be intuitively understandable by all users** Cyclists – and other road users – must be in no doubt where the cycle route runs and where each different kind of user is supposed to be. This is partly about waymarking, which must be frequent, clear and reassuring, guiding users at every decision point and at some points in between. It is more, however, about design. Ambiguous or confusing designs, such as shared use footways, schemes where the cycle route disappears, or schemes which funnel cyclists unexpectedly into the path of other traffic, should be avoided. **11. Provision must be consistent and routes must be planned as a network** The worst routes tend to be the result of small, piecemeal interventions made in an unconnected way. Ideally, schemes should be designed on a whole-route basis, integrated with what you want to do for all users on the street. Even without this, strenuous efforts should be made to avoid inconsistent provision, such as a track going from the road to the pavement and then back on to the road, or a track which suddenly vanishes. Cycle facilities must join together, or join other things together. Routes should be planned holistically as part of a network. Isolated stretches of route are of little value.

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12. Routes and schemes must take account of how users actually behave. If they do not, they will be ignored
They should respect people's wishes to take the most direct route. There is little point, for instance, in designing a cycle route through a road junction that requires cyclists to perform convoluted movements or wait at multiple sets of crossings. If you do, they will simply carry on using the motor traffic route. There is little point in a route which takes cyclists too far out of the way to be useful.
The 'Cyclists dismount' sign is the infallible mark of a faulty cycle route. No-one wants to get off and walk. Either the sign will be disobeyed, or the route will simply not be used. If a route cannot be done without these signs, it should not be done at all.

13. **Many of the standard tools currently used to manage cyclists' interactions with others do not work** Chicanes and the like restrict the usefulness and capacity of a route, block the passage of some types of bicycle, especially those used by disabled cyclists, and create unnecessary conflict with other users funnelled into the same small space. We certainly do not say that schemes should not tackle anti-social behaviour by cyclists, which annoys and frightens many people. But they must do so in ways more likely to succeed and to work for all parties.

14. Changes in road space can influence modal choice
Supply influences demand. Changing road space allocation can impact on modal choice, as is clear from the experience of bus lanes in London. Within the framework provided by the Roads Task Force street types, the network and route planning process should identify where the most benefit is to be gained from reallocating road space. This will help encourage more journeys by cycle and support planning for growing numbers of cycle users.

15. Trials can help achieve change
If there is dispute about the impact of a road change, we recommend trialling it with temporary materials. If it works, you can build it more permanently. If it does not, you can easily and quickly remove or change it. However, it is important that the scheme is got right at the beginning, to maximise the chances that it works.

16. Avoid over-complication and the 'materials trap'
Many UK road and public realm schemes, not just in cycling, waste large sums on over-specified but essentially cosmetic alterations. Cycling interventions need not be heavily engineered and costly. A lot of the best are simple and cheap – such as, for instance, using a small number of bollards to create an entire cycle-only space. The amount of work on a route should be proportionate to the level of intervention proposed. There is no need to treat a light-touch backstreet route with the same level of design, consultation and intervention as a Superhighway on a busy main road.

17. But do not be afraid of capital infrastructure
Sometimes, investing in more substantial infrastructure is the only way to overcome a major barrier. This can make or break a route, so it is well worth exploring the value that a bridge or a tunnel, for example, might add to a route.

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	18. All designers of cycle schemes must experience the roads on a cycle Ideally, all schemes would be designed by people who cycle regularly. But at a minimum, anyone who designs a scheme must travel through the area on a cycle to see how it feels. We strongly recommend that designers and engineers also try cycling on some existing facilities, to understand why they do or do not work. **19. As important as building a route itself is maintaining it properly afterwards** Road markings get dug up by utility contractors, ignored in repaints or just worn away; tarmac is allowed to crack and part; tracks and lanes are seldom or never swept, leaving them scattered with debris and broken glass. In winter, cycle lanes are usually the last place on the road or pavement to be cleared of snow and ice, if they are cleared at all. All lanes must be properly maintained and swept frequently for debris and broken glass. Route proposals must include a maintenance plan. **20. Know when to break these principles** Ideally, routes will be uninterruptedly excellent. In practice, where it is absolutely unavoidable, we will accept a short stretch of less good provision rather than jettison an entire route which is otherwise good. But we expect that this will be rare.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	**Policy and paragraph text**
The Healthy Streets Approach	**The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.** Because 80 per cent of Londoners' travel time is spent on our streets – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about. The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. To deliver the Healthy Streets Approach, changes are required at three main levels of policy making and delivery: **i) Street level** Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. An important measure of success will be positive changes to the character and use of the city's streets.

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	We can provide high-quality environments with enough space for dwelling, walking, cycling and public transport use. We can enhance our streets with seating, shade and greenery, and reduce the dominance of vehicles by designing for slower vehicle speeds. We can hold events and activities that entice people out to shop, play and chat, including temporarily closing streets to cars. All of these measures will improve Londoners' experience of individual streets, encouraging them to live active lives. **ii) Network level: planning and managing London's transport networks** How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. Developing more efficient and affordable services will make public transport the obvious choice for more journeys, and this will deliver the switch from car use that will make the streets more attractive places to walk and cycle. Designing and managing our stations and stops better will encourage more people to walk and cycle for onward journeys. We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive. We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and road danger is reduced. **iii) Strategic level: policy and planning** London's rapid growth means we will need to move people more efficiently to keep the city functioning and to maintain and improve the quality of life of its residents. Planning a city where walking, cycling and public transport are the first choices for travel is the only way for us 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. By establishing clear policies in the London Plan – the Mayor's spatial planning document for the whole of London – and by working with developers and local authorities, we can ensure that new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way. The Mayor's Transport Strategy will also set out a broader approach to reducing car dependency and enabling a shift to more walking, cycling and public transport use. The document will provide a strategic overview

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	of how streets and public transport services can be planned to help Londoners make healthy travel choices across the Capital.
Healthy Street Indicators	**What this means for Londoners – the Healthy Streets Indicators** The aim of the Healthy Streets Approach is to help create a vibrant, successful city where people can live active, healthy lives. The Mayor's forthcoming Transport Strategy will provide details of how we will measure ourselves against this aspiration over the coming years. Londoners' experiences of using our streets will help determine whether they decide to walk, cycle and use public transport, whether they choose to visit their local high street or drive to an out-of-town shopping centre, and even whether they feel they need to own a car at all. Our work at the street, network and strategic levels must all therefore be aimed towards improving the experience of travelling through and spending time on London's streets. The Healthy Streets Approach uses 10 evidence-based indicators of what makes streets attractive places. Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced. **Pedestrians from all walks of life** London's streets should be welcoming places for everyone to walk, spend time in and engage in community life. **People choose to walk, cycle and use public transport** Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets. **Clean air** Improving air quality delivers benefits for everyone and reduces unfair health inequalities. **People feel safe** The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety. **Not too noisy** Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction. **Easy to cross** Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross. **Places to stop and rest**

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	A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets. **Shade and shelter** Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather. **People feel relaxed** A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair. **Things to see and do** People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them. **Improving every street** The movement of people on foot, by cycle and by public transport is central to the Healthy Streets Approach – these are the most efficient means for people to get around and they all provide health benefits. Public transport can be particularly important for people who are less able to travel on foot or by cycle **Traffic congestion** Congestion is a valid concern for many Londoners, and it's easy to see why – streets that are clogged with motor vehicles delay buses, make essential freight and car journey times unpredictable, and are unpleasant places to walk and cycle. **Why Healthy Streets** Reducing the use of the private car and increasing the number of people walking, cycling and using public transport has the potential to transform London and improve the lives of all those who live in, work in and visit the city. The Healthy Streets Approach will make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners. **A healthy city** Physical inactivity and sedentary lifestyles are creating one of the most serious public health challenges of our time. The easiest way for most Londoners to stay active is by walking or cycling as part of their daily travel. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. At present, only about a third of adults in the capital are reporting this level of activity. It is our ambition for all Londoners to walk or cycle for 20 minutes every day.

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	There is growing recognition of the impacts of traffic noise on health and wellbeing. Noise pollution influences sleep, stress, anxiety, blood pressure and mental health. In children it can impact on school performance, memory and concentration. Traffic noise disproportionately affects disadvantaged people in their homes and workplaces as well as making walking, cycling and using public transport less pleasant.

Local Plan Regulation 18 Draft Policy Options

Policy/ paragraph reference	Alternative policy option
11.25	11.25 No reasonable alternative policy options have been identified, as it is considered that an alternative approach to that outlined in the preferred policy option would not be in conformity with the NPPF, London Plan or supporting evidence base to the Local Plan (Old Oak Strategic Transport Study, PRTS), or deliver the required cycling improvements.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
Cycle Parking: TfL and the GLA have queried whether the cycle parking policy is ambitious enough and whether it pushes developers to provide sufficient cycle parking for OPDC to successfully encourage cycling increases over the next 20 years.	TfL and GLA	Change proposed. OPDC has been working with TfL to ensure the policy adequately reflects TfL's and the GLA's aspirations for cycle parking. Cycle infrastructure requirements are identified in OPDC's Infrastructure Delivery Plan (IDP) and relevant place policies (chapter 4).
Pedestrian and cycle segregation/ Pedestrian and cycle conflicts: Another key issue raised was the requirement to ensure segregation between pedestrians and cyclist	Grand Union Alliance, Residents, Midland Terrace Residents Group, Old Oak Interim Forum	No change proposed. The cycling policy supporting text states that cycle improvements should give consideration to the impact of cycling infrastructure on pedestrians.
Cycle network suggestions: A number of consultation responses provided suggestions for new cycling connections and improvements to existing connections. Another key	Brent Council, Grand Union Alliance, GLA, TfL, Grand Union Alliance, Harlesden Neighbourhood Forum, Residents, Midland Terrace Residents Group, West	Change proposed. OPDC commissioned consultants to undertake a Public Realm, Walking and Cycling Strategy with TfL. The objective of this piece of work was to provide a framework for delivering an

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area was to ensure cycle links are extended outside the OPDC boundary.	Twyford Residents Association	exemplar sustainable, accessible urban environment for Old Oak and Park Royal. As part of this work the consultants undertook cycle modelling to understand how demand will change across the cycle network with new developments and transport improvements. The consultants used London Cycle Design Standards to provide recommendations for improvements to the existing cycle network in the OPDC area and to set principles for any new cycle infrastructure and routes. The study has recommended a pedestrian and cycling network which extends beyond the OPDC boundary to surrounding areas. The recommendations from this study have been appropriately embedded into the Local Plan and Infrastructure Delivery Plan (IDP).
Cycle links through Wormwood Scrubs Stakeholders indicated their concern over, or lack of support for, cycle routes through Wormwood Scrubs. Others indicated they didn't want any new cycle routes to impact on woodland in Wormwood Scrubs	Friend's of Wormwood Scrubs, Midland Terrace Residents Group, Old Oak Interim Forum	No change proposed. The principle of improved access to Wormwood Scrubs and the ability to move around the Scrubs will continue to be promoted in the Local Plan. Any proposals for the Wormwood Scrubs would need to be sensitive to its ecology and designation as Metropolitan Open Land (MOL). Any decisions regarding potential measures for Wormwood Scrubs would need approval from both OPDC Board and the Wormwood Scrubs Charitable Trust.

Regulation 19(1) consultation

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What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Environmental Standards Study	**Vision** The opportunity exists to create a Green Grid of pedestrian and cycling routes set within continuous green corridors providing safe and convenient access between residential areas and stations, schools and community facilities **Key Issues** • Old Oak Common HS2 station presents a once in a lifetime opportunity to deliver a step change in public transport across Old Oak and Park Royal and provide the catalyst for regeneration. • The OPDC area will be one of the best connected locations in the UK with the new stations for High Speed 2 (HS2) and Crossrail. This major new transport hub provides the catalyst for a Transit Oriented Development (TOD). TODs are a major solution to climate change by creating low-carbon lifestyle, sustainable communities. • The scale of development at Old Oak and Park Royal offers an opportunity to deliver transport improvements that are at the forefront of sustainability and innovation. • Intelligent Mobility (IM) should be anticipated and provided for in the design of the street network at Old Oak. **Key Recommendations** • Prioritise sustainable transport modes and support modal shift from private cars. • Provide state of the art cycling infrastructure. • Promote and help to deliver cycle hire schemes within the OPDC area. • Incorporate a second pedestrian and cycle crossing of the major rail corridor to connect the new communities in Old Oak with Wormwood Scrubs. • Explore the delivery of new bridge crossings over the canal. • Cycle parking should meet the requirements set out in the London Cycling Design Standards (2014) with provision in excess of London Plan minimum standards. c) Designate the entire OPDC area as a Low Emission Neighbourhood. d) Strong focus on transport related measures to reduce overall air emissions.

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	e) Establishment of the Grand Union Canal Linear Park forming the main eastwest walking and cycling route and an important part of London's Blue Ribbon Network. f) Provide a green bridge directly connecting Old Oak Park to the north of the canal with Wormwood Scrubs in order to significantly improve accessibility and provide additional linear public open space. g) Grand Union Canal: Opening up views and public access to the canal, widening of green corridor with major tree planting programme using native species creating new wildlife habitats, interpretation of canal heritage, improved walking and cycling infrastructure. Encourage the use of the canal for transport and freight movement h) A compact form of development with increased density which will bring more facilities within easy walking and cycling distance • Car free streets which will improve environmental quality and building performance i) To create walkable and cyclable communities, facilities such as shops, schools, offices and public transport need to be located within 400 metres of homes creating compact communities. These are sometimes described as 'five-minute living' j) Developments must be designed to encourage cycle ownership and use. To do this, schemes should consider the needs of cyclists in regard to: • I. Parking facilities at destination II. Routes between destination III. Storage close to home Cycle parking should cater for future demand, in line with the quantitative and qualitative requirements set out in the London Cycling Design Standards (2014), with provision in excess of London Plan minimum standards k) This will include private cycle parking for residents and employees as well as generous provision for visitors and cycle parking hubs at public transport interchanges. These hubs can also offer a range of related facilities which may include cycle maintenance, secure longstay parking and cycle hire. l) There should be sufficient places to leave a cycle at shops, stations and community facilities. m) Streets must incorporate short stay parking at frequent intervals located close to building entrances and integrated into the overall public realm design. Connections between home and destination should be as safe as possible. The better and more convenient these are the more likely they will be used by cyclists. Facilities for cycle storage close to home can be made in a variety of ways, all stands must, however, be secure, sheltered and adequately lit, with convenient access to the street.
Park Royal Transport Strategy (Objectives)	• **1.Connecting:** Delivering an accessible and inclusive transport network that connects Park Royal with the existing and future strategic transport links;

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	• **8.Enhancing:** Improving the existing physical environment and creating opportunities for new green and public spaces that encourage healthy lifestyles, walking and cycling; • **9.Sustaining:** Supporting a modal shift for trips to/from Park Royal away from private motor vehicle trips towards more sustainable modes; • **10.Protecting:** Improving safety, particularly for vulnerable users, and providing streets where people feel secure. **PL1: Transport Panel** Established in November 2015 the Transport Panel brings together senior representatives from the local Boroughs, WestTrans, TfL, Network Rail, Crossrail and HS2. Coordinated and led by OPDC and TfL, it ensures a cross-agency planning and delivery approach for the achieving the transport objectives for Park Royal.
Park Royal Transport Strategy (Action Plan)	• **Improved workplace cycle facilities** The provision of end of journey cycle facilities such as bike stands, lockers, showers as well as training and maintenance support and assistance encourage cycling uptake • **Greening of corridors and placemaking** The creation of green routes and corridors across the study area to create an environment more conducive to walking and cycling and to enhance quality of life for residents. • **Cycle improvements** Cycle infrastructure improvements to encourage increased cycle use – focused on existing signed routes and provision of new connections to better integrate with major cycle infrastructure (NCR6 and proposed East-West Cycle Super Highway) • Cycle infrastructure improvements to encourage increased cycle use – focused on existing signed routes and connections to the west and based on OPDC design guide and strategy • Improved connections to National Cycle Route 6 (following the Grand Union Canal) which could act as key arterial cycle route into Park Royal. There are currently only four points at which cycle friendly routes connect with the 2.6km of NCR 6 that runs through Park Royal. • Improved connections to rail stations with introduction of cycle hire facilities, such as Brompton Cycle Hire, to allow rail travellers to complete their journeys by cycle. • Improved wayfinding. • Enhanced cycle crossing facilities where required. • Area-wide improvements should also be supported by investments in “end-of-journey” cycle facilities in the form of cycle parking, lockers, showers etc. More details of these are described in intervention PL3 • ..an overarching programme of rehabilitation and improvement of existing routes and places should be integrated with more radical interventions such as: o Creating more walking and cycling links o Designating public and green spaces

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	o Introducing new crossing facilities and o Creating more active frontages and diversity of uses. • A set of potential walking and cycling network improvements has been identified as part of this study and the improvements aim to address the current challenges as set out in Figure 2-14 and create an environment that can accommodate and sustain the planned future growth. • The focus of potential improvements that improve the general environment and urban realm for both cyclists and pedestrians is shown in Figure 3- 2 and can be generally summarised as: o increasing permeability across the site and at the fringes o enhancing access to/from public transport nodes o improving crossings and junctions for both pedestrians and cyclists o integrating the canal within a wider, well signed walking, cycling and public space network. o In parallel with these, further improvements to the signed cycle network as shown, in Figure 3-3, would provide missing connections, create more opportunities to join the National Route 6 along the Grand Union Canal and provide signage to ease wayfinding. These new connections also have the benefit of helping improve pedestrian connectivity. • Additional improvements to the walking network (see Figure 3-4) focus on higher permeability to/from residential areas and across some of the larger plots that would be beneficial for supporting short walking trips and also increase the viability of creating a "Heart of Park Royal" town centre. • The provision of end-of-journey cycle facilities such as bike stands, lockers, showers as well as training and maintenance support and assistance encourage cycling uptake • This can be achieved through planning and development control in the case of new developments and can be encouraged through demand management strategies such as travel plans • These facilities would be easier to provide for larger employers and are likely to have a wider impact if associated with events and internal promotion • A strategy for smaller employers for providing shared facilities is also important due to the great diversity of small-size employers in Park Royal
Public Realm, Walking and Cycling Strategy	<u>Safer Cycling</u> All major routes in Old Oak should have segregated cycle lanes with great connections to the surrounding area, to the potential CS10, and to existing quietway routes, to ensure cycling is an attractive means to travel. In Park Royal, existing cycle paths should be enhanced to provide safety and encourage cycling • Create a safe and cycle friendly environment in Old Oak Park Royal. • New cycle facilities should offer in advantage in terms of directness, comfort, safety and attractiveness. • Infrastructure should meet design standards set by LCDC for gradient, surface quality and cater for all types of users. • Network should serve all the new destinations.

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	• Provide safe and healthy routes to school for children to walk or cycle. • Provide generous width for cycle paths on all major routes with enough clear space and distance from fixed objects. • Enable good access to stations, access to cycle parking and cycle hire. • Connect to existing and potential future cycle routes (CS10, quietway). • Clearly mark facilities and street names. • Consider future ease of maintenance. • Roads to be designed for slower speeds. • Provide direct desire lines for walking and cycling. • Provide high levels of easily accessible and secure cycle parking at stations and in the public realm. • To create a place with excellent walking and cycling infrastructure with an emphasis on public realm. • To reduce car dependency. • To form a network of healthy streets. <u>Park Royal to Kensal</u> • An east-west connection linking Park Royal to Old Oak to Kensal is a key requirement. Create good pedestrian and cycle links from Chandos Road, the gateway to Park Royal, to Chase Road. This will become part of a new high quality east-west link from Park Royal to Kensal. • There is currently only one E-W cycle link from Park Royal to Kensal- the southern canal towpath. • The future proposed CSH10 will provide an additional E-W link, from North Acton to Scrubs Lane to the south of Wormwood Scrubs. • The new link proposed (4) establishes a third W-E route and joins the new developments at Shield Site to Scrubs Lane and beyond. • Routes should be high quality, legible, safe and welcoming to pedestrians and cyclists. • By improvements to the existing street network. • Creating new cycle links at key junctions and between disconnected routes. Potential cycle connections Park Royal to Kensal 1 [Existing Grand Union Canal towpath.] **2** Proposed cycle superhighway 10 from North Acton to Paddington. **3** Proposed extension to quiet way 2 route from East Acton to Notting Hill. **4** Alternative east-west route which connects Old Old Common to the proposed quietway. **4a** New cycle route required to make a connection from North Acton and Victoria Road into Old Oak South. **4b** New cycle route required to cross the Crossrail and HS2 tracks. **4c** New route using existing rail underpass to make connection under Scrubs Lane. **4d** Narrow stretch of road at Worthington Road requires further investigation if it is to be made suitable for cycle traffic. **4e** Existing route under the Westway at Westborne Park.

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	4f Cycle track continues to Westway and should connect with future CSH10. Grand Union Canal • Integrate the development at Old Oak Park Royal with the existing canal environment and provide good connections. • Towpath to have a comfortable width to accommodate both pedestrians and cyclists. • Widen the towpath at key locations to provide street furniture, signage and active frontages for cafes, restaurants and other canal activities. • Provide connections from bridges at key points where the towpath can be widened in order to maintain a minimum of 3m wide shared path and a stair/ ramp. • Use of cycling calming measures. • Remove vegetation in key locations to widen the towpath. Wormwood Scrubs • Good quality, legible safe and welcoming cycle links connecting Old Oak North and Park Royal to Wormwood Scrubs. • Create a link across Old Oak Common HS2 Station that connects down to Wormwood Scrubs. • A second link connects with the end of the platform ramping down to Wormwood Scrubs and then connecting to Kensal Opportunity Area under Scrubs Lane and Mitre Bridge. • Pedestrian and Cycle bridge aligns with the proposed platform bridge. New Heart for Park Royal • Park Royal neighbourhood centre becoming a better established and more attractive destination with local services that people can, and want to, walk and cycle to. • Make it a place that is attractive for walking and cycling by increasing pedestrian permeability; creating wider pavements; sign posting and wayfinding for cycling and walking to aid legibility and connections with other key destinations. • Encouraging cycle trips by providing segregated cycle lanes cycling facilities • To prioritise and encourage walking and cycling and in so doing reduce car dependency Inventory of schemes (2017-2026) T2.4 - Improvements to existing underpass for cycle route from Old Oak High Street to Station Approach. T22.1 - Junction improvement with toucan crossings for cyclists. T22.2 - Pedestrian and cycle safety improvements at roundabout. T22.3 - Junction improvement with toucan crossings for cyclists, and clear links to towpath. T31.1 - Junction of Chase road and Volt Avenue. T41.1 - Connect cycle tracks through the roundabout at the junction of Coronation Road and Rainsford Road. T41.2 - Connect cycle tracks through the roundabout at the junction of Rainsford Road and Cumberland Avenue.

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	T41.3 - Cycle safety improvements on Cumberland Avenue (speed reduction or segregated cycle tracks) and safe cycle provision on the roundabout at the junction of Abbey Road and Cumberland Avenue. T41.4 - Enable new cycle link through the rear of Central Middlesex Hospital, across Abbey Lane and into the existing Wesley Avenue filtered permeability route. T41.5 - New link to canal towpath from Volt Avenue. T41.6 - Improve link to canal towpath at Steele Road. T41.7 - Completion of cycle track along Rainsford Road to Twyford Abbey Road and connection to towpath. T42 - Improving the cycle lanes on Abbey Lane from Harlesden Station. T44 - Park Royal Road. T44.1 - Cycle link to the rear of the current ASDA linking Park Royal Road and Coronation Road. <u>Inventory of schemes (2026-2040)</u> T2.3 - New pedestrian and cycle link to Scrubs Lane. Link important to provide alternative route for cyclists to avoid Harrow road. T5.1 - Existing underpass. Improvements to make existing underpass less steep and suitable for cyclists and pedestrians. <u>Inventory of schemes (2040+)</u> T10.1 - Shared pedestrian and cycle path over Wormwood Scrubs with new junction on Scrubs Lane.

Rationale for any non-implemented recommendations

Supporting Study	**Recommendations**	Rationale for not including
Environmental Standards Study	• A Green Loop – walking and cycling trail could be created around the perimeter of Wormwood Scrubs. This would be similar to the successful Tasmin Trail around Richmond Park	• This is dependent on the outcome of a further case study
	• A future extension of cycle hire into Old Oak and Park Royal would represent a logical expansion westwards. A network of docking stations could be designed across the new development areas from the outset	• Requires the support of Tfl London Cycle Hire organisation to implement.
	• Enhancement of the Gyratory at North Acton	• Subject of a separate study
Park Royal Transport Strategy (Action Plan)	• A Cycling Environment Review System (CERS) audit would assist in the identification and prioritisation of these interventions to improve cycle routes and public spaces, whilst supporting the effective targeting of resources	• This initiative would form part of the planning conditions and area master planning

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	• Improved cycling and walking connections to/from Victoria Road and to/from future Old Oak Common Station 3.17 .. a new east-west connection between Victoria Road and Chase Road, just to the north of the Central Line be provided. This is also recommended as part of the proposed new northern entrance to North Acton station. 3.18 This could be tied into the existing footpath alongside the Central Line between Chase Road and Park Royal Road to provide a continuous link into <u>Park Royal from Old Oak Common</u>. 3.19 This existing route alongside the Central Line would need to be improved to ensure it is fully accessible, attractive and well lit. 3.20 In addition, the Gypsy Corner improvements proposed by LB Ealing will need to be complemented by formalising the currently quiet routes on Chase Road and Park Royal Road. This is likely to require a more detailed investigation regarding the transition at junctions.	• Dependent on further detailed study. • Dependent on further detailed study. • Dependent on further detailed study. • Requires highway improvements by LB Ealing. Will not be implemented by OPDC
Public Realm, Walking and Cycling Strategy	• Investigate how best to design; deliver and fund a high quality pedestrian and cycle link between Old Oak Common Lane and Victoria Road, including consideration of access for single decker buses. <u>Grand Union Canal</u> • Access to and along the Grand Union Canal to be explored further as part of the Old Oak masterplan. • OPDC to continue discussions with the Old Oak	• Requires further study and coordination with other organisations. • Required CR&T approval and completion of further detailed study.

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	Park team regarding creating a new northern towpath. <u>Wormwood Scrubs</u> • OPDC to continue to request that HS2 Ltd safeguard the ability to deliver a north-south link from Old Oak Common station to Wormwood Scrubs	• Dependent on HS2 agreement

Other evidence base

Supporting Study	Recommendations
	None

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T4: Parking

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
34	Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to • accommodate the efficient delivery of goods and supplies; • give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; • incorporate facilities for charging plug-in and other ultra-low emission vehicles; and • consider the needs of people with disabilities by all modes of transport.
39	If setting local parking standards for residential and non-residential development, local planning authorities should take into account: • the accessibility of the development; • the type, mix and use of development; • the availability of and opportunities for public transport; • local car ownership levels; and • an overall need to reduce the use of high-emission vehicles.
40	Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate

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	provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.
41	Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	**Policy and paragraph text**
Climate Change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums, and climate change partnerships will help to identify relevant local approaches.
Design	
Title: Planning should promote access and inclusion **Paragraph:** 012 **Reference ID:**	An inclusive environment is one that can be accessed and used by everyone. It recognises and accommodates differences in the way people use the built environment. Good design can help to create buildings and places that are for everyone. Planning can help break down unnecessary physical barriers and exclusions caused by the poor design of buildings and places. Inclusive design acknowledges diversity and difference and is more likely to be achieved when it is considered at every stage of the

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26-012-20140306 **Revision Date:** 06 03 2014	development process, from inception to completion. However it is often mistakenly seen as a Building Regulations issue, to be addressed once planning permission has been granted, not at the planning application stage. The most effective way to overcome conflicting policies and to maximise accessibility for everyone is for all parties to consider inclusive design from the outset of the process. This is particularly important when considering historic buildings and conservation, and highways. Thinking at the design stage about how the completed building will be occupied and managed can overcome many barriers experienced by some users. Too often the needs of users, including disabled people, older people and families with small children, are considered too late in the day. Inclusive design should not only be specific to the building, but also include the setting of the building in the wider built environment, for example, the location of the building on the plot; the gradient of the plot; the relationship of adjoining buildings; and the transport infrastructure. Issues to consider include: • proximity and links to public transport; • parking spaces and setting down points in proximity to entrances; • the positioning and visual contrast of street furniture and the design of approach routes to meet the needs of wheelchair users and people with visual impairments; and • whether entrances to buildings are clearly identified, can be reached by a level or gently sloping approach and are well lit.
Title: Housing design issues **Paragraph:** 040 **Reference ID:** 26-040-20140306 **Revision Date:** 06 03 2014	Well-designed housing should be functional, attractive and sustainable. It should also be adaptable to the changing needs of its occupants. In well-designed places affordable housing is not distinguishable from private housing by its design, nor is it banished to the least attractive part of the site. Consideration should be given to the servicing of dwellings such as the storage of bins and bikes, access to meter boxes, space for drying clothes or places for deliveries. Such items should be carefully considered and well designed to ensure they are discreet and can be easily used in a safe way. Unsightly bins can damage the visual amenity of an area. Carefully planned bin storage is, therefore, particularly important. Local authorities should ensure that each dwelling is carefully planned to ensure there is enough discretely designed and accessible storage space for all the different types of bin used in the local authority area (for example landfill, recycling, food waste). In terms of parking, there are many different approaches that can support successful outcomes, such as on-street parking, in-curtilage parking and basement parking. Natural surveillance of parked cars is an important consideration. Car parking and service areas should be considered in context to ensure the most successful outcome can be delivered in each case.
Title: Town centre issues	Good design can help town centres by ensuring a robust relationship between uses, facilities, activities and travel options. It can also help create attractive and comfortable places people choose to visit.

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Paragraph: 041 **Reference ID:** 26-041-20140306 **Revision Date:** 06 03 2014	Access to town centres by all modes should be supported. This could involve clear, convenient, comfortable and safe walking and cycling routes, parking facilities, bus stops and station entrances and exits. Well integrated proposals for movement between arrival points (such as train stations, bus stops, car parks) and the town centre can help support a successful centre. Consideration should be given to moving the arrival points closer to key attractions – for example moving bus stops, relocating car parks, reconfiguring entrances and exits of stations and car parks to minimise distance from the town centre. Moving arrival points can be expensive or not possible, so using redevelopment opportunities to create more attractions and activities on sites that lie between the arrival point and the established town centre attractions should be considered. Improvements to the walking environment within the centre can support longer visits which take in more shops and facilities. Both formal and informal crossing facilities should be provided following key desire lines as much as is practicable. Town centre buildings should include active frontages and entrances that support town centre activities. Where appropriate they may help to diversify town centre uses and the offers they provide. The quality of signage, including that for shops and other commercial premises, is important and can enhance identity and legibility. The quality of parking in town centres is important; it should be convenient, safe and secure. Parking charges should be appropriate and not undermine the vitality of town centres and local shops, and parking enforcement should be proportionate.
Transport Evidence Bases in Plan Making and Decision Taking	
Title: What detailed information is required for the transport assessment of the Local Plan? **Paragraph:** 006 **Reference ID:** 54-006-20141010 **Revision Date:** 10 10 2014	Much information required for the transport assessment will already be available, not least from the development needs and land availability assessments. Local planning authorities will need to consider the demographics of the area and also the desired or perceived changes likely to take place in the life of the Plan as they might affect the transport network. Other considerations that could be included are: • parking facilities, including any park and ride and existing under-provision of off-street parking spaces The above is not exhaustive, and other issues may need to be included as appropriate to give a complete baseline for the Plan area and how it will change. Early engagement between interested parties is important in agreeing the level and scope of assessment required.
Travel Plans Transport Assessments and Statements	
Title: Can Travel Plans, Transport Assessments or	While Travel Plans are intended to promote the most sustainable forms of transport, such as active travel, they should not be used to justify penalising motorists – for instance through higher parking charges, tougher enforcement or reduced parking provision (which can simply

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Transport Statements be used to justify higher parking charges or other constraints on car users? **Paragraph:** 008 **Reference ID:** 42-008-20140306 **Revision Date:** 06 03 2014	lead to more on street parking). Nor should they be used to justify aggressive traffic calming measures, such as speed humps. Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable. Travel Plans, Transport Assessments and Statements should reflect the important role that appropriate parking facilities can play in rejuvenating local shops, high streets and town centres.
Title: What information should be included in Transport Assessments and Statements **Paragraph:** 015 **Reference ID:** 42-015-20140306 **Revision Date:** 06 03 2014	The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment: • to make the development acceptable in planning terms; • a description of parking facilities in the area and the parking strategy of the development;

The Transport Act 2000

Policy / paragraph reference	**Policy and paragraph text**
7.2 Explanatory memorandum to the workplace parking levy (England) regulations 2009 no. 2085	• The most serious congestion problems in most towns and cities are associated with peak commuting, and car use is influenced by the availability of free or relatively cheap workplace parking. • The principal aim of the levy is to provide an incentive to employers and educational establishments to discourage car commuting and use alternative modes of transport (including car-sharing). This would be achieved by imposing a levy on employers and educational establishments relating to the amount of workplace car parking they provide.

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	• Schedule 12 of the Transport Act 2000, as amended by the Local Transport Act 2008, requires that revenues from WPL schemes must be used for the achievement of local transport policies.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	Policy and paragraph text
25	**Workplace Parking Levies and Road User Charging Schemes** The Local Transport Act 2008 includes amendments to the legislation on workplace parking levies or road user charging schemes, which authorities considering proposals will need to take into account in their Plans. Further advice can be obtained as necessary from the Department.
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** Cross network challenge – • Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability. Cities and Regional Networks challenges – • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.

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	• Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks. • As with the previous shared priorities, local authorities will need to consider, making use of available evidence, the relative importance of the five goals for their area or for different parts of their area, and may wish to refine them to reflect local needs, or include local, additional objectives. • They should also consider the related challenges, particularly those considered most relevant to city and regional networks, both for the five goals and for any additional local objectives. It is important in preparing Local Transport Plans that local authorities start by determining a clear view of their own strategic goals and of their priorities for dealing with the different challenges they face. • This strategic view should be based on robust evidence. • Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects, provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality**

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	• Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. • The majority of air quality action plans concern road transport emissions. • Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. • Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy** • Local transport authorities will wish to develop LTPs which have regard not only to national transport goals but to local strategic objectives as identified in their Sustainable Communities Strategy and to priorities identified in other local documents. • It is critical that transport and spatial planning are closely integrated. Both need to be considered from the outset in decisions on the location of key destinations such as housing, hospitals, schools, leisure facilities and businesses, to help reduce the need to travel and to bring environmental, health and other benefits. It will be essential for LTPs to reflect and support Local Development Frameworks – LTPs should be a key consideration in the planning process.. • The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans

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	with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **G. Local Economic Assessment Duty** The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010.

Manual for Streets (1): a summary

Policy / paragraph reference	Policy and paragraph text
8	• Accommodating parked vehicles is a key function of most streets. The greatest parking demand is usually for cars, but there is also a need to consider provision for cycles and motorcycles. The amount and location of parking have a significant influence on the way people choose to travel. • Providing sufficient convenient and secure cycle parking is essential if levels of cycling are to increase. Cycle parking can be in a shared facility or within dwellings. • The availability of car parking is a major determinant in the choice of travel mode. • The amount of provision needs careful consideration. Provision below demand can cause problems, although it can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations without the car. Car clubs can reduce parking demand through encouraging reduced car ownership.

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	• Parking can be allocated to individual properties (in-curtilage or otherwise), but unallocated parking provides a common resource that helps to ensure space is used efficiently. Footway parking should be avoided.

London Plan (2016) Policies

Policy / paragraph reference	**Policy and paragraph text**
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:* a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPD b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced
Policy 6.13 Parking	**Strategic** *A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.* **Planning decisions** *C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).* *D In addition, developments in all parts of London must:* a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles b) provide parking for disabled people in line with Table 6.2 c) meet the minimum cycle parking standards set out in Table 6.3 d) provide for the needs of businesses for delivery and servicing. **LDF preparation**

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	E a) the maximum standards set out in Table 6.2 in the Parking Addendum should be used to set standards in DPDs. b) in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people) c) in town centres where there are identified issues of vitality and viability, the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole d) outer London boroughs wishing to promote a more generous standard for office developments would need to take into account in a DPD – a regeneration need – no significant adverse impact on congestion or air quality – a lack (now and in future) of public transport – a lack of existing on or off street parking – a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds – a requirement, via Travel Plans, to reduce provision over time. e) Outer London boroughs should demonstrate that they have actively considered more generous standards for housing development in areas with low public transport accessibility (generally PTALs 0 -1) and take into account current and projected pressures for on-street parking and their bearing on all road users, as well as the criteria set out in NPPF (Para 39).
Addendum to Chapter 6 Parking Standards	

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Designated Blue Badge parking bays recommended in BS 8300:2009			
Building Type	**Provision from the outset**		**Future provision**
	number of spaces* for each employee who is a disabled motorist	**number of spaces* for visiting disabled motorists**	**number of enlarged standard spaces****
workplaces	one space	5% of the total capacity	a further 5% of the total capacity
shopping, recreation and leisure facilities	one space	6% of the total capacity	a further 4% of the total capacity
railway buildings	one space	5% of the total capacity	a further 5% of the total capacity
religious buildings and crematoria	two spaces or 6% whichever is the greater.		a further 4% of the total capacity
sports facilities	determined according to the usage of the sports facility***		

* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future.

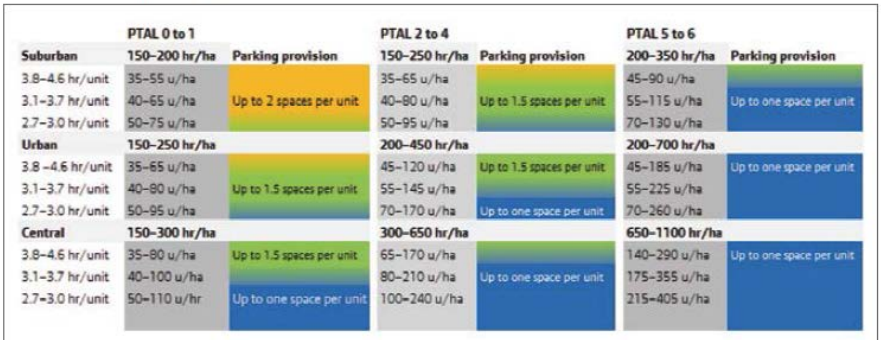
*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.

6A.3A The Mayor conducted a review of residential car parking standards in conjunction with Transport for London and with the advice of the Outer London Commission. This considered the scope for greater flexibility in different parts of London having regard to patterns of car ownership and use, levels of public transport accessibility, the need for integrated approaches to on- and off-street parking, efficiency in land use and overall impact on the environment and the transport network. This is reflected in the alterations to this Plan and in the SPGs for Housing, Industry and Town Centres.

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Parking for residential development

Table 6.2 Car parking standards



	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	**150–200 hr/ha**	**Parking provision**	**150–250 hr/ha**	**Parking provision**	**200–350 hr/ha**	**Parking provision**
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	**150–250 hr/ha**		**200–450 hr/ha**		**200–700 hr/ha**	
3.8 –4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha	Up to one space per unit	70–260 u/ha	
Central	**150–300 hr/ha**		**300–650 hr/ha**		**650–1100 hr/ha**	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr	Up to one space per unit	100–240 u/ha		215–405 u/ha	

Maximum residential parking standards			
number of beds	**4 or more**	**3**	**1-2**
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

Notes:

All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit

Adequate parking spaces for disabled people must be provided preferably on-site[206]

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

In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.

Parking for retail

Maximum standards for retail uses: space per sq m of gross floorspace (GIA)			
Use	**PTAL 6 and 5**	**PTAL 4 to 2**	**PTAL 1**
food: up to 500 m2	75	50-35	30
food: up to 2500 m2	45-30	30-20	18
food: over 2500 m2	38-25	25-18	15
non food	60-40	50-30	30
garden centre	65-45	45-30	25
town centre/ shopping mall/ department store	75-50	50-35	30

	Notes: Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central. Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations. 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future. *Parking for employment uses* **Non-operational maximum standards for employment B1: spaces per sq m of gross floorspace (GIA)** **Location** | Central London (CAZ) | 1000 – 1500 Inner London | 600 – 1000 Outer London | 100 – 600 Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13) | 50 - 100 Note 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
Policy T6 Car Parking	*A Car parking should be restricted in line with levels of existing and future public transport and 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')* *C 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.* *D 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 parking* *E Where car parking is provided in new developments, provisions should be made for infrastructure for electric or other Ultra-Low Emission vehicles.* *F Adequate provision should be made for efficient deliveries and servicing.* *G A Car Park 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.* *H Boroughs wishing to adopt 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 in any part of London. *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 the standards set out in this policy.*
	Setting Parking Provision
10.6.1	To manage London's road network and ensure that people and business can move about the city as the population grows, 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. **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 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.
10.6.2	**Maximum standards for car parking** take account of PTAL as well as London Plan spatial designations and land use. Developments in town centres generally have good access to a range of services within walking distances, and so car-free lifestyles are a realistic option for many people living there. Opportunity Areas off 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 out London are recognise, with trip distances and trip patterns sometimes making walking and cycling difficult in outer London.
10.6.3	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 considerations should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling. Disabled person 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	The quantum of any parking provision, as well as its design and implementation, should have regards 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	**Motorcycle parking** will be evaluated on a case-by-cae basis. Where provided, each motorcycle space should count towards the maximum for car parking spaces at all land uses.
10.6.8	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.
Policy T6.1	*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.*

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	C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 3o 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.* *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 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 the remaining bays to a total of one per dwelling for ten per cent of the dwellings can be requested and provided when required as designated disabled persons parking in the future. 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. *H All disabled persons parking bays associated with residential development must:* 1) be for residents' use (whether M4(2) or M4(3) dwellings) 2) not be allocated to specific dwellings, unless provided with 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 BS8300 vol.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
10.6.9 (Disabled Parking)	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 will rely on car travel more than others, whether as a passenger or a driver. This means that the 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.
Policy T6.2 Office Parking	*A The maximum parking standards set out in Table 10.4 should be applied to new office development.*

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	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 standards for Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards, take account of the significantly lower employment density in such developments, and consider a degree of flexibility to reflect different trip-generating characteristics.* *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 modal 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 Car Park 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 parking*
10.6.13 (locating offices near to public transport to minimise parking requirements)	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 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.
10.6.14 (encouraging sustainable visitor trips)	The management of parking that is provided should ensure that employees and visitors are encourage 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.
Policy T6.3 Retail parking	*A The maximum parking standards set out in Table 10.5 should be applied to new retail development.*

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	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*.
10.6.15	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 Health6y 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 an space should be used for activities that create vibrancy and contribute to the formation of liveable neighbourhoods.
10.6.16	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	*A In the CAZ and locations with 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, 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.*
10.6.17	Hotels and leisure uses should be located in accessible locations to encourage walking and cycling and public transport use.
Policy T6.5 Non-residential disabled persons parking.	*A All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay* *B Disabled persons parking should be provided in accordance with the levels set out in Table 10.6* *C Disabled persons parking should be provided in accordance with the levels set out in Table 10.6* *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.* *Designated bays should be marked up as disabled persona parking bays from the outset* *E Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up 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.* *F Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300 vol. 1*

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Mayor of London Transport Strategy (March 2018)

Policy / paragraph reference	Policy and paragraph text
P89 para 4	Where cars are still required for certain types of trips, alternative models of car use can be used to reduce the need for car ownership and private parking.
Proposal 19	The Mayor, through TfL and the boroughs, will support the provision of car clubs for residents when paired with a reduction in the availability of private parking, to enable more Londoners to give up their cars while allowing for infrequent car travel in inner and outer London.
Proposal 23	The Mayor, through TfL, will work with those boroughs who wish to develop and implement appropriate traffic demand management measures, for example local (TfL or borough) road user charging or workplace parking levy schemes, as part of traffic reduction strategies where they are consistent with the policies and proposals set out in this strategy.
P99 para 4	A look at new ways to discourage nonessential car and freight trips, especially shorter trips, is needed. Local road user charges or workplace parking levies could be considered by local authorities. Parking policy changes, such as introducing or extending controlled parking zones, or incentives to residents to give up parking spaces could also help discourage car use. Higher parking charges for the most polluting cars could additionally help encourage the use of cleaner vehicles.
Proposal 13	The Mayor, working with the police and local authorities, will take action to reverse the rise in motorcycle theft and motorcycle-enabled crime, especially that carried out using mopeds. Measures could include improving security by designing out crime, such as through the provision of secure parking both on street and in developments; targeted crime prevention messaging; and working with manufacturers to reduce the risk of theft. The police will maintain their focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime
Proposal 80 b)	Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car-free. New developments should contain high levels of cycle parking and storage, and contribute to the provision of on-street cycle parking in town centres and other places of high demand
P219 para 5	Provision for car parking should be restricted and that which is provided should be designed to enable alternative uses in the future as car dependency decreases. In those areas of London that are more accessible and well connected by public transport, there is already a tendency towards car-free developments, especially in central London and town centres. This trend needs to continue and spread, with car-free development becoming the starting point for all development in well-served places. Where car parking is considered appropriate in new developments, provision should be made for ultra low emission vehicles.
P219	**Car and cycle parking – guiding principles** • An expectation for car-free development in London's more accessible areas, and car-lite development elsewhere

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	• Any residential parking spaces permitted should make provision for ultra low emission vehicles to enable carbon-free travel • Appropriate provision of dedicated spaces for disabled drivers • Outside the Central Activities Zone (CAZ), car clubs could be provided in lieu of private car parking • Well-located and accessible
P223 para 2	Strategic planning for Opportunity Areas should ensure that unnecessary journeys by car are discouraged, partly through restricted parking including mandatory car-free/car-lite developments), limited access for vehicles by time of day/ vehicle type, and very low speeds, with traffic calming measures. Providing shared access to a car club instead of private parking bays in a new development (or in an existing residential street) is just one example of how car dominance can be reduced and space freed up for other infrastructure to support active travel.
Proposal 34	The Mayor, through TfL and the boroughs, will work with Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel- and petrol-powered vehicles to Ultra Low Emission Vehicles, including ensuring that London's energy-generating and supply system can accommodate and manage the increased demand associated with this transition.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	**Policy and paragraph text**
	The impacts of car use London has seen real progress in encouraging people to switch from using the car to taking public transport, walking and cycling, and traffic levels have remained largely stable, despite significant growth in the city's population. However, the city's streets still suffer because of high levels of car use. Private cars are a relatively inefficient means of moving people. Cars take up 19 per cent of street space in central London, but account for only 11 per cent of journey kilometres. By comparison, buses take up only 11 per cent of street space, but account for 57 per cent of journey kilometres. We need to use the space cars take up more efficiently. As London grows towards 10 million residents by 2030, the imperative to do so will become greater – not least because of increasing congestion. Car dependency brings with it road danger and air pollution. It limits opportunities to walk and cycle, and damages the reliability of our bus services. Above all, it has tied us into living inactive lives, a situation that has contributed to one of the most serious health challenges London has ever faced1. **The Healthy Streets Approach**

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	The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. Because 80 per cent of Londoners' travel time is spent on our streets4 – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about. The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. **iii) Strategic level: policy and planning** The Mayor's Transport Strategy will also set out a broader approach to reducing car dependency and enabling a shift to more walking, cycling and public transport use Londoners' experiences of using our streets will help determine whether they decide to walk, cycle and use public transport, whether they choose to visit their local high street or drive to an out-of-town shopping centre, and even whether they feel they need to own a car at all. **Traffic congestion** The Mayor has a clear approach to addressing congestion. We are focusing on a short-term effort to ensure the streets are operating as efficiently as possible and we have a longer-term plan to achieve a shift away from car use towards more efficient means of travel. This recognises that it is not sustainable to go on trying to accommodate ever more vehicles within limited street space. The Mayor's forthcoming Transport Strategy will describe the measures we will take to achieve this. In part, this will involve allocating more road space to the most efficient travel choices – installing new cycle lanes, giving buses more priority and providing more space for pedestrians. Over time, reallocating space will create streets that function better not only for people who are walking, cycling and using public transport, but also for taxis and essential delivery, servicing and car journeys **Why Healthy Streets** Reducing the use of the private car and increasing the number of people walking, cycling and using public transport has the potential to transform London and improve the lives of all those who live in, work in and visit the city Car ownership is the greatest factor that influences how often Londoners walk and cycle. It has a bigger impact than gender, income, employment, ethnicity and disability, in all parts of the Capital. Most car trips made by Londoners could be walked or cycled.

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Town Centres SPG

Policy / paragraph reference	Policy and paragraph text
4.3 Road Network and Parking	Boroughs and town centre partners are encouraged to: a) draw on London Plan policies on parking (policy 6.13C) and outer London (policies 2.6-2.8); and NPPF principles, especially paras 39–40, to support flexible application of strategic policy in the light of local circumstances in outer London b) note the flexibility already provided by the Plan's town centre parking policies including the scope they provide to enhance the competitive offer of town centres relative to out of centre retail and leisure locations and other centres with more liberal parking regimes c) ensure that development management processes do not lead to parking being considered in isolation from wider planning concerns d) consider the potential of parking allocated to shopping malls and other major retail and leisure uses for sharing with the town centre as a whole e) ensure that inflexible application of parking standards should not compromise the potential of the London Plan office locations to contribute to the London economy f) ensure that the approach to residential development in town centres reflects the need for reduced car dependency to help maximise densities, reduce congestion impacts and support more sustainable travel patterns.

Local Plan Regulation 18 Draft Policy Options

Policy/ paragraph reference	Alternative policy option
11.60	11.60 This policy option would offer greater choice. However, transport modelling outputs indicate this is likely to place unacceptable impacts on the surrounding road network, discourage a mode shift towards the use of more sustainable transport modes and increase emissions. As such this policy goes against OPDC's aspirations and the transport policies detailed in this draft Local Plan.
11.61	2. Car free – no residential car parking. Only blue badge. This policy option would enable a modal shift towards the use of more sustainable transport modes and would reduce traffic flow and congestion. However a low amount of car parking spaces is considered necessary to meet the essential needs of development, particularly ensuring that there are suitable places for disabled people, car clubs and electric cars. A car free policy option would also negatively impact businesses that rely on private vehicles, particularly in Park Royal.

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11.62	3: Take a more flexible approach to parking standards for new commercial developments in Old Oak. A more flexible approach to providing parking spaces for new commercial developments could be more beneficial for businesses, helping to attract them to Old Oak. However, allowing a more flexible approach to parking would be incredibly difficult to manage given the potential number of businesses and their varying uses. The high level of public transport accessibility negates the need for dedicated parking spaces for businesses and the additional vehicles would add to congestion, noise and air quality issues.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
A mix of responses were received including requests for more stringent policies on car parking and concern over how little car parking would be provided. There was also concern over the different parking requirements between Old Oak and Park Royal.	Diageo, Grand Union Alliance, Midland Terrace Residents Group, Residents, Old Oak Interim Forum, SEGRO,	Change proposed. The car parking policy has been revised to respond to the varying public transport accessibility level across the area spatially and also to recognise that the public transport accessibility level will change over time as transport infrastructure is delivered.
Electric Vehicle Charging Points Policy: The Old Oak Park team asked for the Local Plan Electric Vehicle policy wording to be the same as the London Plan.	Old Oak Park	Change proposed. OPDC aspires to ensuring all new parking spaces across the area have passive provision and at least 20% active provision for EV Charging Points. The Local Plan will ensure sufficient flexibility regarding the Electric Vehicle Charging Point Policy (covered in Policy T4) to ensure it is adaptable to changes in technology.

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?

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To be included. Please refer to the Statement of Consultation in the meantime.

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Car Parking Study	**1.3. The Proposals** a) Old Oak: i. Limiting car parking to 0.2 spaces per residential unit in the early years of development, reducing to car free when transport investment is committed. ii. Securing zero car parking for non-residential developments except for blue badge holders. b) Park Royal: i. Limiting car parking to 0.2 spaces per residential unit in the early years of development, reducing to car free when transport investment is committed. ii. Allowing limited car parking for non-residential development taking into account access to public transport and operational or business needs
Environmental Standards Study	• Prioritise sustainable transport modes and support modal shift from private cars. • Incorporate electric charging points for electric vehicles at all new parking spaces. • Include and promote provision for car club vehicles and car sharing. I. Promotion of car free development close to public transport hubs. II. Securing zero car parking for non-residential developments, except for Blue Badge holders. III. Allowing limited car parking for non-residential developments taking into account access to public transport and operational or business needs. • Designate the entire OPDC area as a Low Emission Neighbourhood. • Strong focus on transport related measures to reduce overall air emissions. • **On Street Parking:** On-street parking currently dominates the streetscape of Park Royal. An overall parking strategy is required to reduce the impact of on-street cars on already narrow and congested streets • Priority access given to non-car modes, and parking limited to essential uses. Incentives provided to employers and employees to travel by sustainable modes. Car sharing incentivised and co-ordinated between businesses.

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Park Royal Transport Strategy (Objectives)	• **2.Mitigating:** Managing, and mitigating, the cumulative wider OA construction and demand growth impacts upon the Park Royal transport network, for both businesses and residents; • **3.Optimising:** Improving the quality, efficiency and interoperability of the existing transport infrastructure • **4.Supporting**: Enabling existing businesses to operate more effectively and enhancing liveability for existing residents; • **9.Sustaining**: Supporting a modal shift for trips to/from Park Royal away from private motor vehicle trips towards more sustainable modes;
Park Royal Transport Strategy (Action Plan)	• **Car club/car sharing strategy** Development of a strategy to ensure Car Clubs and Car sharing opportunities for residents and commuters to Park Royal are maximised to reduce local congestion levels and reduce on-street parking requirements • **Parking and loading controls** Integrated, cross-borough Controlled Parking Zones (CPZ) can reduce confusion and facilitate enforcement. Combined with facilitation of kerbside loading facilities to allow businesses to function provides potential to better utilize existing road space.
Old Oak Strategic Transport Study	• Restrictive parking standards for all land uses; • Requirement for travel plans to support new development • The transport strategy is based on the assumption that new commercial development will essentially be car-free with only operational and blue-badge parking available. • For the residential element, whilst there will be some car parking available, it will be at a very low level, and measures will be in place to encourage trips by more sustainable modes. • Without a low level of additional car use, the preferred growth scenario would place unacceptable impacts on the surrounding road network. • As such, it is anticipated that most trips to and from the new homes, shops, offices and other facilities in the area will take place on foot, bicycle or public transport. • In order to limit the impact, freight and servicing for new developments will be planned and designed from the outset. • Provision of publicly accessible cycle parking across the site • Promoting sustainable urban mobility Sustainable residential and workplace travel will be encouraged through targeting a low car mode share for the site, including restrictive parking standards for all land uses (car-free for the commercial and very low provision for the residential element), integrated travel solutions and real time information. • The use of car clubs can also reduce dependency on private vehicle ownership. The viability of these services is dependent upon achieving high levels of utilisation, and therefore any development at Old Oak Common should consider the potential for and promotion of car High level scheme appraisal • This is accompanied by a supporting package of walking, cycling and public transport improvements as detailed later in this Section. The combination of these measures will help reduce peak hour traffic levels by both restricting people's ability to drive to the site *through the lack of suitable parking facilities*, but also by encouraging the uptake of walking, cycling and public transport.

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	Cycle Parking • The provision of high quality, well located, cycle parking should be provided throughout the OOCOA to help support the Mayor's target of a 5 per cent London-wide cycle mode share by 2031, and the aspirations of the OOCOA site to achieve higher than that. Cycle parking at Old Oak Common station should be located to allow cyclists to access it safely on desire lines from the surrounding network and should be close and convenient for station entrances, well lit and subject to natural and more formal surveillance. • The quality of the cycle parking provision is also critical and should be provided in a secure and covered location wherever possible, whilst being integrated carefully into the urban realm. • Cycle parking in new residential and commercial developments should have generous levels of secure and convenient cycle parking provision in accordance or in excess of the minimum standards set out in the proposed Further Alterations to the London Plan, or any subsequent revisions. This includes the provision of visitor cycle parking, located in the publicly accessible parts of new developments. **Provision at rail stations and public transport interchanges** • ..ensure appropriate parking is provided to meet the essential needs of the development without impacting on the quality of the urban environment
Park Royal Transport Strategy	<u>Strategy</u> • Objective of Reduced demand for parking spaces enabling land to be put to more cost-effective or commercially beneficial use and freeing space for active travel initiatives • The high existing parking space ratio represents a challenge in reducing car use which would require a behavioural change for employees. This could be made through the implementation of a range of measures including improved public transport services, pedestrian and cycle facilities and restrictions on parking provision through the planning system. And; <u>Demand Management</u> • Development control is an efficient way to manage future travel demand arising from new developments It includes measures such as parking standards, servicing and delivery requirements and provision for cycle and walking including investment. The OAPF and Local Plan are the mechanisms by which this is implemented. • Free or discounted parking could be provided in Park Royal for electric vehicles (off-street provision) • Development of a strategy to ensure Car Clubs and Car sharing opportunities for residents and commuters to Park Royal are maximised to reduce local congestion levels and reduce onstreet parking requirements • Through the Transport Working Group a combination of car clubs and car sharing schemes would be developed to increase uptake and harness the potential of both Car Club and Car Sharing schemes

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	<u>Supply side management</u> • Site visit and interviews with local businesses reveal the need for more parking and loading controls and enforcement to ensure efficient functioning of the area • A detailed parking assessment needs to be undertaken across the area to record the levels of usage and needs of businesses

Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Car Parking Study	• Providing an off-site/nearby multi-storey car park could be considered. The car park could operate in a sustainable way by encouraging "space sharing" through designating the spaces to office workers during normal business hours, overnight shift workers in the twilight hours and retailers on weekends and bank holidays.	• Requires further exploration.
	• These spaces could be offered on an annual license.	• This initiative is subject to the approval of a shared multi-storey car park.
	• Any car parking should allow for electronic car charging points. Sustainability is an important part of the selection process for potential corporate occupiers and is very likely that companies will expect this type of provision as 'the norm' in 5-10 years	• This would be delivered through a mix of providers in planning and Tfl for on-street. There is a need to ensure cross-compatibility for convenience.
Environmental Standards Study	• Incorporate electric charging points for electric vehicles at all new parking spaces. • Car sharing incentivised and co-ordinated between businesses.	• This is going to be an appropriate provision for electric charging. • Collaboration between businesses would be mediated by an area-wide travel plan overseen by the local highway authority
Infrastructure Delivery Plan	• No relevant policy recommendations	• Car parking restrictions are scheme/site specific – to be consulted on, and subject to feasibility study.
Old Oak Strategic Transport Study	• No relevant policy recommendations	• Study is strategic and therefore does not go through detailed policy items
Park Royal Transport Strategy	• **A Workplace Parking Levy (WPL)** is a charge on	• Requires further detailed consideration.

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	employers who provide workplace parking. The Transport Act 2000 (Part III) put the legislation in place to allow local authorities to implement congestion charging zones or workplace parking levies.	
	• Some London boroughs offer free or reduced-charge parking for electric Vehicles	• Requires implementation by the highway authority
	• Free or discounted parking could be provided in Park Royal for electric vehicles Car Clubs	• Requires implementation by the highway authority (on-street)
	• **Parking and Loading controls** are usually managed and enforced by local councils	• Requires implementation by the highway authority
	• Integrated, cross-borough signage, parking and loading restrictions and Controlled Parking Zones (CPZ) can reduce confusion and facilitate enforcement	• Requires implementation by the highway authority
	• Facilitating kerbside loading smooths traffic flows and benefits the local economy by reducing the need for informal activities in inappropriate locations	• Highway/parking authorities need to consult on amendments to parking bays (and accommodate revenue impacts).
	• Managing parking and loading/unloading activities can also improve walking and cycling routes by Managing important kerbside and road space and limiting user conflict	• Requires implementation by the highway authority
	• Improved formalised parking and loading could be designed to better protect cyclists	• Requires implementation by the highway authority
	• Acton Lane/North Acton Road junction improvements Subject to local junction modelling improvements could include:; Extension of parking restrictions along Barretts Green Road	• Requires implementation by the highway authority

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Other evidence base

Supporting Study	Recommendations
	None

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T5: Rail

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
17	Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: • actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
31	Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: • accommodate the efficient delivery of goods and supplies; • consider the needs of people with disabilities by all modes of transport.
156	Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver: • the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
162	Local planning authorities should work with other authorities and providers to: • assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat),

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	telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	Policy and paragraph text
Climate change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums, and climate change partnerships will help to identify relevant local approaches.
Design	
Title: Town centre issues **Paragraph:** 041 **Reference ID:** 26-041-20140306 **Revision**	Good design can help town centres by ensuring a robust relationship between uses, facilities, activities and travel options. It can also help create attractive and comfortable places people choose to visit. Access to town centres by all modes should be supported. This could involve clear, convenient, comfortable and safe walking and cycling routes, parking facilities, bus stops and station entrances and exits. Well integrated proposals for movement between arrival points (such as train stations, bus stops, car parks) and the town centre can help support a successful centre. Consideration should be given to moving the arrival points closer to key attractions – for example moving bus stops, relocating car parks, reconfiguring entrances and exits of stations and car parks to minimise distance from the town centre. Moving arrival points can be expensive or not

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Date: 06 03 2014	possible, so using redevelopment opportunities to create more attractions and activities on sites that lie between the arrival point and the established town centre attractions should be considered. Improvements to the walking environment within the centre can support longer visits which take in more shops and facilities. Both formal and informal crossing facilities should be provided following key desire lines as much as is practicable. Town centre buildings should include active frontages and entrances that support town centre activities. Where appropriate they may help to diversify town centre uses and the offers they provide. The quality of signage, including that for shops and other commercial premises, is important and can enhance identity and legibility. The quality of parking in town centres is important; it should be convenient, safe and secure. Parking charges should be appropriate and not undermine the vitality of town centres and local shops, and parking enforcement should be proportionate.
Title: Street design and transport corridors issues **Paragraph:** 042 **Reference ID:** 26-042-20140306 **Revision Date:** 06 03 2014	Successful streets are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area. In many cases shortcomings in street design reflect the rigid application of highway engineering standards in terms of road hierarchies, junction separation distances, sight lines and turning radii for service vehicles. The result is often a sense of sprawl and formlessness and development which contradicts some of the key principles of urban design. Imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety and amenity. Each street should be considered as unique – understand its location, character and eccentricities. Designs should relate to these local characteristics, not to something built elsewhere. Every element of the street scene contributes to the identity of the place, including for example lighting, railings, litter bins, paving, fountains and street furniture. These should be well designed and sensitively placed. Unnecessary clutter and physical constraints such as parking bollards and road humps should be avoided. Street clutter is a blight, as the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place. The removal of unnecessary street clutter can, in itself, make pavements clearer and more spacious for pedestrians, including the disabled, and improve visibility and sight lines for road users. Street signs should be periodically audited with a view to identifying and removing unnecessary signs. The Department for Transport has published advice to highways authorities on reducing sign clutter. Public transport, and in particular interchanges, should be designed as an integral part of the street layout. The quality of design, configuration and facilities can make interchanges feel safe and easy to use, give them a sense of place to support social, economic and environmental goals, whilst also instilling a sense of civic pride in those that use them. Physical measures intended to protect and deliver security benefits, should be considered as an integral part of the design. The likelihood of people choosing to walk somewhere is influenced not only

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	by distance but also by the quality of the walking experience. When considering pedestrians plan for wheelchair users and people with sensory or cognitive impairments. Legible design, which makes it easier for people to work out where they are and where they are going, is especially helpful for disabled people. Physical measures intended to protect pedestrians and road users, which can also deliver security benefits, should be secondary but considered as an integral part of the design. Barriers between the road and pedestrians are usually visually unattractive to the street scene, can form a hazard for cyclists who can be squeezed against them, and create the impression that the roads are for cars only; they should only be used when there is an overriding safety issue.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	Policy and paragraph text
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** Cross network challenge – • Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability,

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	affordability and acceptability. Cities and Regional Networks challenges – • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability. • Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks • As with the previous shared priorities, local authorities will need to consider, making use of available evidence, the relative importance of the five goals for their area or for different parts of their area, and may wish to refine them to reflect local needs, or include local, additional objectives. • They should also consider the related challenges, particularly those considered most relevant to city and regional networks, both for the five goals and for any additional local objectives. • It is important in preparing Local Transport Plans that local authorities start by determining a clear view of their own strategic goals and of their priorities for dealing with the different challenges they face. This strategic view should be based on robust evidence.

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	• Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects, provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. • The majority of air quality action plans concern road transport emissions. Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. • Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. • Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy** • The 2006 Local Government White Paper set out proposals to create a framework for local authorities to act as strong leaders of their communities, removing barriers to effective working. • The aim is to create strong, prosperous communities and deliver better public services through a rebalancing of the relationship between central government, local government and the public. • Local transport authorities will wish to develop LTPs which have regard not only to national transport goals but to local strategic objectives as identified in their Sustainable Communities Strategy and to priorities identified in other local documents. • It is critical that transport and spatial planning are closely integrated. Both need to be considered from the outset in decisions on the location of key destinations such as housing, hospitals, schools, leisure facilities and businesses, to help reduce the need to travel and to bring environmental, health and other benefits. It will be essential for LTPs to reflect and support Local Development Frameworks – LTPs should be a key consideration in the planning process. In two-tier areas, counties and ITAs should work closely with districts to ensure alignment between LDFs and LTPs. • The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity. • Individual local authorities should ensure consistency between the suite of documents applying to their area. In particular, there is an opportunity for authorities to develop plans that link transport with an area's wider agenda, such as children's services, employment,

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	health, crime, the environment, equality and social inclusion. • Close engagement with the Local Strategic Partnership(s) and other local service providers will help influence the Sustainable Communities Strategy and integrate other organisations' planning for services with transport goals. • Where ITAs or groups of authorities are preparing LTPs for a sub-region, efforts should be made to integrate transport planning with wider activity and planning at that level, including priorities developed through Multi-Area Agreements.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **G. Local Economic Assessment Duty** The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010.

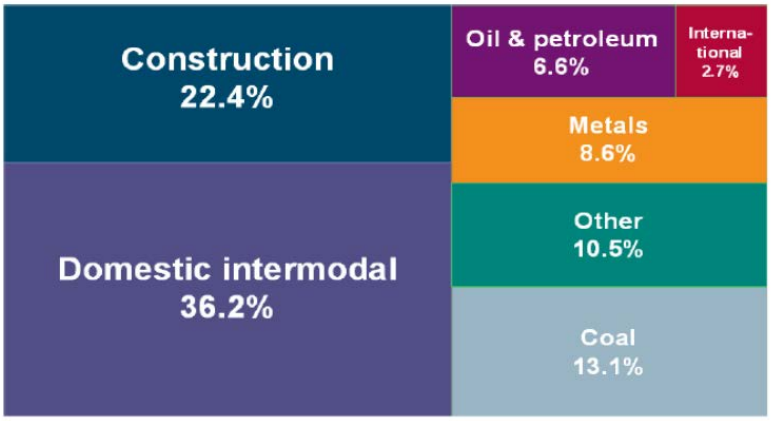
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	H. Children and Young People's Plan Transport planning has a vital role to play in improving the lives of children, young people and families and should take account of the priorities for children and young people set out in the local Children and Young People's Plan (CYPP). The CYPP is central in realising national ambitions to make England the best place for children and young people to grow up. The CYPP, produced and monitored through the Children's Trust Board and delivered through the relevant partners, is firmly positioned within the overall vision for the area contained in the Sustainable Community Strategy and should be seen as part of the wider strategic planning, including transport, which is overseen by the Local Strategic Partnership. **I. Sustainable Modes of Travel Strategy** To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable modes of travel strategy. This involves assessing the travel and transport needs of all children and young people in their area, and considering how they need to plan their transport infrastructure to meet the needs of all pupils. In doing so, they are required to maximise the potential to promote and utilise sustainable modes of travel. It is advised the strategy is closely related to the LTP.

Rail freight Strategy: Moving Britain Ahead September 2016 (Dft)

Policy / paragraph reference	Policy and paragraph text
Executive Summary 1	Each tonne of freight transported by rail reduces carbon emissions by 76 per cent compared to road and each freight train removes 43 to 76 lorries from the roads - meaning rail freight has real potential to contribute to reducing UK emissions as well as building a stronger economy and improving safety by reducing lorry miles.
Executive Summary 3	Currently domestic transport emissions make up nearly a quarter of total UK domestic greenhouse gas emissions, with road freight a significant contributor – in 2014 HGVs were responsible for 17 per cent of total UK transport emissions. Shifting more freight from road to rail therefore has the potential to make a real contribution to meeting the UK's emissions reduction targets. The emissions from rail freight itself are relatively low (only around 2 per cent of total UK transport emissions come from all of rail, including passenger) but there may nevertheless be opportunities to reduce emissions from rail freight further

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	Figure 1: Rail freight moved by commodity sector in Great Britain 2015-16[9] 
38	Traditionally rail freight has been used to carry heavy bulk materials such as coal, iron and steel and aggregates (the sand, gravel and stone used by the construction industry). It is also now being used extensively to carry containerised goods between our ports and our major industrial centres: anything from imported clothing from the Far East to exported motor vehicles for the European and other markets. In recent years some of our major supermarkets have started using rail to carry fast-moving consumer goods from their national distribution centres to regional centres. An overview of the commodities moved by rail freight in Great Britain during 2015-16 is given in Figure 1
64	The report by Arup identified a number of priority issues which should be considered in order to remove barriers to growth and support rail freight to achieve the potential growth and modal shift set out above. These include: a) Infrastructure capacity, including addressing limitations in the network (such as gauge clearance and lack of direct rail access in key locations); supporting development of high capacity rail freight interchanges; wagon availability; and availability of efficient freight paths to improve journey times. b) Cost barriers, including costs of additional journey legs for door-to-door journeys with a rail leg, and high capital cost for new facilities (including new locomotives, wagons or equipment). c) Flexibility of rail freight services, including responsiveness of train path allocation; the improvement of freight train path speeds; the '7 day railway'; the need for suitable and resilient diversionary routes for freight; and operators' ability to flex load sizes to attract smaller firms. d) Attitudes and awareness, including the need for easy-to-access information for current non-rail users, and the need to overcome cultural barriers and risk aversion among customers. e) Skills, Training and Innovation, including the development of alternative technologies, the need to review business models to explore opportunities for greater aggregation of loads and ensuring that the freight industry is fully engaged in the skills agenda.

London Plan (2016) Policies

Policy /	**Policy and paragraph text**

paragraph reference	
Chapter 2. London's Places	
Policy 2.15 Town Centres	**Planning decisions** *C Development proposals and applications for retail to residential permitted development prior approval in town centres should conform with Policies 4.7 and 4.8 and:* a) sustain and enhance the vitality and viability of the centre b) accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations c) support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services d) be in scale with the centre e) promote access by public transport, walking and cycling f) promote safety, security and lifetime neighbourhoods g) contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure h) reduce delivery, servicing and road user conflict.
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:* a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban real j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of street space that takes account of the different roles of roads*

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	for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.
Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport	**Strategic** *A The Mayor will work with strategic partners to:* a) improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system b) co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable c) increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1. **Planning decisions** *B Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused.* *LDF* *C Boroughs and any other relevant partners must ensure the provision of sufficient land, suitably located, for the development of an expanded transport system to serve London's needs by:* a) safeguarding in DPDs existing land used for transport or support functions unless alternative facilities are provided that enables existing transport operations to be maintained b) identifying and safeguarding in DPDs sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision, including those identified in Table 6.1.
Policy 6.4 Enhancing London's Transport Connectivity	**Strategic** *A The Mayor will work with strategic partners in neighbouring regions to:* a) ensure effective transport policies and projects to support the sustainable development of the London city region and the wider south east of England b) develop efficient and effective cross boundary transport services and policies – including exploring the scope for high speed rail services reducing the need for short- and some medium-haul air travel. *B The Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail links to support future development and regeneration priority areas, and increase public transport capacity by:* a) implementing Crossrail, the Mayor's top strategic transport priority for London (see Policy 6.5 and paragraph 6.21) b) completing upgrades to, and extending, the London Underground network c) developing Crossrail 2 d) implementing a high frequency London-wide service on the national rail network e) providing new river crossings f) enhancing the different elements of the London Overground network following the implementation of an orbital rail network g) completing the Thameslink programme h) improving and expanding London's international and national transport links for passengers and freight (for example, High Speed 2) i) seeking improved access by public transport to airports, ports and

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	international rail termini j) improving the reliability, quality and safety of inter-regional rail services including domestic services for commuters, while safeguarding services within London k) enhancing the Docklands Light Railway and Tramlink networks **LDF preparation** *C DPDs should identify development opportunities related to locations which will benefit from increased public transport connectivity.*

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
Policy T3	**Transport capacity, connectivity and safeguarding** *A Development Plans should develop effective transport policies and projects to support the sustainable development of Lonodn 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 transport or 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 and route alignments, as well as supporting infrastructure, in order to provide transport functions and planned changes to capacity, including proposals identified in Table 10.1 *C Development proposals that do not provide adequate protection for the schemes outlined in Table 10.1 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, priority should be given to delivering upgrades to Underground lines, securing Crossrail 2, the Bakerloo Line Extension, river crossings and an eastwards extension of the Elizabeth Line.*
10.1.3	The Mayor will work with partners to minimise servicing and delivery trips on the road network including through consolidation. He will promote efficient and sustainable essential freight functions including by road, rail, water and, for shorter distances, bicycle.
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

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	rive. 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	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, reducing journey times from east and west London to central London and the Isle of Dogs, and reducing congestion at 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 associate with an increasing population and growing employment in the areas it serves.
10.3.4	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 help reduce some of the crowding on the rest of the network that threatens to bring some major stations to a standstill. It will also unlock around 200,000 new homes, and support up to 200,000 new jobs. Working with partners, the Mayor aims to open Crossrail 2 by 2033.
10.3.5	Extending the Bakerloo Line is also necessary to provide extra capacity on the Tube in south east London, enabling capacity for up to 65,000 passenger journeys during the morning and evening peak. Increasing connectivity and reducing journey times will enable the Bakerloo Line Extension to support more than 25,000 new homes and 5,000 new jobs.

Mayors Transport Strategy (March 2018)

Policy / paragraph reference	**Policy and paragraph text**
P147 Improving rail services and tackling crowding para 1	London is more dependent on rail than any other city in the UK: 70 per cent of all rail travel (including Tube journeys journeys) in the UK is to, from or within London. London's success is bound up with the future of its rail services.
P147 Improving rail services and tackling crowding para 2	Rail transport is critical to securing London's economic growth and future prosperity. The rail-based transport network has enabled central London to develop by facilitating access to a wide labour pool from well beyond London's boundaries, assisting business connections and allowing supply chain linkages. Rail-based modes of travel make up 80 per cent of the 1.3 million trips to central London in an average weekday morning peak period. The network of national rail and TfL lines needed to concentrate and then disperse such a volume of people is vast, and the 'hyper-connectivity' and

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	capacity of the existing network of railways focused on central London enables the strong concentration of employment located there
Proposal 67	The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity.
P4 London's regional, national and inter-national links	New rail links are required, including HS2, as well as faster, more frequent and more comfortable services on existing rail lines. It is essential that HS2 is fully integrated into London's transport system so that people can complete their journeys with ease. This requires a new interchange at Old Oak, a new terminus at Euston, and Crossrail 2 to provide sufficient capacity and connectivity to destinations in central London and beyond.
P5 London's regional, national and inter-national links	Improved international rail services could strengthen links between the UK and continental Europe's economic centres. Coupled with improved international air links for destinations further afield, this would bolster economic prospects for the entire country, enabling every region to access the global marketplace.
P131 The Whole Journey	Stations and stops will be designed for active, efficient and sustainable onward journeys. The first things passengers will see on emerging from the station will be clear walking directions and maps, cycle hire facilities, bus connections and an attractive, accessible and inclusive public realm, rather than car parking and pick-up/drop-off spaces
P137 Policy 13	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.
P137 Getting the basics right	Across all modes, what customers value the most is the service provider 'getting the basics right'. This means providing a reliable public transport service that gets customers to their destination safely and on time. Customers should have access to accurate real-time information and assistance along the way. There should be easy and accessible interchange between different public transport services and with walking and cycling.
P25 para 4 The Vision	• Disabled people, who currently make up 14 per cent of London's population, on average make one third fewer trips than non-disabled Londoners and, as the city's population ages, an increasing number of Londoners could face barriers to travel. • Inclusive design must be used across the transport system to ensure it is accessible to all. • TfL and its partners must continue to make walking and cycling environments accessible to older and disabled people, and provide lifts, level access and better customer care and information at stops and stations so people do not have to resort to private transport. • The Mayor aims to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared to the full network.
P143 Improving public transport and	• Making the public transport system more accessible and inclusive is critical to delivering a better whole journey experience for disabled people and the growing number of older people, and will also ensure that public transport is easier to use for all Londoners. • The transport system needs to be able to cater for journeys made by

inclusivity	people with a range of visible and invisible disabilities. • These include mental health conditions, long-term health conditions, impaired mobility, and visual or hearing impairments.
P143 Improving public transport and inclusivity	• Addressing these barriers, to create a more accessible and inclusive public transport system, will enable new trips to be made by disabled and older people, as well as making their current trips easier and quicker. • This will improve social integration by giving more people a chance to participate in the opportunities that London has to offer, helping create a more inclusive city. • Accessibility improvements should be complemented by ensuring that the transport network is better connected across and within all modes and spaces through which people travel. • Vehicles, stops, stations and streets should be designed to be as inclusive and accessible as possible, taking account of the needs of all users. • There should be a focus on the needs of customers by providing good information and communication, and passenger support and assistance should be available, particularly when services are delayed or disrupted. • Accessibility and inclusion also means that all members of the public feel safe and secure when travelling. • Transport operators must place a greater focus on the needs of all those travelling to help improve their services. They should embed accessibility and inclusivity in all aspects of their transport planning and delivery.
P143 Policy 14	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to enhance London's streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently, making the transport system navigable and accessible to all and reducing the additional journey time that disabled and older users can experience.
P147 Making Tube, rail and other services more accessible and inclusive	• The inclusive and accessible design of stations and services is essential to open up the full potential of the rail and Tube network to all Londoners, including disabled and older people. • This includes providing accessible and up-to-date information on access, appropriate and consistent wayfinding, tactile paving, soft-touch hand rails, accessible ticket machines, more seating for people who struggle to stand, and extending the use of hearing-aid induction loops across the network. Most of the network now has these features, but TfL will continue to review them to make sure they are ofongoing benefit to users.
Proposal 55	The Mayor, through TfL and working with the DfT, Network Rail and other stakeholders, will make the transport network more accessible and inclusive by: a) Using Inclusive Design, for example for station and train layout and facilities, including signing, information and seating, giving consideration to those with visible and invisible disabilities. b) Providing step-free access at selected rail and Underground stations and on all new infrastructure, to halve the additional journey time required by those using the step-free network only, so that journey times on the step-free network become comparable to those on the wider public transport network. c) Providing step-free access at further national rail stations in London. d) Improving the accessibility of taxi ranks, river piers and services, and Victoria Coach Station (and its potential replacement).
Proposal 57	The Mayor, through TfL, will adjust bus service volumes, and consider new types of bus service, to support measures to reduce car use in conjunction

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	with improvements to rail services and walking and cycling environments
Proposal 75	The Mayor, through TfL, will work to encourage the DfT to ensure the delivery of High Speed Two is complemented by Crossrail 2, new gateway stations at Euston and Old Oak Common and other improvements to London's transport system, so that people are able to reach their final destination efficiently and in a timely manner by public transport, cycling or walking.
P215 Improving access to public transport	• Residential, commercial and other development should encourage walking, cycling and the use of public transport and minimise the use of the car. • Fundamentally, this means that development should be suitably located where there is good access to public transport. • Developing in these locations will create high-density, mixed-use places where local amenities are within walking and cycling distance, and public transport options are available for longer trips. • Using the Healthy Streets Approach to plan for this kind of active lifestyle will result in a more compact city, and also make the best use of scarce land. • People living in more densely developed places are less likely to depend on the car for their journeys, and more likely to use public transport, walking and cycling to get about. • Moreover, the better people's access to public transport, the more likely they are to use it. Figure 37 shows the current relationship between population density and commuting to work by car in London.
P217 Creating high-density, mixed-use places	• Land around stations provides opportunities to create high-density, mixed-use places – new communities that are well connected to local amenities, and to jobs and locations further afield. This makes the most of past investment in public transport, and the benefits of future public transport investment can be enhanced by providing new homes (including affordable homes in a range of tenures) and jobs nearby. • There are almost 600 rail and Tube stations in London, and opportunities for development around these stations should be explored, such as converting land use from low-density uses (retail parks, storage, parking, etc) to high-density, mixed-use development. Such change can act as a catalyst for the regeneration of town centres and neighbourhoods, and play a role in revitalising high streets. Development opportunities around stations are particularly attractive for 'Build to Rent'. • Planning policy and decisions that seek to locate high-density housing within walking distance of stations mean residents will not only be well connected by rail or Tube to employment opportunities, but will almost always be better connected to schools, hospitals and shops by public transport, walking or cycling. Land around stations is often owned by TfL, Network Rail and other public-sector landowners, and presents a good opportunity to bring forward surplus or underused land for increased housing delivery. • High-density development further from stations can be supported through improved bus and cycle links; such networks can dramatically increase the catchment area of a station, providing greater employment opportunities and reducing dependence on cars.
P219 Proposal 79	The Mayor, through TfL and the boroughs, will seek opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving

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	station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth.
P231 Proposal 88	The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross.
P261 para1	Significant investment in transport infrastructure at the area around Old Oak could act as a catalyst for unlocking development opportunities.
P261 para 3	A new Old Oak station served by HS2, the Great Western Main Line and the Elizabeth line is set to open in 2026. This key strategic interchange will help to relieve pressure at Euston by allowing people to change between these lines before reaching central London, and act as a national and international gateway for travellers arriving from HS2 and Heathrow. The West London Orbital line will significantly improve orbital connectivity from Old Oak to north west and south west London.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	Policy and paragraph text
	ii) Network level: planning and managing London's transport networks How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive. We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and road danger is reduced. **Partnership working** Businesses will benefit greatly from the economic improvements the Healthy Streets Approach will deliver. We will continue to work with them to apply the Healthy Streets Approach and manage the impacts of freight on London's streets. **Improving every street** London's streets function in two ways – as places where the city's social, economic and cultural life plays out, and as means for moving people and goods. Londoners' quality of life is dependent on both. We all want to have appealing places to visit and spend time in, just as we need to have goods delivered to our local shops and to get around ourselves.

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	The interaction between the need to create attractive places and the need to move goods and people varies from street to street. For example, bus routes can have a strategic significance for the movement of people, while high streets should be great places to dwell and spend time. Understanding these interactions will over time allow us to improve every street in the best way – keeping London functioning while making it a better place to live. **A sustainable city** Improving air quality is vital to making London's streets healthier. Air pollution affects the health of everyone in London and unfairly impacts on the most vulnerable people in our community. Road transport is responsible for 50 per cent of the main air pollutants, so we have an important role to play in improving air quality. The Mayor is consulting on an ambitious package of air quality proposals, including bringing forward and expanding the Ultra Low Emission Zone. The 50 per cent reduction in specific harmful emissions these proposed measures are expected to deliver will help to improve London's streets. The Mayor's Air Quality Fund will continue to target pollution hotspots, the Low Emission Neighbourhoods programme will help London boroughs improve local air quality and Low Emission Bus Zones will prioritise the greenest buses on the worst polluted routes.

Land for Industry and Transport SPG

Policy / paragraph reference	**Policy and paragraph text**
SPG 13 – Rail: National Rail, Crossrail, Rail Freight, London Underground, Docklands Light Railway (DLR), Tramlink, new and improved stations and inter-changes	In implementing London Plan policies the Mayor will and boroughs, TfL and other partners should: (i) include, or continue to include, policies on the safeguarding and delivery of Crossrail, Crossrail 2, High Speed 2 and other National Rail schemes within Development Plan Documents (DPDs); (ii) explore the potential for rail freight interchanges and more general logistics provision in conjunction with authorities in the wider metropolitan area and safeguard rail freight sites where there is evidence that these remain viable for rail-related use and could be crucial in developing infrastructure; (iii) protect railheads following the advice of both the NPPF and the London Plan and taking into account Annex 5 of this SPG; (iv) where relevant, safeguard land identified and required by TfL for the expansion and enhancement of the London Underground, DLR, Tramlink and London Overground networks and consider access and operational requirements when determining planning applications adjacent to the railway(s); (v) design new stations and rail interchanges in order to create effective interchange with non-rail forms of sustainable transport, in keeping with TfL Best Practice Guidance; (vi) new stations and improvements to stations should, where appropriate, be supported in DPDs and land requirements identified and safeguarded.

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Housing SPG

Policy / paragraph reference	Policy and paragraph text
SPG Implementation 4.2 Promoting Sustainable Transport Access to Town Centres	Boroughs and town centre partners are encouraged to: a promote 'sustainable modes' and improve access and capacity to and from London's town centres including rail, tube, tram, DLR, bus and interchange development works through the implementation of transport schemes in the London Plan and Mayor's Transport Strategy b ensure the provision of sufficient land, suitably located, for transport functions in line with London Plan policy 6.2 c draw upon TfL's Access to Opportunities and Services measure to inform strategic and local strategies to promote access to services located within town centres including neighbourhood and more local centres d improve the accessibility and inclusivity of town centres for communities including disabled and older people e enhance the availability of electric car charging points in town centres to help promote access and take-up of this emerging technology f examine the potential to make improvements to existing connections to town centres and address problems of severance g develop town centres as cycle hubs and promoting cycling as a sustainable choice of transport, with strong leadership role for boroughs h manage congestion on the strategic highway network in town centres through a number of complementary measures such as reducing the number of short car trips, coordinating land use and transport planning, managing demand, and delivering highway enhancements i put in place measures to encourage low car use to town centres, such as Smarter Travel programmes, personal, school and workplace travel planning, promotion of car clubs and car sharing.

Accessible London: Achieving and Inclusive Environment SPG

Policy / paragraph reference	Policy and paragraph text
SPG Implementation Point 3: Integrating inclusive design and access from the outset	Boroughs should seek to integrate the needs of disabled people from the outset of the planning process by incorporating the principles of inclusive design in development briefs, in planning applications and in the detailed design and construction of all new development in London.
SPG Implementation Point 17: Public transport	The Mayor will and boroughs should encourage applicants for any development that effects existing or provides new public transport facilities, stations or interchanges, to exceed the minimum standards of access and aim to achieve the highest standards of safe, easy and inclusive access for all, including securing step-free access to existing facilities where this is appropriate and practicable. Transport modes should be integrated in a fully inclusive way.

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Local Plan Regulation 18 Draft Policy Options

Policy / paragraph reference	Policy and paragraph text
Policy T4: Rail Paragraph 11.35	No reasonable alternative policy options have been identified, as it is considered that an alternative approach to that outlined in the preferred policy option would not support the necessary rail capacity requirements, nor be consistent with the NPPF, London Plan or supporting evidence base to the draft Local Plan.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
Gross overcrowding on the railways, and the projected demand for further capacity, must be addressed	The London Forum	Noted. T5 along with the Infrastructure and Delivery Plan aims to enhance rail capacity within Old Oak and Park Royal to cater for existing and projected demands.
Old Oak Common represents an unique opportunity to bring several railway lines together in a way that provides smooth interchange between them. All new rail stations should have step-free/level access to all platforms. This is not currently in the Rail policy.	GLA, The London Forum, local residents	Noted. T5 acknowledges that the four existing stations, plus three new stations, require appropriate design and layout responses to enhance passenger experiences and provide fast interchanges between transport modes. The policy highlights how all new stations will be designed to enable seamless connectivity into the surrounding areas including step-free access. T3 places importance on appropriately managing interchange requirements across all modes.
The announcement by the OPDC of a concrete raft over the Crossrail depot, with the same assumed addition over the HS2 station and elsewhere, will change transport policy. It will reduce	Local resident	Noted. OPDC will work closely with stakeholders, such Department for Transport, High Speed 2, Network Rail, Transport for London and Crossrail to explore the potential for the

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severance for walking and cycling. However, it also needs to reopen consideration of the location of London Overground tracks and stations, because the published governance procedures used by Transport for London clearly no longer apply and previous decision-making would likely fail legal challenge.		relocation, reconfiguration and/or development above and around this infrastructure to realise the comprehensive regeneration of Old Oak South.
Expression of support for Crossrail-WCML link which should be safeguarded.	LB Brent, Hammersmith Society, Network Rail	Noted. OPDC supports the provision to safeguard the WCML-Crossrail and is working with HS2, DfT and Brent to investigate this.
'Wider' station upgrade is needed at Willesden Junction not just capacity.	LB Brent	Noted. These requirements have been embedded into the Willesden Junction place Policy.
Proposal to use the currently underutilised Northolt-Acton Line to provide regular, direct services from Oxfordshire / Buckinghamshire commuters to Old Oak. This could involve a new station in the Park Royal area, possibly allowing interchange with the Piccadilly Line or at North Acton.	Chiltern Railways	Noted. OPDC responded to the Network Rail consultation on this and requested further discussions to investigate this proposal further.
Need to protect the Northholt-Acton Line from any changes that would preclude a future Chiltern service and include this future service/infrastructure in the LP.	Chiltern Railways	Noted. OPDC responded to the Network Rail consultation on this and requested further discussions to investigate this proposal further.
Railway infrastructure (depots, stations, stabling) must be able, from the outset, to accommodate over-site development.	Farrells	Noted. Where feasible, OPDC's local plan supports over-site development.
Old Oak Common Station should include adequate blue-badge parking provision.	GLA	Noted. OPDC agrees that blue badge parking provision should be provided at Old Oak Common Station. It is however DfT's responsibility to provide this and as such OPDC will seek to influence DfT to ensure blue badge parking is provided, in line with T4 parking policy which

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		seeks to secure blue badge provision in Old Oak and Park Royal.
Support for LB Hounslow 'Golden Mile' rail link, connecting Hounslow and Brentford to Old Oak which should terminate at OOC HS2/Crossrail station. LP should make provision for the new spur off the NLL that this could require.	GSK, LB H&F, LB Hounslow	No change proposed. Currently there is no information to indicate where this spur should be located.
Adverse impacts on nearby properties from new rail schemes or increased frequency/patronage should be remedied.	GUA	Change proposed. Policy T5 promotes that new rail infrastructure must be sensitively designed to minimise the impact on existing communities.

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Old Oak Strategic Transport Study	**8.4.,3 Increasing rail capacity and improving rail connectivity** The arrival of HS2/Crossrail along with OOCOA related development will be increased demand for existing public transport services at Old Oak Common. Whilst most lines which pass through the area are not projected to suffer from a significant congestion due to planned capacity enhancements, the analysis which has been undertaken suggests that LO services, especially on the WLL may come under increased pressure, as may North Acton and Willesden Junction stations. The provision of new and improved pedestrian connections may also increase the demand for rail and underground services in some areas • The following interventions are proposed: 1) Willesden Junction station capacity enhancements; 2) North Acton station capacity enhancements; 3) LO capacity enhancements; 4) Provision of a new LO station on the NLL and WW; and 5) Provision of a Crossrail 1 to WCML spur

	Improve connectivity throughout the OA and the surrounding area by; • Maximising the benefits and opportunities arising from the HS2 proposals. • Maximise the potential of the proposed new HS2 / Crossrail 1interchange. The new station provides excellent national and regional connectivity but needs to provide much better sub-regional and local connectivity. New London Overground stations at Old Oak Common would support this and help facilitate local regeneration, • Willesden Junction DDA compliancy • Willesden Junction station capacity enhancement • North Acton station capacity enhancement • New Overground station at Old Oak Common - option a - new station on the NLL before Willesden Junction • New Overground station at Old Oak Common
Public Realm, Walking and Cycling Strategy	<u>Old Oak High Street</u> • Build both the southern section of Old Oak High Street between Old Oak Common HS2 Station and Hythe Road Overground Station, and the northern section from Willesden Junction to the existing street network by 2026. • Integrate High Street levels with the development over the Crossrail site and over the Crossrail maintenance building. <u>Stations on the High Street</u> • Create a new entrance to Willesden Junction Station east of the tracks. • Ensure all stations- Hythe Road Overground Station, Old Oak Common Lane Overground Station, Old Oak Common HS2 Station- are designed to have forecourts and entrances on the High Street • Make stations prominent from Old Oak High Street. • Public realm to accommodate a range of activities. • Carefully consider the design of station entrances to prioritise walking and cycling in the local area and enable easy access to bus facilities. • Taxi ranks shouldn't create a barrier or obstruct visibility and access to other modes <u>Old Oak Common to HS2 Station</u> • Establish the main entrance level of Old Oak Common HS2 Station at +34m • The interchange with buses, taxis and cycle hire at Old Oak Common HS2 Station should be integrated with the design of the Station Square at +34m with bus stops along the High Street. • Establish a bridge at +34m over the Crossrail sidings in the first phase of the development and in later stages of development a potential deck over the Crossrail depot building at +38m • Re-configure the entrance of Old Oak Common HS2 Station in order to accommodate a minimum 22m wide High Street between the station and the depot building.

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	• Create a station forecourt with generous pedestrian footways and interchange space • Bus stands could be accommodated within the station at lower level. • Provide generous quantity of cycle parking and cycle Hire • Provide generous pedestrian footways to encourage walking • Provide bus facilities that are visible, easy and intuitive to access from the station entrance, while accommodating bus stands away from the public realm at a lower level. <u>Park Royal to Old Oak</u> • Old Oak High Street to connect at grade to Old Oak Common Lane. • Underpass at +28.5m would be accessible from Old Oak High Street and possible to integrate with the new development east of Old Oak Common Lane Overground Station. • The underpass will be accessible from Chandos Road and Victoria Road. • Old Oak Common Overground Station accessible from street level and from the underpass level. • The pedestrian and cycle link continues under the WCML-GWML to connect Old Oak South to Victoria Road. <u>Wormwood Scrubs</u> • Good quality, legible safe and welcoming cycle links connecting Old Oak North and Park Royal to Wormwood Scrubs. • Create a link across Old Oak Common HS2 Station that connects down to Wormwood Scrubs. • A second link connects with the end of the platform ramping down to Wormwood Scrubs and then connecting to Kensal Opportunity Area under Scrubs Lane and Mitre Bridge. • Pedestrian and Cycle bridge aligns with the proposed platform bridge.
North Acton Station Feasibility Study	Improved visibility and legibility for the station • Level access between the ticket hall and street • Permeability across the site; and • Operational clearance over National Rail tracks to allow for future electrification if required [Recommended Option] Option 1.4: Hybrid (figure 5.15) Having reviewed all the previous options, Option 1.4 builds on this to address the disadvantages in up to two 180 degree turns. This option has an additional set of stairs to link to the eastern extent of platforms and therefore provides the following: • Operational flexibility; access between interchange concourse accommodates both AM and PM peaks;

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	• Improved way finding; direct line of sight to platforms; and • Reduced travel distances between platform level and ticket hall • The location of the ticket hall above the interchange concourse helps to reduce the number of structures at platform level; both the lift enclosures and columns placed centrally on platforms to minimise operational constraints and maintain unobstructed platform width • This option is therefore the preferred option due to the benefits it brings to the scheme and is the recommended option to progress further through future design stages.
Willesden Junction Station Feasibility Study	Key Recommendations 1. Capacity enhancements are required at the station to accommodate future growth, with passenger numbers forecast to more than double in the morning peak and nearly triple in the evening peak by 2041. Station upgrades could be delivered in a phased manner to best facilitate this as a comprehensive plan. 2. Major improvements to the station are required to meet passenger expectations as an interchange and as a destination to the Old Oak area. The design should improve the passenger experience, facilities, wayfinding and public realm within and surrounding the station. 3. Step free access from all entrances to platforms should be provided to ensure any route to, from or through the station is accessible to all. 4. Enhanced intermodal facilities are required, with adequate bus, cycle parking and taxi/ kiss-and-ride provision located in a high quality interchange area close to station entrances which enhances the sense of arrival. 5. A new primary entrance to serve the east side of the station is required to provide convenient access to the major development areas to the south in Old Oak and seamless interface with the proposed Old Oak High Street, in addition to an improved existing entrance serving Station Road to link into Harlesden as well as providing improved access to Harrow Road. 6. Pedestrian and cycle links to Harlesden town centre via Station Road and Harrow Road must be enhanced to ensure the station is better connected to existing local communities. 7. Delivery of an east west unpaid pedestrian and cycle route through, or adjacent to, the station. The link should be direct, step free, safe, open 24 hours and well integrated into the wider public realm. The most appropriate way of delivering this at a high level or low level needs to be determined. 8. Deliver capacity and public realm improvements early in order to enhance the viability of adjacent development plots and support Old Oak becoming a major new commercial and high-density residential centre. Changes should seek to optimise development opportunity on and/or adjacent to the stations and tracks and ensure the station is seamlessly integrated with the development of the wider area to ensure it acts as part of the surrounding townscape through investment in the public realm. 9. The future use of Willesden Train Maintenance Depot (TMD)

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	needs to be determined to inform the next phase of station design, which could see it retained in this location or potentially relocated to an alternative location. 10. Ensure proposals safeguard the ability to integrate a vehicular link over the West Coast Main Line (WCML) and any potential WCML platforms at Willesden Junction as part of the future station, to enhance accessibility and connectivity.

Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Old Oak Strategic Transport Study	• A review of the modelling outputs on rail crowding taking into account the impact of the potential Crossrail 1 to WCML link; • Improve connectivity throughout the OA and the surrounding area by; • *LO capacity enhancements* **Increases in frequencies** are proposed to address the severe crowding on the LO network (especially the WLL). *Provision of a potential Crossrail 1 to WCML spur* A potential new spur from Crossrail to the WCML has been proposed,	• To be considered by TfL. • To be considered by TfL. • To be considered by TfL. • This is dependent on Transport for London to take forward in negotiation with rail franchises & Network Rail.
Park Royal Transport Strategy	Connection between Willesden Junction and Ealing Broadway - both would require a station underground and a new rail tunnel • New station on Central Line between North Acton and Hanger Lane • New orbital rail route around London including stops at Acton	• Financial viability and difficulties in implementation mean that the potential for a new rail station or line through the Park Royal area has not been considered in detail as part of the preparation of this transport strategy

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	and Old Oak (to be delivered 2040+) • With a high proportion of their customers located in London and the UK, improved freight rail connections to and from Park Royal could help businesses reach their customers within the wider London and UK markets • Rail freight connections have great potential to reduce road freight movements and associated externalities such as road congestion and pollution, especially as part of a wider delivery and servicing strategy for the area • Rail freight has the potential to provide links to other sites such as regeneration areas and transport hubs in central and east London - opening up new connections for the businesses that operate within this geographic area	• Requires investment in rail connection and facilities but could fall under the umbrella of the already proposed connections at Old Oak • Requires engagement with Network Rail to develop and deliver a strategy • Requires engagement with Network Rail to develop and deliver a strategy
Public Realm, Walking and Cycling Strategy	<u>Oak Oak HS2 Study</u> • Explore with HS2 the possibility of raising the public realm around the HS2 station to +34m and the creation of a station square on the east for 2026. • Develop strategy for intermodal facilities that incorporates recommendations of the study and the requirements of Surface Transport modes • Explore with HS2 the possibility of raising the public realm around the	• Requires further study, feasibility analysis • Requires further study, feasibility analysis • Requires further study, feasibility analysis

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	HS2 station to +34m and the creation of a station square on the east for 2026. • Develop strategy for intermodal facilities that incorporates recommendations of the study and the requirements of Surface Transport modes • Explore with HS2 the possibility of raising the public realm around the HS2 station to +34m and the creation of a station square on the east for 2026. • Develop strategy for intermodal facilities that incorporates recommendations of the study and the requirements of Surface Transport modes • Ensure high quality step free pedestrian and cycle link from the proposed high street to station road is included as a requirement in future Willesden Junction studies. <u>Stations on the High Street</u> • Explore possibility of introducing entrances to Hythe Road and Willesden Junction Stations towards the high street and high quality public realm in between	• Requires further study, feasibility analysis • Requires feasibility study and agreement with HS2 • Requires further study, analysis • Will be taken forward in detailed design following study recommendations and agreed measures • Requires further study and collaboration with Tfl/London Overground
North Acton Station Feasibility Study	• LB Ealing are currently upgrading Station Square to link with the existing ticket hall. This will help to improve the visibility of the station from the street to some extent. A cycle hub is incorporated into these plans, so needs to be	• This is being implemented by LB Ealing through an existing programme. Escalator provision from the station would be the responsibility of Tfl

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	maintained during design development. It is acknowledged that minor changes may be needed in Station Square but the combined projects will be positive for both the station and the public realm.Future-proofing escalator provision(in lieu of one stair per platform) • Additional overbridge to the ends of the platforms providing compliant means of escape during escalator repairs • Overbridge connection to Victoria Road could serve temporary demand increases	• Rail upgrade would be responsibility of Tfl
Willesden Junction Station Feasibility Study	• The connectivity arrangements from the OPDC sites to the south, principally the north-south bridge, but also east-west connectivity through the site	• Requires further development at a later project stage
	• Integration of future intermodal, walking and cycling proposals resulting from ongoing studies in the OPDC area and the requirements emerging from these.	• Requires further development at a later project stage
	• Ensuring strong links between the station and Harlesden town centre to the north, notably consideration of the western entrance (or entrances) and the treatment of Station Approach as an animated streetscape.	• Requires further development at a later project stage
	• Rail stakeholder consultation on the removal of the turn-back facility at LL P2 and exploring the sensitivity of this impact on the rail	• Requires further development at a later project stage

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	network with regards to the operation (or potential removal) of the North London Line Link from the DC lines and depot. • Co-ordination of Over Site and Adjacent Site proposals with the wider masterplan and development proposals for the OPDC sites.	• Requires further development at a later project stage

Other evidence base

Supporting Study	Recommendations
	None

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T6: Buses

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
17	Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: • actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
31	Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: • incorporate facilities for charging plug-in and other ultra-low emission vehicles; and • consider the needs of people with disabilities by all modes of transport.
156	Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver: • the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
162	Local planning authorities should work with other authorities and providers to: • assess the quality and capacity of infrastructure for transport, water

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		supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	Policy and paragraph text
Climate change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums, and climate change partnerships will help to identify relevant local approaches.
Design	
Title: Town centre issues **Paragraph:** 041 **Reference ID:** 26-041-20140306 **Revision**	Good design can help town centres by ensuring a robust relationship between uses, facilities, activities and travel options. It can also help create attractive and comfortable places people choose to visit. Access to town centres by all modes should be supported. This could involve clear, convenient, comfortable and safe walking and cycling routes, parking facilities, bus stops and station entrances and exits. Well integrated proposals for movement between arrival points (such as train stations, bus stops, car parks) and the town centre can help support a successful centre. Consideration should be given to moving the arrival points closer to key attractions – for example moving bus stops, relocating car parks, reconfiguring entrances and exits of stations and car parks to minimise

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Date: 06 03 2014	distance from the town centre. Moving arrival points can be expensive or not possible, so using redevelopment opportunities to create more attractions and activities on sites that lie between the arrival point and the established town centre attractions should be considered. Improvements to the walking environment within the centre can support longer visits which take in more shops and facilities. Both formal and informal crossing facilities should be provided following key desire lines as much as is practicable. Town centre buildings should include active frontages and entrances that support town centre activities. Where appropriate they may help to diversify town centre uses and the offers they provide. The quality of signage, including that for shops and other commercial premises, is important and can enhance identity and legibility. The quality of parking in town centres is important; it should be convenient, safe and secure. Parking charges should be appropriate and not undermine the vitality of town centres and local shops, and parking enforcement should be proportionate.
Title: Street design and transport corridors issues **Paragraph:** 042 **Reference ID:** 26-042-20140306 **Revision Date:** 06 03 2014	Successful streets are those where traffic and other activities have been integrated successfully, and where buildings and spaces, and the needs of people, not just of their vehicles, shape the area. In many cases shortcomings in street design reflect the rigid application of highway engineering standards in terms of road hierarchies, junction separation distances, sight lines and turning radii for service vehicles. The result is often a sense of sprawl and formlessness and development which contradicts some of the key principles of urban design. Imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety and amenity. Each street should be considered as unique – understand its location, character and eccentricities. Designs should relate to these local characteristics, not to something built elsewhere. Every element of the street scene contributes to the identity of the place, including for example lighting, railings, litter bins, paving, fountains and street furniture. These should be well designed and sensitively placed. Unnecessary clutter and physical constraints such as parking bollards and road humps should be avoided. Street clutter is a blight, as the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place. The removal of unnecessary street clutter can, in itself, make pavements clearer and more spacious for pedestrians, including the disabled, and improve visibility and sight lines for road users. Street signs should be periodically audited with a view to identifying and removing unnecessary signs. The Department for Transport has published advice to highways authorities on reducing sign clutter. Public transport, and in particular interchanges, should be designed as an integral part of the street layout. The quality of design, configuration and facilities can make interchanges feel safe and easy to use, give them a sense of place to support social, economic and environmental goals, whilst also instilling a sense of civic pride in those that use them. Physical measures intended to protect and deliver security benefits, should be considered as an integral part of the design.

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	The likelihood of people choosing to walk somewhere is influenced not only by distance but also by the quality of the walking experience. When considering pedestrians plan for wheelchair users and people with sensory or cognitive impairments. Legible design, which makes it easier for people to work out where they are and where they are going, is especially helpful for disabled people. Physical measures intended to protect pedestrians and road users, which can also deliver security benefits, should be secondary but considered as an integral part of the design. Barriers between the road and pedestrians are usually visually unattractive to the street scene, can form a hazard for cyclists who can be squeezed against them, and create the impression that the roads are for cars only; they should only be used when there is an overriding safety issue.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	Policy and paragraph text
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** Cross network challenge – • Enhance social inclusion by enabling disadvantaged people to

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	connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability. Cities and Regional Networks challenges – • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability. • Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary.The majority of air quality action plans concern road transport emissions. • Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. Integrating Air Quality

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	Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	• The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO_2) in air. **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **F. Bus Information Duty** Under the Transport Act 2000 (s139–141), local transport authorities have a duty to work with bus operators to determine what local bus information should be made available to the public, and the way in which

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	it should be made available. It should include information about bus routes, timetabling of services, fares (including concessionary fares), facilities for disabled passengers, connections with other public transport services, and any other information the authority deems appropriate in relation to its area. As part of this process, the authority should consult with local user representatives and the traffic commissioner. Where appropriate, a local transport authority should work with other authorities to carry out this duty. The LTP could set out an authority's approach to meeting this duty. **G. Local Economic Assessment Duty** The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010. **H. Children and Young People's Plan** Transport planning has a vital role to play in improving the lives of children, young people and families and should take account of the priorities for children and young people set out in the local Children and Young People's Plan (CYPP). The CYPP is central in realising national ambitions to make England the best place for children and young people to grow up. The CYPP, produced and monitored through the Children's Trust Board and delivered through the relevant partners, is firmly positioned within the overall vision for the area contained in the Sustainable Community Strategy and should be seen as part of the wider strategic planning, including transport, which is overseen by the Local Strategic Partnership. **I. Sustainable Modes of Travel Strategy** To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable modes of travel strategy. This involves assessing the travel and transport needs of all children and young people in their area, and considering how they need to plan their transport infrastructure to meet the needs of all pupils. In doing so, they are required to maximise the potential to promote and utilise sustainable modes of travel. It is advised the strategy is closely related to the LTP.

The Bus Services Act 2017 New powers and opportunities (2017)

Policy / paragraph reference	Policy and paragraph text
P4 para 1 (context/ foreword)	Buses are England's most used form of public transport, accounting for more than 60% of all public transport trips. For millions of people, the bus is a fundamental part of each and every day. Buses help commuters get to work, students to school and shoppers to the high street, and help people, wherever they are, to enjoy a wide range of services and leisure opportunities

	Strategy for improving bus services
3.1	The 2017 Act provides a new legislative framework to help bus operators and local authorities to improve local bus services and realise untapped growth potential in our cities, regions and rural areas. These powers have the potential to lead to better journeys and value for taxpayers and passengers. The powers in the 2017 Act could be used to achieve any, or all of the outcomes listed in Table 1 below: **Better journeys** • Better bus networks - serving more or different locations, operating at night or weekends. • Easier, contactless payment • More tickets that work across operators and modes • A step change in information - know when your bus will arrive and how much it will cost • Services that are more accessible for passengers with disabilities **Better places** • New and better links to job opportunities • Increased productivity • Fewer car journeys in congested town centres • Low emissions buses - improving air quality • Thriving community transport services **Better value** • Different types of discounts, for apprentices, job seekers and other groups • More joined up services - bringing regular bus services, school services and health transport together
	Supporting sustainable travel choices
3.7	The local authority's "side of the bargain" can involve providing bus-related facilities (such as bus stops, shelters, bus stations or even depots) and/or committing to take measures that directly or indirectly encourage bus patronage. Such measures could include - but are not limited to: • parking policies that encourage the use of public transport; • traffic management policies that prioritise buses; and • advertising and marketing campaigns to promote the use of local bus services.
	Enhanced Partnership agreements
3.9	An Enhanced Partnership (EP) is an agreement between a local transport authority and the majority of their local bus operators to work together to improve local bus services. It includes a clear vision of the improvements that the EP is aiming for (known as an EP plan) and accompanying actions to achieve them (set out in one of more EP schemes). The differences between an EP plan and EP scheme are set out in Table 3 below: **Enhanced Partnership Plan** • Analyse performance of the local bus market • Sets the geographical area or areas of application

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	• Sets bus improvements objectives • Explains how long the proposals will last • Explains how the related scheme will achieve the objectives
3.12	The sorts of outcomes which could be achieved with an EP are summarised in Table 4 below **Better journeys** • Better buses (e.g. Wifi) • Service frequency **Better places** • Links to employment • Better transport connections • Environmental standards • Better routes in communities (e.g. serving health and education services) **Better value** • Uniform discounts for apprentices and other groups
4.1	This part of the document seeks to bring alive some of the outcomes that the powers in the 2017 Act could be used to achieve. It outlines how partnership and franchising schemes could be implemented in ways which address important local challenges, provides important context in each of these areas and links the new powers in the 2017 Act to the wider responsibility of local authorities.
4.2	In particular, this section covers how the 2017 Act's provisions can contribute to: • providing an inclusive service for passengers; • improving environmental outcomes; • maximising social value; • improving the safety of bus services; • tackling congestion;
4.4	**Providing an inclusive service** On average, disabled people take ten times as many trips by bus as they do by rail. With one in twelve people being disabled, it is essential that bus services meet the needs of everyone wishing to use them.
4.6	**Designing an inclusive service** Where authorities are involved in the design of services, such as when establishing franchising or partnership arrangements we recommend that they: • Consult at an early stage with disabled people and groups that represent them; • Ensure that vehicles meet acceptable accessibility standards and that the roadside infrastructure provided is consistent with equality legal duties and accessibility best practice;
4.10	**Information for bus passengers**

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	Anecdotal evidence suggests that many disabled people lack the confidence to use public transport. This is often due to a lack of information on the services available to help them complete journeys safely and in comfort.
4.11	It is recommend that authorities require or encourage bus operators to make publicly available information on features of their service which assist disabled passengers, or that the authority makes available such information itself. In particular, such information should include: • Descriptions of transport networks including, where possible, the locations of accessible bus stations and stops;
4.14	**Improving environmental outcomes** Buses have a key part to play in addressing some of the country's air quality problems. Diesel buses, which make up the majority of bus fleets, contribute to the UK's level of carbon and nitrogen dioxide (NO2) emissions, with the latter contributing to poor air quality in many of our towns and cities.
4.15	Poor air quality is the largest environmental risk to public health in the UK. It is known to have more severe effects on vulnerable groups and people already suffering from pre-existing health conditions such as respiratory and cardiovascular conditions.
4.16	We therefore want to create a healthy and growing market for low and ultra-low emission buses in this country, speeding up the eventual transition to an entirely ultra-low emission bus fleet. At present, these buses only represent around 9% of buses in service in England. We are determined to increase that share, and for the UK to be at the forefront of the design, development and manufacturing of these buses.
4.34	**Tackling congestion** • Congestion has a major effect on the attractiveness of bus services, both to new and existing passengers. • The time taken to make a journey drives mode choice, determines the cost and efficiency of bus networks and is vital to customer perceptions and satisfaction. • But buses do not operate in a closed network, they form part of a dynamic and increasingly busy road system. In the UK road traffic has risen seven-fold since 1950 and on local A roads the trend over the last five years has been decreased average speeds and increased delays and journey times. • We therefore expect authorities proposing franchising and partnership schemes to consider, as part of the overall package, what measures should be taken to minimise the effects of congestion on the service to passengers and how bus services could be used to help reduce congestion more generally
4.39	No single measure is likely to tackle congestion alone. Instead, a range of measures are required, with the precise mix dependent on local factors. Bus use can significantly reduce congestion, but to do so requires high levels of occupancy (particularly during peak times). To maximise the benefits of bus services in reducing congestion, bus operators and LTAs will need to work in partnership in order to deliver services attractive enough to create a shift away from car use. A number of long standing pro-bus options exist which can help to encourage increased ridership and modal shift, such as: • Setting realistic bus timetables and scheduling services appropriately,

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	without making journey times unattractively long in typical conditions. • Bus pricing – ensuring pricing is clear and encourages frequent use, that services are affordable and seen to represent value for money when compared with other means of travel. • Better integration – a bus journey is usually only one stage of a door to door trip. Buses need to integrate with other forms of transport, with the transition made as seamless as possible. • Parking controls – often used in conjunction with park and ride schemes to encourage modal shift. This option includes increasing the cost of parking in congested areas, reducing supply in congested areas, reducing allocation to permitted users (e.g. residents) and the enforcement of rules about illegal parking. • Bus lanes and other priority measures such as signal priority - making bus use faster, more reliable and more attractive. • The literature on influencing behaviour change suggests that the optimal times for seeking to influence peoples travel choices are when they are young (i.e. before they hold a driving licence and have access to a car), and after they have changed house/occupation. Focusing efforts on specific groups (new housing or business developments, and schools) could therefore encourage increased bus use. • Smart transport innovations can be used to tackle congestion in new ways, in line with local needs. These innovations include: Data initiatives – to enable users to make informed travel choices through the provision of reliable real time, user specific information. • Cooperative Intelligent Transport Systems – using technology to allow vehicles to communicate with other vehicles, traffic signals and roadside infrastructure. • Busways and other dedicated rights of way. • Demand responsive, flexible mass transit.

London Plan (2016) Policies

Policy / paragraph reference	**Policy and paragraph text**
Chapter 2. London's Places	
Policy 2.15 Town Centres	**Planning decisions** *C Development proposals and applications for retail to residential permitted development prior approval in town centres should conform with Policies 4.7 and 4.8 and:* a) sustain and enhance the vitality and viability of the centre b) accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations c) support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services d) be in scale with the centre e) promote access by public transport, walking and cycling f) promote safety, security and lifetime neighbourhoods g) contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure

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	h) reduce delivery, servicing and road user conflict.
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:* a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban realm j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of street space that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.*
Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport	**Strategic** *A The Mayor will work with strategic partners to:* a) improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system b) co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable c) increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1. **Planning decisions** *B Development proposals that do not provide adequate safeguarding for the*

	schemes outlined in Table 6.1 should be refused. *LDF* *C Boroughs and any other relevant partners must ensure the provision of sufficient land, suitably located, for the development of an expanded transport system to serve London's needs by:* a) safeguarding in DPDs existing land used for transport or support functions unless alternative facilities are provided that enables existing transport operations to be maintained b) identifying and safeguarding in DPDs sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision, including those identified in Table 6.1.
Policy 6.4 Enhancing London's Transport Connectivity	**Strategic** *A The Mayor will work with strategic partners in neighbouring regions to:* a) ensure effective transport policies and projects to support the sustainable development of the London city region and the wider south east of England b) develop efficient and effective cross boundary transport services and policies – including exploring the scope for high speed rail services reducing the need for short- and some medium-haul air travel. *B The Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail links to support future development and regeneration priority areas, and increase public transport capacity by:* a) implementing Crossrail, the Mayor's top strategic transport priority for London (see Policy 6.5 and paragraph 6.21) b) completing upgrades to, and extending, the London Underground network c) developing Crossrail 2 d) implementing a high frequency London-wide service on the national rail network e) providing new river crossings f) enhancing the different elements of the London Overground network following the implementation of an orbital rail network g) completing the Thameslink programme h) improving and expanding London's international and national transport links for passengers and freight (for example, High Speed 2) i) seeking improved access by public transport to airports, ports and international rail termini j) improving the reliability, quality and safety of inter-regional rail services including domestic services for commuters, while safeguarding services within London k) enhancing the Docklands Light Railway and Tramlink networks **LDF preparation** *C DPDs should identify development opportunities related to locations which will benefit from increased public transport connectivity.*
Policy 6.7 Better Streets and Surface Transport	**Strategic** A The Mayor will work with TfL and boroughs to implement London wide improvements to the quality of bus, bus transit and tram services. LDF preparation B DPDs should promote bus, bus transit and tram networks, including: a) allocating road space and providing high level of priority on existing or proposed routes b) ensuring good access to and within areas served by networks, now and in future c) ensuring direct, secure, accessible and pleasant walking routes to stops

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	d) implementing TfL's Accessible Bus Stop Design Guidance e) ensuring standing, garaging and drivers' facilities are provided where needed f) making provision for retaining or creating new interchanges where appropriate.
Policy 6.11 Smoothing Traffic Flow and Tackling Congestion	**Strategic** *A The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report. The Mayor will use his powers where appropriate.* **LDF preparation** *B DPDs should develop an integrated package of measures drawn from the following:* a) promoting local services and e-services to reduce the need to travel b) improving the extent and quality of pedestrian and cycling routes c) making greater use of the Blue Ribbon Network d) improving the extent and quality of public transport e) developing intelligent transport systems to convey information to transport users f) developing integrated and comprehensive travel planning advice g) promoting and encouraging car sharing and car clubs h) smoothing traffic flow to improve journey time reliability i) applying the London street-types framework to ensure that the needs of street users and improvements to the public realm are dealt with in a co-ordinated way j) promoting efficient and sustainable arrangements for the transportation and delivery of freight.

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
10.3.6	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.

The Mayors Transport Strategy (March 2018)

Policy / paragraph reference	**Policy and paragraph text**
P155 Shaping the Bus Network para 1	Buses play a unique role in the life of London – they are the most accessible form of public transport, and they provide the widest and densest network of travel options for distances that are too long to walk or cycle. Good bus services are fundamental to achieving less reliance on the car, making efficient use of street space and supporting London's sustainable growth.
P25 para 4 The Vision, disabled access	Disabled people, who currently make up 14 per cent of London's population, on average make one third fewer trips than non-disabled Londoners and, as the city's population ages, an increasing number of Londoners could face barriers to travel.

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	Inclusive design must be used across the transport system to ensure it is accessible to all. TfL and its partners must continue to make walking and cycling environments accessible to older and disabled people, and provide lifts, level access and better customer care and information at stops and stations so people do not have to resort to private transport. The Mayor aims to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared to the full network.
Policy 1	The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
P23 Improving Public transport para 1&2	Public transport is the most efficient means of moving people over distances that are too long to walk and cycle. It supports good health, because it tends to involve some active travel. It limits the city's impact on the environment and frees up street space for people. It opens up opportunities and connects communities. The quality and accessibility of travel links are fundamental to Londoners' quality of life and there is a continuing need to improve the public transport network now, as well as to plan it well for the future.
P31 Inner London	Bus use is particularly important in inner London as it offers low-cost, accessible transport for everyone. Improving the quality of this most affordable form of public transport will help to reduce health inequalities through reduced car use. It will also unlock the potential to provide more homes. To encourage more people to travel by bus, journey times must be improved and bus services must be properly prioritised on London's streets. To further reduce car dependency and build on the success of London Overground, where passenger numbers have increased fivefold since 2007, 'orbital' rail services (connecting inner London centres to each other) and 'mini-radial' services (connecting communities to local town centres) are needed. A series of accessible 'strategic interchanges' will make it easier to switch between rail, bus, walking and cycling, and provide more step-free options in inner London.
P63	**Focus on: buses and the healthy streets approach**
	London's buses transport more people than any other public transport mode. Buses form key links to town centres and other destinations in most parts of the city and are one of the most efficient uses of road space. Buses play an important role in delivering the Healthy Streets Approach. **Public transport supports active travel** More people using public transport instead of cars means more active travel. People using public transport typically do between eight and 15 minutes of active travel a day, compared to less than one minute for those using a car. Half of all walking journeys in London are to or from public transport stations and stops. **Buses free up street space** Buses can move 70 people in the same amount of space taken up by about three cars. Many trips that people make by car, which they may not want to make by foot or cycle, can be switched to the bus. This frees up street space

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	and reduces the dominance of motor vehicles that can make streets unpleasant and discourage active travel. **Buses can reduce road danger** Buses help to reduce traffic and therefore make streets safer and easier to cross. They are also safer for their occupants than cars and are becoming increasingly safe for all road users. Vision Zero is setting the goal of reducing the number of people killed in, or by, London buses to zero by 2030. **Buses support local vitality** Buses provide essential local transport links, getting people to high streets and town centres and supporting local economic vitality. They can also reduce traffic levels and congestion in and around town centres, which can blight the experience of spending time in these areas. Allowing buses access to places that are not open to cars, and providing well-designed stations, interchanges and stops, creates more people-friendly environments where people want to stop and spend time. **Buses are accessible** For older and disabled people, and those travelling with young children, buses offer an accessible form of transport. Buses are also one of the city's most affordable public transport options and, for many, they are the easiest choice. Buses are relied upon by a wide range of Londoners as their main form of transport, allowing them to get to places they might otherwise not be able to reach. For some, buses are the only way to get around London, making addressing issues such as reliability and ease of travel essential. **Clean buses provide an alternative to polluting private vehicles** London's buses are rapidly becoming cleaner and quieter, and increasingly offer a more environmentally friendly way of travelling around London. Low Emission Bus Zones will combine cleaner buses with improved bus priority to further enhance the 'green' credentials of London's buses.
Proposal 48	*The Mayor, through TfL and working with the boroughs, will reduce the number of Londoners exposed to excessive noise and vibration levels from road transport in London by:* a) Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and using public transport.
P131 The Whole journey, para 1	It is essential to integrate bus, Tube, rail and tram services with improvements to street environments to provide Londoners with attractive alternatives to car use.
P131 The Whole Journey para 3	Stations and stops will be designed for active, efficient and sustainable onward journeys. The first things passengers will see on emerging from the station will be clear walking directions and maps, cycle hire facilities, bus connections and an attractive, accessible and inclusive public realm, rather than car parking and pick-up/drop-off spaces
Policy 14	The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to enhance London's streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently, making the transport system navigable and accessible to all and reducing the additional journey time that disabled and older users can experience
P145 para 2	In addition to making more bus stops wheelchair accessible, at key locations such as interchanges, a higher level of improvements will include improving shelters, seating, interchange information, and locating stops as close as possible to key destinations with excellent walking links.
Proposal 54	*The Mayor, through TfL and the boroughs, will improve bus accessibility by*:

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	d) Continuing to upgrade existing bus stops, including hail and ride route sections, so that they meet the wheelchair accessible standard, and ensuring that all new and amended bus stops will be wheelchair accessible as a minimum. e) Delivering a higher level of bus stop accessibility at key locations, such as major transport interchanges and key health and education hubs.
P155 The role of the bus in reducing car dependency, para 2&3	The beauty of the bus network is that it is flexible – routes are relatively easy to add and remove compared to Tube and rail lines, so they can be much more responsive to changes in demand than other forms of public transport. This means that buses can be important in supporting regeneration and social integration – where there may not be the justification for investing in expensive, permanent rail infrastructure, new bus routes can be planned to connect new communities and support housing and jobs growth. This flexibility also makes buses the perfect means of providing convenient public transport options in areas of London that are changing. As the Healthy Streets Approach is applied to realise the benefits of more walking, cycling and public transport use across the city, the character of many parts of London will change over time. Using buses to support these changes will allow public transport links to be added where they are needed now, and potentially reviewed as cycling and walking become more common options in the future.
P157, para 1	The Healthy Streets Approach will support buses by reasserting the priority of walking, cycling and public transport over car use, and taking an integrated approach to planning these complementary modes
P159, para 2	In outer London, new or enhanced bus services will be introduced to reduce car dependency and support growth, particularly around Elizabeth line stations and in areas where housing growth is expected
Proposal 57	The Mayor, through TfL, will adjust bus service volumes, and consider new types of bus service, to support measures to reduce car use in conjunction with improvements to rail services and walking and cycling environments
Proposal 58	The Mayor, through TfL and working with the boroughs, will protect buses from congestion by: a) Putting people walking, cycling and using public transport at the heart of street network design, with the needs of bus passengers considered alongside those of people walking and cycling at the earliest stages of scheme design. b) Prioritising buses alongside walking and cycling provision in day-to-day management of disruption on the street network.
P159 para 8	Protecting buses from congestion will require a bus priority programme that uses investment in specific, high-quality street changes that will protect bus journey times and improve reliability.
Proposal 59	The Mayor, through TfL and the boroughs, will seek to improve bus journey times and reliability by: e) Delivering bus priority in areas of growth to support frequency increases, for example to new developments, and for bus services providing links to new rail services, such as the Elizabeth line.
Proposal 90	The Mayor, through TfL and working with the boroughs, will complement major transport infrastructure investment with improvements to local bus services, bus priority and bus infrastructure in order to enable high-density development over a larger area and thus spread the benefits of the infrastructure investment further.
	Coaches
Proposal 76	*The Mayor, through TfL and the boroughs and other stakeholders, will ensure*

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	new coach facilities are well connected with London's public transport system while, at the same time, seeking to reduce coach kilometres travelled in central London. This will include: a) Working with stakeholders to identify and deliver replacement facilities for Victoria Coach Station through the provision of one or more hubs. b) Continuing to work with the coach industry to enable the provision of adequate on-street and offstreet coach infrastructure in appropriate locations across London for scheduled and tourist coach services, and to allow for their safe and efficient operation. c) Working with delivery partners including the coach and tourism industries to include coaches in the Fleet Operator Recognition Scheme (FORS).
P205 para 1-3	Coaches can play an important role in enabling people to access London for tourism, leisure and business, and to reach other parts of the UK and Europe. They are an affordable mode of travel and can be efficient for some group travel, such as, for example, school trips in outer London. It is important that coaches are able to operate efficiently in London and are integrated into the wider public transport and street networks. This will enable improved connectivity to national and international destinations (including airports). However, the use of coaches must be considered alongside the need to create Healthy Streets and the impact they can have on vulnerable road users. This means coaches will need to play their part in reducing vehicle dominance, particularly in central and inner London.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	**Policy and paragraph text**
	The impacts of car use London has seen real progress in encouraging people to switch from using the car to taking public transport, walking and cycling, and traffic levels have remained largely stable, despite significant growth in the city's population. However, the city's streets still suffer because of high levels of car use. Private cars are a relatively inefficient means of moving people. Cars take up 19 per cent of street space in central London, but account for only 11 per cent of journey kilometres. By comparison, buses take up only 11 per cent of street space, but account for 57 per cent of journey kilometres. We need to use the space cars take up more efficiently. As London grows towards 10 million residents by 2030, the imperative to do so will become greater – not least because of increasing congestion. Car dependency brings with it road danger and air pollution. It limits opportunities to walk and cycle, and damages the reliability of our bus services. Above all, it has tied us into living inactive lives, a situation that has contributed to one of the most serious health challenges London has ever faced. **Prioritising walking, cycling and public transport** Our vision for the future of London is of a city where people choose to visit

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	their local shops. A city where high streets are designed for people and the neighbouring streets are pleasant to be in; where people choose to take the bus instead of driving because buses are prioritised over other traffic. It is a city where essential delivery and service vehicles can get around efficiently, keeping everyone's lives running smoothly. London can become a city where people choose to walk, cycle and use public transport more, bringing huge health and wellbeing benefits to everyone. Providing more appealing walking, cycling and public transport options is the best way to reduce car use. Roughly half of all walking journeys in London are part of longer public transport journeys3 – walking to or from the bus stop or Tube station. This means an efficient and affordable public transport system is just as important as great walking and cycling routes to both the health of Londoners and the smooth functioning of the city's streets The Healthy Streets Approach *The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.* Because 80 per cent of Londoners' travel time is spent on our streets4 – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about ii) Network level: planning and managing London's transport networks How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. Developing more efficient and affordable services will make public transport the obvious choice for more journeys, and this will deliver the switch from car use that will make the streets more attractive places to walk and cycle. Designing and managing our stations and stops better will encourage more people to walk and cycle for onward journeys. Improving every street The movement of people on foot, by cycle and by public transport is central to the Healthy Streets Approach – these are the most efficient means for people to get around and they all provide health benefits. Public transport can be particularly important for people who are less able to travel on foot or by cycle A sustainable city Improving air quality is vital to making London's streets healthier. Air pollution affects the health of everyone in London and unfairly impacts on the most vulnerable people in our community. Road transport is responsible for 50 per cent of the main air pollutants, so we have an important role to play in improving air quality. The Mayor is consulting on an ambitious package of air

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	quality proposals, including bringing forward and expanding the Ultra Low Emission Zone. The 50 per cent reduction in specific harmful emissions these proposed measures are expected to deliver will help to improve London's streets. The Mayor's Air Quality Fund will continue to target pollution hotspots, the Low Emission Neighbourhoods programme will help London boroughs improve local air quality and Low Emission Bus Zones will prioritise the greenest buses on the worst polluted routes A safe city Minimising danger on our roads is fundamental to delivering streets where everyone feels safe walking, cycling and using public transport. Safety concerns are the main reasons people give for not cycling more12 and for being unwilling to let their children walk unaccompanied. Road danger disproportionately affects people travelling on foot, by cycle or by motorcycle. Adopting a Vision Zero approach – working towards the elimination of road traffic deaths by reducing the dominance of motor vehicles on our streets – will serve to put the needs of vulnerable road users first.

Land for Industry and Transport SPG

Policy / paragraph reference	**Policy and paragraph text**
SPG 16 - Buses: Garages, stations, passenger infrastructure, Coaches	In implementing London Plan policies the Mayor will and boroughs, TfL and other partners should: (i) safeguard existing land and identify future requirements for additional land, for bus operations (including depot storage and maintenance) in agreement with TfL; (ii) resist the loss of any bus garage through redevelopment unless a suitable alternative site that results in no overall loss of capacity can be found in the immediately adjacent area, or TfL agrees formally that the particular facility is no longer required; (iii) make adequate provision of land for transport functions in relevant DPDs, including where appropriate on industrial land, in response in particular to the demand for additional bus garages and depots; (iv) identify within DPDs, Opportunity Area planning frameworks (OAPFs) and masterplans land for new bus stations or improved passenger interchange facilities, supported by specific policies. Appropriate provision of facilities to serve their schemes should be made by developers, in consultation with TfL; (v) resist the loss of any existing bus station or passenger interchange, or access thereto and from, unless a suitable alternative is agreed with TfL; (vi) reflect bus priority requirements in DPDs, LIPs, development briefs and consideration of planning applications and consider features such as 'bus only' roads within major developments where they are agreed by TfL and would improve public transport accessibility, capacity and connectivity; (vii) take into account, the impact on wider road user journey time reliability, the bus network, and wider environmental impacts such as air quality that may arise from road network improvement programmes. Any proposals for new network capacity should accord with London Plan

	Policy 6.12. Land should be safeguarded within DPDs to support the development, if appropriate; (viii) resist the loss of existing bus stops, standing or driver facilities, or access thereto and from, unless suitable alternative provision is agreed with TfL. Borough DPDs and development briefs should identify sites or locations where new, improved or expanded stopping and/or stand facilities (including facilities for drivers) are required by TfL, taking opportunities to improve or provide on-street facilities and off-highway space when sites are redeveloped; (ix) resist the loss of any existing facility used to support the operation of coaches or minibuses used for scheduled services and/or private hire where possible, unless a suitable alternative arrangement is agreed with TfL. Additional facilities for coaches and minibuses should be provided in agreement with TfL and in line with London Plan parking standards; (x) give careful consideration to the location of on-street coach parking to ensure that the additional noise and traffic created does not adversely affect the amenity of existing residents and/or neighbouring uses; (xi) Westminster City Council should plan for the continued use and upgrade of Victoria Coach Station, in consultation with TfL. Borough DPDs should identify suitable additional locations for on-street coach bays (short term) and coach parking provision (mid to long term) in close proximity to key tourist destinations. Allowing temporary use of land for coach parking should be considered, particularly in Central London.

Housing SPG

Policy / paragraph reference	**Policy and paragraph text**
SPG Implementation 3.6 Sustainable Town Centres and Climate Change	Boroughs and town centre partners are encouraged to: a deliver a range of actions to support climate change mitigation and adaptation, improve air quality and manage waste collection and construction in town centres b secure economic opportunities for town centres from the transition to a low carbon capital.
SPG Implementation 4.2 Promoting Sustainable Transport Access to Town Centres	Boroughs and town centre partners are encouraged to: a promote 'sustainable modes' and improve access and capacity to and from London's town centres including rail, tube, tram, DLR, bus and interchange development works through the implementation of transport schemes in the London Plan and Mayor's Transport Strategy b ensure the provision of sufficient land, suitably located, for transport functions in line with London Plan policy 6.2 c draw upon TfL's Access to Opportunities and Services measure to inform strategic and local strategies to promote access to services located within town centres including neighbourhood and more local centres d improve the accessibility and inclusivity of town centres for communities including disabled and older people e enhance the availability of electric car charging points in town centres to help promote access and take-up of this emerging technology f examine the potential to make improvements to existing connections to town centres and address problems of severance

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	g develop town centres as cycle hubs and promoting cycling as a sustainable choice of transport, with strong leadership role for boroughs h manage congestion on the strategic highway network in town centres through a number of complementary measures such as reducing the number of short car trips, coordinating land use and transport planning, managing demand, and delivering highway enhancements i put in place measures to encourage low car use to town centres, such as Smarter Travel programmes, personal, school and workplace travel planning, promotion of car clubs and car sharing.

TfL Roads Taskforce Report

Policy / paragraph reference	**Policy and paragraph text**
Recommendations	1) The Mayor endorses the vision set out in this report and continues to make the case for a far greater investment programme in London's streets and roads. At least £30bn is needed over the next 20 years. This is a comparable level of investment to that made in the vital Tube and rail networks. 2) The Mayor adopts the core principle that the strategy must deliver overall against all three aims: transforming conditions for walking, cycling and public transport; delivering better, active and inclusive places and new city destinations; and maintaining an efficient road network for movement and access. 3) The Mayor accepts the need to be even bolder to achieve this ambition and make use of tools that have not been fully applied, including demand management and new/improved infrastructure. The Mayor must also recognise that this will entail making choices in particular locations – it will not be possible to cater fully or equally for everyone, everywhere, at the same time. 4) TfL, working with boroughs and other stakeholders, should undertake initial feasibility studies into the potential for applying these strategic measures within London. In the interim, a plan for the Inner Ring Road must be developed as a matter of urgency, given the cumulative development pressures. 5) The Mayor must ensure that TfL and other organisations involved in the management and planning of streets have fit for purpose culture, governance and resources to deliver this vision. This will require changes to be made to how things are done, as well as what is done. 6) TfL and the boroughs adopt and implement the new London street family and street-types approach as an aid to their planning and work with stakeholders. An agreed framework, key performance standards and designation of an initial set of roads should be completed before the end of 2014. Ahead of this there should be early piloting with boroughs keen to adopt this framework. 7) TfL and the boroughs implement measures from across the different toolbox compartments. This should include a focus on innovation and trialling new approaches. The Mayor should establish an innovation fund with the aim of starting five pilot schemes by the end of 2014. TfL should set out a list of regulatory changes to overcome existing barriers – linking with the Government's Red Tape Challenge. 8) TfL should establish and promote London as a world leader in traffic

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	and road network management, and more widely in 'smart' city mobility management and planning. This should use cutting edge cooperative technology, make use of new data sources and communicate with road users in real time and in new ways to deliver benefits for reliability, customer experience, safety and the environment. 9) TfL should enhance its evaluation of schemes and monitoring of what is happening on the road network. This should include monitoring of both wider network conditions and the impacts of specific interventions designed to deliver the vision. There should be an annual review of progress against the aims and recommendations set out in this report. 10) The Mayor should promote this vision and begin a wider programme of engagement with Londoners and stakeholders (representing all interests) about the future of London's streets and roads. This should include new, exciting ways of engaging and involving people, and increasing understanding about the challenges and tradeoffs, and the need for action.

Local Plan Regulation 18 Draft Policy Options

Policy / paragraph reference	**Policy and paragraph text**
T5: Buses Paragraph 11.44	No reasonable alternative policy options have been identified, as it is considered that an alternative approach to that outlined in the preferred policy option would not support the necessary bus improvements required.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	**Who raised the issue?**	**What are we doing to address the issue?**
Next iteration of LP should show indicative bus routes.	LB Brent, Hammersmith Society, Old Oak Park (DP9)	Change proposed. The Local plan shows roads which may form part of the future bus network. The routings which may run along the roads has not yet been agreed by TfL Buses.
LP Bus policy should include additional requirement for temporary provision for buses prior to permanent arrangements during the phased development of the area.	TfL	Changed proposed. T6 states that OPDC will provide temporary provision for buses, during the phased development of the OPDC area.
Bus stops should be fit for all users.	GUA, GLA	Noted. T6 highlights how OPDC will ensure all

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		residents in Old Oak and Park Royal live within 400m of high quality, convenient, safe, sheltered and personally secure passenger waiting and information countdown facilities.
Road designs needs to consider adequate space for bus operations and follow best-practice	LBHF	Noted. T6 emphasises the importance of bus operations and highlights how all new roads to be used by buses must allow appropriate highway clearance for the largest double deck vehicles and be built to an adoptable standard with sufficient widths.

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Bus Strategy	**Old Oak Common / HS2 Bus Station** • A new bus station has been secured as part of the proposed HS2 rail station. This is a critical piece of infrastructure that will provide most of the required standing provision required for the bus network in this area. The benefits are: o Creation of interchange hub between multiple bus and rail services. o Increases the catchment of the rail station spreading its connectivity benefits. o A strong terminus to maximise patronage and revenue. o Avoids unnecessary mileage for routes to reach standing elsewhere minimising operating cost by ending routes at a key attractor. o Concentrates standing reduces the need for land to be set aside for standing/turning buses around elsewhere. • This facility is currently secured as part of the proposed HS2 rail station **Old Oak Lane Rail Bridge – Increasing Clearance to allow Double-Decks to run below Great Western Mainline**

	• Bridge works would allow extension of double-deck route 7 to HS2 and allow for route 72 to be converted to double-deck vehicle operation. Double-deck vehicles provide more capacity than a typical single-deck vehicle and are a cost-effective way of providing capacity without increasing mileage, vehicles and driver duties. This is already a committed scheme as part of the HS2 scheme. • Increasing the clearance of the bridge would provide capacity for around 900 passengers per hour through the site. Extension of these routes to the HS2 station would only require an extension of under a kilometre meaning that the cost would be cheaper than introducing new routes. *Main principles behind the indicative network*: • High capacity/high frequency north-south bus spine linking OOC attractors including local town centres and key rail stations to support high density development. • Old Oak Common HS2/GWR/Elizabeth Line Bus Station becomes a central hub for the bus network in OOC. Provides comprehensive PT coverage to the site • New links to surrounding area including areas that are not served by rail. • Minimises mileage and journey times for passengers. Minimises cost of running the network. Minimises conflict with other road users through straighter direct movements
Environmental Standards Study	• Designate the entire OPDC area as a Low Emission Neighbourhood. • Strong focus on transport related measures to reduce overall air emissions. • Access to Public Transport: Provision of improved bus infrastructure including access to stops, passenger information and waiting facilities. Linked with public realm enhancements at stations **Bus Infrastructure** Bus stops should be situated near places of particular need such as local shops, health facilities, schools or sheltered housing. Precise locations will need to be determined by London Buses in consultation with highway authorities and the police. A distance of 400 metres/five minutes' walk should be used for assessing the proximity of bus stops. Design considerations include: • Providing adequate footway width to allow for waiting space as well as uninterrupted pedestrian flows • Locating bus stops close to (on the exit side of) pedestrian crossings • Where bus stops interchange with other modes they should be sited to minimise walking distance between stops • Provision for seamless cycle interchange (including cycle parking, crossings and good signage of cycle routes for onward journeys) • Incorporation of Legible London signage to improve wayfinding. **Monitoring** • Emissions from on-road transportation: fuel and electrical consumption. Included private road vehicles and buses. • Emissions from fuel combustion and grid-supplied electricity

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	for railway transportation.
Old Oak Strategic Transport Study	• identifying improved bus connections through the site, and identifying locations where any supporting infrastructure (e.g. bus stops and stands) may be required • New bus routes and infrastructure serving the development (including bus stops, stands and drivers' facilities); **Potential Measures** • New link from Hythe Road to HS2/Crossrail station for buses, pedestrians and cyclists and station traffic only • A study into the feasibility of building the proposed bridge over the WCML tracks from Old Oak to Willesden Junction to a standard that could accommodate buses; • To create an improved southern gateway to Park Royal with efficient movement to and from the strategic industrial location and a clear, safe relationship and routes between the tube, buses, heavy goods vehicles and the surrounding area and an important focal point for business in its own right • The western canal bridge will be open to all vehicles and the eastern canal bridge will be available for buses, cyclists, pedestrians and station access.
Park Royal Transport Study (Objectives)	• **1.Connecting:** Delivering an accessible and inclusive transport network that connects Park Royal with the existing and future strategic transport links; • **3.Optimising:** Improving the quality, efficiency and interoperability of the existing transport infrastructure; • **5.Innovating:** Delivering an innovative and aspirational transport network that is befitting London's leading industrial location; • **9.Sustaining:** Supporting a modal shift for trips to/from Park Royal away from private motor vehicle trips towards more sustainable modes; **PL1: Transport Panel** Established in November 2015 the Transport Panel brings together senior representatives from the local Boroughs, WestTrans, TfL, Network Rail, Crossrail and HS2. Coordinated and led by OPDC and TfL, it ensures a cross-agency planning and delivery approach for the achieving the transport objectives for Park Royal.
Park Royal Transport Study (Action Plan)	**Modified bus services in the Park Royal area Service improvements to be investigated in three main areas:** • Improved frequency and route coverage between residential areas with high car mode share for journey-to-work trips to Park Royal. • Potential to provide bus priority on key internal roads should DM5 (Parking Controls) be implemented. • Review of bus stop locations to improve catchment area and junction operations **Shuttle bus services** Provision of shuttle buses between stations and centres of work within Park Royal. Bus service improvements would need to focus on providing improved service to residential areas with high car mode share for journey-to-work trips to Park Royal, provided changes are financially

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	viable • **Connections to Old Oak** also need to be given priority to take advantage of new Crossrail services, provided changes are financially viable • **Potential to improve bus services** to provide larger vehicles and / or • **increased frequencies**. New routes and physical bus priority measures are also possible (although some of these may require parking to better managed to release road space – see DM5) • **Bus priority on key corridors** could be reviewed should DM5 (Parking Controls) identify an oversupply of on-street parking • **Bus stop locations** should be reviewed to improve catchment areas and to improve junction operations
Public Realm, Walking and Cycling Strategy	<u>Invest in Old Oak High Street</u> • The form and function of Old Oak High Street should be developed further as part of the Old Oak masterplan. Including the level and layout of provision for buses and cycling • Old Oak High Street should have bridges suitable for walking, cycling and bus travel. • Integrate bus facilities to enable the High Street to perform effectively as the main bus corridor in Old Oak, ensuring a reliable service can be delivered without reducing the experience of pedestrians and cyclists • Carefully consider the design of station entrances to prioritise walking and cycling in the local area and enable easy access to bus facilities <u>Hythe Road</u> • Ensure Hythe Road station design includes a high quality public realm beneath the viaduct and double decker buses can pass beneath the viaduct on the high street (TfL). <u>Old Oak Common/HS2 Station</u> • The interchange with buses, taxis and cycle hire at Old Oak Common HS2 Station should be integrated with the design of the Station Square at +34m with bus stops along the High Street at <u>Old Oak Station</u> • Establish a bridge at +34m over the Crossrail sidings in the first phase of the development and in later stages of development a potential deck over the Crossrail depot building at +38m • Re-configure the entrance of Old Oak Common HS2 Station in order to accommodate a minimum 22m wide High Street between the station and the depot building. • Create a station forecourt with generous pedestrian footways and interchange space • Bus stands could be accommodated within the station at lower level. • Provide bus facilities that are visible, easy and intuitive to access from the station entrance, while accommodating bus stands away from the public realm at a lower level <u>Old Oak High Street</u> • Old Oak High Street should have bridges suitable for walking, cycling and bus travel. • Integrate bus facilities to enable the High Street to perform

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	effectively as the main bus corridor in Old Oak, ensuring a reliable service can be delivered without reducing the experience of pedestrians and cyclists. • Provide bus facilities that are visible, easy and intuitive to access from the station entrance, while accommodating bus stands away from the public realm at a lower level <u>Park Royal to Old Oak to Kensal Rise</u> • Investigate how best to design; deliver and fund a high quality pedestrian and cycle link between Old Oak Common Lane and Victoria Road, including consideration of access for single decker buses. • Explore potential for a vehicular connection for single decker buses between the HS2 station and Victoria Road. This would need to be 3.1m in height. • Integrate bus facilities to enable the High Street to perform effectively as the main bus corridor in Old Oak, ensuring a reliable service can be delivered without reducing the experience of pedestrians and cyclists

Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Bus Strategy	• Western access to Victoria Road • Suitable infrastructure linking to Victoria Road is also vital in providing links to areas in Park Royal, North Acton and beyond.	• Requires Victoria Road Widening and is dependent on whether the connection between North Acton and HS2 is not delivered
	• A link road is required to serve this development running between this section of Old Oak Common Lane at the junction with Victoria Street and the proposed Old Oak High Street especially if this site is built earlier.	• Dependent on obtaining developer contribution
	• A further requirement to facilitate a North-South Bus Spine is a section of highway between North Acton and OOC. Linking Victoria Road to the HS2 station would connect these two attractors as well as the proposed Old Oak Station on the	• Requires feasibility study and funding

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	Richmond branch of London Overground. • A link between North Acton Road and Old Oak Lane would remove the need for all buses to use North Acton or Harlesden to provide a direct link between Park Royal and Old Oak Common. It would also enable a much faster, direct link between each side of this regeneration area • Park Royal South link • Park Royal North link	• Requires feasibility study and funding • Raised as an issue and requires further study.
Old Oak Strategic Transport Study	• A study into the feasibility of building the proposed bridge over the WCML tracks from Old Oak to Willesden Junction to a standard that could accommodate buses; • A more detailed review of bus services and liaison with operators, to ensure the provision of an efficient bus network to serve OOCOA and provide connections to the wider area; • *Willesden Junction station capacity enhancements* - A new bridge over the West Coast Main Line will be needed to connect Old Oak North to Willesden Junction station.	• Needs feasibility study • Study required • The feasibility of the bridge being built to a standard capable of accommodating buses will be the subject of a separate study
Park Royal Transport Strategy	• A 4% increase in bus capacity is planned and due to the existing low levels of crowding in the PM peak all routes are forecast to continue to operate with spare capacity in 2026	• The capacity requirements will be informed by the Bus Strategy and implemented by Transport for London
Public Realm,	• Investigate how best to	• Requires further

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Walking and Cycling Strategy	design; deliver and fund a high quality pedestrian and cycle link between Old Oak Common Lane and Victoria Road, including consideration of access for single decker buses. Explore potential for a vehicular connection for single decker buses between the HS2 station and Victoria Road. This would need to be 3.1m in height.	feasibility study • Requires further feasibility study
Environmental Standards Study	• Interchange with zero/ low emissions buses and public transport **Carbon Emission standards** • Indirect and direct and emissions from off-road transportation. Indirect, and direct emissions from transportation fixed infrastructure, related buildings and facilities. • Indirect emissions of vehicle fleets and transportation fixed infrastructure, related buildings and facilities. • Indirect and direct emissions related to water transportation.	• Delivery of bus interchange and low/ zero emissions buses is dependent on Tfl to deliver. • Not able to directly influence. Requires Parking and Enforcement Plan, low emission zone policies by local highway authority. • Not able to influent directly • Requires collaboration of Canal & Riverside Trust

Other evidence base

Supporting Study	Recommendations
	None

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T7: Freight, Servicing and Deliveries

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
20	To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
21	.. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should: • identify priority areas for economic regeneration, infrastructure provision and environmental enhancement;
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
31	Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary..
32	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
34	Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use

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	of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: • accommodate the efficient delivery of goods and supplies. • incorporate facilities for charging plug-in and other ultra-low emission vehicles;
95	To support the move to a low carbon future, local planning authorities should: • plan for new development in locations and ways which reduce greenhouse gas emissions.
124	Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	**Policy and paragraph text**
Climate change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums,

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	and climate change partnerships will help to identify relevant local approaches.
Title: How can local planning authorities identify appropriate mitigation measures in plan-making? **Paragraph:** 007 **Reference ID:** 6-003-20140612 **Revision Date:** 06 03 2014	Every area will have different challenges and opportunities for reducing carbon emissions from new development such as homes, businesses, energy, transport and agricultural related development. • Robust evaluation of future emissions will require consideration of different emission sources, likely trends taking into account requirements set in national legislation, and a range of development scenarios. • Information on carbon emissions at local authority level has been published by the government for 2005 onwards, and can be drawn on to inform emission reduction options. Information is also available on GOV.UK on how emissions are reported against the national target to reduce the UK's greenhouse gas emissions by at least 80% (from the 1990 baseline) by 2050. • The distribution and design of new development and the potential for servicing sites through sustainable transport solutions, are particularly important considerations that affect transport emissions. Sustainability appraisal should be used to test different spatial options in plans on emissions. • Different sectors may have different options for mitigation. For example, measures for reducing emissions in agricultural related development include anaerobic digestion, improved slurry and manure storage and improvements to buildings. In more energy intensive sectors, energy efficiency and generation of renewable energy can make a significant contribution to emissions reduction.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	**Policy and paragraph text**
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather,

	accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. The majority of air quality action plans concern road transport emissions. • Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need

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	partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. • Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy** • Local transport authorities will wish to develop LTPs which have regard not only to national transport goals but to local strategic objectives as identified in their Sustainable Communities Strategy and to priorities identified in other local documents. • The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive.

	G. Local Economic Assessment Duty The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010.

Guidance on Transport Assessments 2007 (Dft & DCLG)

Policy / paragraph reference	Policy and paragraph text
1.12	The Future of Transport and Future of Rail White Papers (DfT, 2004) set out the Government's approach to the rail industry, and for the use of rail in providing alternatives to road travel for people and freight. The railways are a vital part of the country's transport infrastructure, and the Government wants to see this continue and accelerate

London Plan (2016) Policies

Policy / paragraph reference	Policy and paragraph text
Chapter 2. London's Places	
Policy 2.15 Town Centres	Planning decisions C Development proposals and applications for retail to residential permitted development prior approval in town centres should conform with Policies 4.7 and 4.8 and: a) sustain and enhance the vitality and viability of the centre b) accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations c) support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services d) be in scale with the centre e) promote access by public transport, walking and cycling f) promote safety, security and lifetime neighbourhoods g) contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure h) reduce delivery, servicing and road user conflict.
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:*

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	a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban realm j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of street space that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated*.
Policy 6.3 Assessing Effects of Development on Transport Capacity	**Planning decisions** *A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.* *B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.* *C Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan1 and should be co-ordinated with travel plans.* *LDF preparation* *D Boroughs should take the lead in exploiting opportunities for development*

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	in areas where appropriate transport accessibility and capacity exist or is being introduced. Boroughs should facilitate opportunities to integrate major transport proposals with development in a way that supports London Plan priorities. *E LDFs should include policies requiring transport assessments, travel plans*, construction logistics and delivery/servicing plans as set out in C above.
Policy 6.11 Smoothing Traffic Flow and Tackling Congestion	**Strategic** *A The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report. The Mayor will use his powers where appropriate.* *LDF preparation* *B DPDs should develop an integrated package of measures drawn from the following:* a) promoting local services and e-services to reduce the need to travel b) improving the extent and quality of pedestrian and cycling routes c) making greater use of the Blue Ribbon Network d) improving the extent and quality of public transport e) developing intelligent transport systems to convey information to transport users f) developing integrated and comprehensive travel planning advice g) promoting and encouraging car sharing and car clubs h) smoothing traffic flow to improve journey time reliability i) applying the London street-types framework to ensure that the needs of street users and improvements to the public realm are dealt with in a co-ordinated way j) promoting efficient and sustainable arrangements for the transportation and delivery of freight.
Policy 6.13 Parking	**Strategic** *A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.* *B The Mayor supports Park and Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.* *Planning decisions* *C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).* *D In addition, developments in all parts of London must:* a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles b) provide parking for disabled people in line with Table 6.2 c) meet the minimum cycle parking standards set out in Table 6.3 d) provide for the needs of businesses for delivery and servicing. **LDF preparation** E a) the maximum standards set out in Table 6.2 in the Parking Addendum should be used to set standards in DPDs. b) in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people) c) in town centres where there are identified issues of vitality and viability,

	the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole d) outer London boroughs wishing to promote a more generous standard for office developments would need to take into account in a DPD – a regeneration need – no significant adverse impact on congestion or air quality – a lack (now and in future) of public transport – a lack of existing on or off street parking – a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds – a requirement, via Travel Plans, to reduce provision over time. e) Outer London boroughs should demonstrate that they have actively considered more generous standards for housing development in areas with low public transport accessibility (generally PTALs 0-1) and take into account current and projected pressures for on-street parking and their bearing on all road users, as well as the criteria set out in NPPF (Para 39).
Policy 6.14 Freight	**Strategic** *A The Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.* *Planning decisions* *B Development proposals that:* a) locate developments that generate high numbers of freight movements close to major transport routes b) promote the uptake of the Fleet Operators Recognition Scheme construction logistics plans, delivery and servicing Plans and more innovative freight solutions, reflecting the positive experience of the Olympics and seeking opportunities to minimise congestion impacts and improve safety. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight c) increase the use of the Blue Ribbon Network for freight transport will be encouraged. **LDF preparation** *C DPDs should promote sustainable freight transport by:* a) safeguarding existing sites and identifying new sites to enable the transfer of freight to rail and water b) identifying sites for consolidation centres and 'break bulk' facilities c) safeguarding railheads for aggregate distribution.
Chapter 7. London's Living Spaces and Places	
Policy 7.26 Increasing the use of the Blue Ribbon Network for Freight Transport	**Strategic** *A The Mayor seeks to increase the use of the Blue Ribbon Network to transport freight.* *Planning decisions* *B Development proposals:* a) should protect existing facilities for waterborne freight traffic, in particular safeguarded wharves should only be used for waterborne freight handling use. The redevelopment of safeguarded wharves for other land uses should only be accepted if the wharf is no longer viable or capable of being made viable for waterborne freight handling, (criteria for

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	assessing the viability of wharves are set out in paragraph 7.77). Temporary uses should only be allowed where they do not preclude the wharf being reused for waterborne freight handling uses (see paragraph 7.78). The Mayor will review the designation of safeguarded wharves prior to 2012. b) which increase the use of safeguarded wharves for waterborne freight transport, especially on wharves which are currently not handling freight by water, will be supported c adjacent or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance c) close to navigable waterways should maximize water transport for bulk materials, particularly during demolition and construction phases LDF preparation *C Within LDFs boroughs should identify locations that are suitable for additional waterborne freight*.
Policy 7.30 London's Canals and Other Rivers and Waterspaces	**Planning decisions** *A Development proposals along London's canal network and other rivers and waterspace (such as reservoirs, lakes and ponds) should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.* *B Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by:* a) preventing their partial or complete in-filling (see paragraph 7.103) b) promoting their use for mooring visiting cruise ships and other vessels c) encouraging the sensitive use of natural landscaping and materials in and around dock areas d) promoting their use for water recreation e) promoting their use for transport **LDF preparation** *C Within LDFs boroughs should identify any local opportunities for increasing the local distinctiveness and use of their parts of the Blue Ribbon Network*.

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
Policy T7	*A Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight and servicing 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 and servicing at an area-wide level 3) Seek to reduce emissions from freight, such as through sustainable last-mile schemes and the provision of rapid electric vehicles charging points for freight vehicles. Such strategies should be developed through policy of though the formulation of a masterplan for a planning application. *B 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.*

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	C Wharves and railheads involved in the distribution of aggregates should be safeguarded in line with Policy SI9 Safeguarded waste sites, Policy SI10 Aggregates and Policy SI5 Water infrastructure *D Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.* *E Development proposals for new consolidation and distribution facilities should be supported provided that they:* 1) Deliver mode shift from road to rail or water without adversely impacting passenger services (existing or planned) and without generating significant increases in street-based movements. 2) Reduce traffic volumes within London 3) Reduce emissions from freight and servicing trips 4) Enable sustainable last-mile movements, including by cycle and electric vehicle. *F Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. 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.* *G Developments should be designed and managed so that deliveries can be received outside 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.* *H At large developments, facilities to enable micro-consolidation should be provided with management arrangements set out in Delivery and Servicing Plans.* *I Development proposals must adopt appropriate construction site design standards to 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.*
10.1.3	The Mayor will work with partners to minimise servicing and delivery trips on the road network including thorough consolidation. He will promote efficient and sustainable essential freight functions, including by road, rail, water and, for shorter distances, bicycle.
10.7.1	An efficient freight network is necessary to support the function of the city. This policy seeks to facilitate sustainable freight movement 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 uses.
10.7.3	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, as well as the retiming of movements to avoid peak hours. Where kerbside loading is required it should be designed to minimise the impact on other road users and pedestrians and seek to minimise the transfer distances from vehicle to destination.
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.

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10.7.5	Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including addressing missed deliveries. Appropriate measures including 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	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 lie with this guidance and adopt the latest standards around safety and environment performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety) 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 with a Construction Logistics Plan. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level.

Mayor of London Transport Plan (March 2018)

Policy / paragraph reference	**Policy and paragraph text**
P23 para 3 The Vision	Making streets work for people will provide huge economic benefits not only through revitalising town centres and attracting business to London, but also by freeing up space for the essential freight and commercial journeys that keep London's businesses functioning. Improving the efficiency of freight and commercial traffic, alongside reductions in car use, will help to keep London's streets operating well for the benefit of the city's businesses and the Londoners who rely on them. Without action now, freight traffic in the central London morning peak is expected to increase by up to 10 per cent in the next ten years. Accordingly, the Mayor aims to reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041, to help keep streets operating efficiently for essential business and public transport trips.
Policy 5	The Mayor, through TfL and the boroughs, and working with stakeholders, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041.
P77 para 3	To allow London's businesses to continue to receive the goods and services they need to flourish, while ensuring that London's streets become better places for people, all aspects of freight and servicing activity must be actively managed in an integrated way. Strong partnership working and the involvement of the whole supply chain will be essential to help make more efficient use of London's street network.
	The growth of freight traffic in London
P79	The growth of freight traffic in London Currently, lorries and vans account for around one fifth of road traffic in London and about one third in central London during the morning peak. As London grows, the volume of freight and servicing trips is also forecast to grow unless action is taken. This would place further pressure on street and kerb space. The majority of freight trips are made by vans – of which there are almost four for every HGV – and

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	these have been growing since the 1970s. Without action now, growth in the number of van trips can be expected to continue as a result of: • Business and residential customers increasingly demanding quicker and more flexible deliveries and servicing • The continued growth of the service sector • Rising land values forcing logistics activities further out of town and leading businesses to reduce storage space in their premises, resulting in longer trips and more frequent deliveries • Road congestion and limited loading facilities requiring more vehicles to deliver the same amount • Rising costs and a shortage of HGV drivers leading to freight being moved out of HGVs into vans. To achieve this strategy's overall aim of increasing travel by active, efficient and sustainable modes of transport, action is needed to address the above challenges. This means providing a policy and regulatory framework that will ensure that freight and servicing trips are made as efficiently as possibly – using the right modes, at the right time, at the right frequency, and following the right route.
	Improving the efficiency of freight networks
	About 90 per cent of freight trips, and the majority of servicing trips, are carried out by road. Rail and water carry the remainder, and are particularly important for heavy and containerised goods, with about 40 per cent14 of construction materials being brought into London by rail, for example. Shifting more freight onto these cleaner modes will enable improvements to be made against the Healthy Streets Indicators, help to reduce congestion and free up space on the road network for walking, cycling and buses. Through the London Plan, the Mayor will require all new development proposals to demonstrate in their Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. The London Plan will also safeguard wharves and railheads15. The Mayor will support the Port of London Authority (PLA) and the Canal and River Trust (CRT) to identify the wharves and piers that have the most potential to support the modal shift of freight from road to water. This will include ensuring that cargo-handling facilities are provided to accommodate new intermodal freight operations, such as roll-on roll-off deliveries, micro-containerisation and cargo cycles. The Mayor, through TfL and working with Network Rail, the DfT, rail freight operating companies and port operators, will review London's strategic freight network. This will seek to identify opportunities to get more of London's freight closer to its final destination by rail and to make the most of London's rail freight opportunity, and to identify opportunities for capacity and capability enhancements where these will not impact existing and future passenger services, and where the benefits will be seen within London. Freight and servicing trips that are made by road need to be efficient with, for example, vehicles making fewer trips to deliver the same or greater amount of goods. The Mayor, through TfL, will work with the boroughs, freight operators and London's businesses to consider the benefits of establishing regional consolidation and distribution centres in inner and outer London.

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	The identification and protection of new sites for load consolidation, particularly those adjacent to rail or river services, is supported by the London Plan and will be considered through the planning process. The use of these centres will be encouraged through the requirement for Construction Logistics Plans in the planning process. Improving freight consolidation options for the construction sector will be particularly beneficial. The sector generates over one third of peak HGV trips and almost one quarter of van trips. The construction industry benefits from a number of existing construction consolidation centres. The Mayor supports the creation of further such facilities to complete a network of construction consolidation centres, enabling all of London to be within a 30-minute drive of a construction consolidation centre. This will require the support of boroughs, operators, developers and others to identify sites to complete the existing network. Reducing the number and impact of freight and servicing trips on London's streets will require close partnership working between the freight industry, Business Improvement Districts (BIDs), individual businesses, the boroughs, London Councils, the PLA, the CRT, Network Rail and TfL, and will require action at all levels of the supply chain. The Mayor will therefore ask the Freight Forum to continue its coordination efforts to ensure freight and servicing make the most efficient use of London's street network.
Proposal 16	The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by: a) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London. b) Increasing the proportion of freight moved on London's waterways. c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.
	Reducing the impact of delivery and servicing activity on central London and in town centres
Para 1	Adopting the Healthy Streets Approach and delivering changes to London's streets through initiatives including Liveable Neighbourhoods and zero emission zones will require fundamental changes to the way freight and servicing trips are managed at the local level. Streets that are less traffic-dominated will still require adequate provision for delivery and servicing.
Para 3	Joint procurement practices will be complemented by establishing micro-distribution facilities from which goods can be delivered by foot, cycle or electric vehicle. In some places, these will be dedicated distribution centres, such as the one in Regent Street, but others may 'pop up' for short periods of the day in car parks, from a freight vehicle parked on the street or from a barge moored at a wharf. TfL will work with the London boroughs to give priority to micro-distribution centre vehicles such as these, as well as other zero emission freight and servicing vehicles, through local loading and access restrictions
Proposal 17	The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, Business Improvement Districts (BIDs) and individual businesses, to

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	improve the efficiency of last mile deliveries and servicing. This will be achieved by: a) Supporting BIDs and other clusters of businesses to jointly procure goods and services. b) Establishing a network of micro-distribution services and facilities served by zero emission vehicles and walking and cycling deliveries. c) Re-timing goods and services to the times where they will have least impact on streets. d) Using local access and loading restrictions to support more efficient freight practices. e) Improving the design and management of loading and servicing activities at the kerbside and off-street. f) Developing an online tool, incorporating a 'London lorry standard', to simplify the regulatory environment for HGVs operating in London.

Mayor of London Environmental Strategy Draft (2017)

Policy / paragraph reference	Policy and paragraph text
P81 para 2 to 5	The Mayor has set a number of targets to cut emissions and reduce the amount of freight movement in central London. This includes reducing construction traffic by five per cent by 2020, and reducing the number of freight trips during the morning peak by ten per cent by 2026. This can be achieved by: • stimulating the supply, and increasing the take up, of low emission commercial vehicles through regulatory, procurement and pricing incentives • making the most efficient use of vehicles by developing a strategic consolidation and distribution network to protect industrial land and reduce the impact of freight and servicing trips on London's streets (Box 5 describes a low emission freight pilot) • examining other ways in which freight can be delivered and moved around. For example, using cargo bikes and motorbikes for shorter, smaller deliveries in central London and town centres, and making better use of river and rail services.
Proposal 4.2.1e Para 1&2 and 4 to 7	**The Mayor aims to reduce emissions from freight through encouraging a switch to lower emission vehicles, adopting smarter practices and reducing freight movements through better use of consolidated trips** Almost all of London's freight is carried by road, using diesel vehicles. This activity accounts for over ten per cent of PM2.5 emissions11 and around a fifth of traffic in the capital.12 In the morning peak, freight traffic is around a third of the total traffic in central London. London's freight movement is also growing in an inefficient way. Many deliveries of non-time critical goods are unnecessarily made at

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	congested times of the day. Lorries and vans are often less than half full. It is estimated as many as two in every three delivery slots are missed.13 This means repeat trips, which cause even more congestion and emissions. The Mayor will work with London Councils on possible changes to the London Lorry Control Scheme, which controls the movement of heavy goods vehicles at night and at weekends, so that the scheme can reduce emissions of air quality pollutants and CO2, as well as minimising noise and encouraging safer vehicle design. ….. The Mayor has set a number of targets to cut emissions and reduce the amount of freight movement in central London. This includes reducing construction traffic by five per cent by 2020, and reducing the number of freight trips during the morning peak by ten per cent by 2026. 11 Transport statistics Great Britain 2013 12 NOx emissions in Greater London LAEI 2010 13 Online Shopping Report conducted by ICM on behalf of the GLA in August 2015 This can be achieved by: • stimulating the supply, and increasing the take up, of low emission commercial vehicles through regulatory, procurement and pricing incentives • making the most efficient use of vehicles by developing a strategic consolidation and distribution network to protect industrial land and reduce the impact of freight and servicing trips on London's streets (Box 5 describes a low emission freight pilot) • examining other ways in which freight can be delivered and moved around. For example, using cargo bikes and motorbikes for shorter, smaller deliveries in central London and town centres, and making better use of river and rail services.
Proposal 4.2	1f. **The Mayor will work with stakeholders to understand the barriers to deploying ultra low emission auxiliary power units on vehicles and encourage further take up in London** Secondary engines or, auxiliary power units, are used on some vehicles mostly to provide refrigeration for cool or frozen food deliveries. Although they are generally small, these engines commonly run on 'red diesel'14 and are regulated to a much lower standard than the main vehicle engine. There are ultra low emission alternatives available, but they are not widely used. The Mayor will work with stakeholders to understand the barriers to deployment, and promote the use of cleaner auxiliary power units when possible. This will include considering the appropriate tax treatment of 'red diesel', so that a switch to ultra low emission technologies can be financially incentivised.
Policy 4.2.2	**Reduce emissions from non-road transport sources, including by phasing out fossil fuels** **Proposal 4.2.2a The Mayor will work with government and relevant groups to reduce emissions from activity on London's waterways** London's waterways are multifunctional assets and the Mayor will work to promote their protection and water related use, benefitting the environment as well as the health and well-being of Londoners. The term 'waterways' does not only refer to the River Thames, its tributary rivers and canals, but also to other water spaces including docks, lakes and reservoirs (Figure 14). This network of linked waterways is of cross cutting and strategic importance for London. Every London borough contains some waterways – 17 border the Thames and 15 contain

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	canals.
Policy 4.2.2 Proposal 4.2.2a Para 1 and 7	**Reduce emissions from non-road transport sources, including by phasing out fossil fuels** **The Mayor will work with government and relevant groups to reduce emissions from activity on London's waterways** London's waterways are multifunctional assets and the Mayor will work to promote their protection and water related use, benefitting the environment as well as the health and well-being of Londoners. The term 'waterways' does not only refer to the River Thames, its tributary rivers and canals, but also to other water spaces including docks, lakes and reservoirs (Figure 14). This network of linked waterways is of cross cutting and strategic importance for London. Every London borough contains some waterways – 17 border the Thames and 15 contain canals To enable cleaner vessels to use the waterways, the Mayor will encourage new and refurbished wharves, piers and canal moorings to generate renewable power onsite. Where appropriate, shore power or refuelling facilities for low emission fuels should be provided for all vessels moored onsite. Provision of shore power will be most encouraged at residential moorings.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	Policy and paragraph text
	ii) Network level: planning and managing London's transport networks How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive. We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and road danger is reduced. **Partnership working** Businesses will benefit greatly from the economic improvements the Healthy Streets Approach will deliver. We will continue to work with them to apply the Healthy Streets Approach and manage the impacts of freight on London's

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	streets. **Improving every street** London's streets function in two ways – as places where the city's social, economic and cultural life plays out, and as means for moving people and goods. Londoners' quality of life is dependent on both. We all want to have appealing places to visit and spend time in, just as we need to have goods delivered to our local shops and to get around ourselves. The interaction between the need to create attractive places and the need to move goods and people varies from street to street. For example, bus routes can have a strategic significance for the movement of people, while high streets should be great places to dwell and spend time. Understanding these interactions will over time allow us to improve every street in the best way – keeping London functioning while making it a better place to live. **A sustainable city** Improving air quality is vital to making London's streets healthier. Air pollution affects the health of everyone in London and unfairly impacts on the most vulnerable people in our community. Road transport is responsible for 50 per cent of the main air pollutants, so we have an important role to play in improving air quality. The Mayor is consulting on an ambitious package of air quality proposals, including bringing forward and expanding the Ultra Low Emission Zone. The 50 per cent reduction in specific harmful emissions these proposed measures are expected to deliver will help to improve London's streets. The Mayor's Air Quality Fund will continue to target pollution hotspots, the Low Emission Neighbourhoods programme will help London boroughs improve local air quality and Low Emission Bus Zones will prioritise the greenest buses on the worst polluted routes.

Westrans Freight Strategy, as accessed 29/03/2018@13:16.

Policy / paragraph reference	**Policy and paragraph text**
Initiative 2 Consolidation	One of the most promising behavioural changes in delivery and servicing operations is that of consolidation. Its attractiveness is due to the fact that it jointly achieves an improvement in supply chain efficiency with a reduction in vehicle activity and its associated negative impacts. This stems from the fact that consolidation allows companies to do more with less (i.e. to move more goods with fewer freight transport inputs). Some companies and public sector organisations both in London, the UK and internationally are already making use of delivery and servicing consolidation, and reap the benefits of doing so.
Initiative 3 Last mile Logistics	The term 'last mile' has been adopted by the logistics sector to describe the last leg of the supply chain. This last leg can sometimes be the least efficient link in the supply chain and includes all of the challenges of delivering goods to urban areas. Last mile logistics, by its nature, helps to foster innovation and change and is sometimes seen as an alternative to the traditional logistics delivery model. Consultation with stakeholders identified last mile logistics as a key area of interest for both the public and private sector alike.

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Initiative 4 Re-timing deliveries	Retiming deliveries is recognised as having huge potential to re-shape how goods are moved, delivered and collected, especially in urban areas such as West London
Initiative 5 Delivery and servicing	Engagement with stakeholders revealed that Delivery and Service Plans (DSPs) are already secured through the planning process across the sub-region. A DSP is a plan to make sure that freight vehicle activity to and from the target location is working effectively for everyone. The DSP will seek to improve the safety, efficiency and reliability of deliveries, collections and servicing trips. The value of DSPs is clear; however the quality of the DSPs produced, their implementation and subsequent monitoring appears to vary significantly. Therefore to help improve the quality of DSPs produced, an online DSP creator is being developed. This will allow DSPs to be created easily and ensure robust and practical measures are included along with an appropriate management and monitoring regime.
Initiative 6 Construction Logistics	In addition to CLPs (Construction Logistics Plans), construction consolidation is also seen as a key tool to help manage and control construction logistics for the benefit of everyone. Therefore investigating construction consolidation opportunities is another action that could yield significant benefits.

TfL Roads Taskforce Report

Policy / paragraph reference	**Policy and paragraph text**
Recommendations	1) The Mayor endorses the vision set out in this report and continues to make the case for a far greater investment programme in London's streets and roads. At least £30bn is needed over the next 20 years. This is a comparable level of investment to that made in the vital Tube and rail networks. 2) The Mayor adopts the core principle that the strategy must deliver overall against all three aims: transforming conditions for walking, cycling and public transport; delivering better, active and inclusive places and new city destinations; and maintaining an efficient road network for movement and access. 3) The Mayor accepts the need to be even bolder to achieve this ambition and make use of tools that have not been fully applied, including demand management and new/improved infrastructure. The Mayor must also recognise that this will entail making choices in particular locations – it will not be possible to cater fully or equally for everyone, everywhere, at the same time. 4) TfL, working with boroughs and other stakeholders, should undertake initial feasibility studies into the potential for applying these strategic measures within London. In the interim, a plan for the Inner Ring Road must be developed as a matter of urgency, given the cumulative development pressures. 5) The Mayor must ensure that TfL and other organisations involved in the management and planning of streets have fit for purpose culture, governance and resources to deliver this vision. This will require changes to be made to how things are done, as well as what is done. 6) TfL and the boroughs adopt and implement the new London street family and street-types approach as an aid to their planning and work

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	with stakeholders. An agreed framework, key performance standards and designation of an initial set of roads should be completed before the end of 2014. Ahead of this there should be early piloting with boroughs keen to adopt this framework. 7) TfL and the boroughs implement measures from across the different toolbox compartments. This should include a focus on innovation and trialling new approaches. The Mayor should establish an innovation fund with the aim of starting five pilot schemes by the end of 2014. TfL should set out a list of regulatory changes to overcome existing barriers – linking with the Government's Red Tape Challenge. 8) TfL should establish and promote London as a world leader in traffic and road network management, and more widely in 'smart' city mobility management and planning. This should use cutting edge cooperative technology, make use of new data sources and communicate with road users in real time and in new ways to deliver benefits for reliability, customer experience, safety and the environment. 9) TfL should enhance its evaluation of schemes and monitoring of what is happening on the road network. This should include monitoring of both wider network conditions and the impacts of specific interventions designed to deliver the vision. There should be an annual review of progress against the aims and recommendations set out in this report. 10) The Mayor should promote this vision and begin a wider programme of engagement with Londoners and stakeholders (representing all interests) about the future of London's streets and roads. This should include new, exciting ways of engaging and involving people, and increasing understanding about the challenges and trade-offs, and the need for action.

Housing SPG

Policy / paragraph reference	**Policy and paragraph text**
SPG Implementation 3.6 Sustainable Town Centres and Climate Change	Boroughs and town centre partners are encouraged to: a deliver a range of actions to support climate change mitigation and adaptation, improve air quality and manage waste collection and construction in town centres b secure economic opportunities for town centres from the transition to a low carbon capital.
SPG Implementation 4.4 Town Centre Deliveries and Servicing	Boroughs and town centre partners are encouraged to: • support the efficient distribution of goods and services to town centres and resolve tensions related to the impact of the development on traffic flows and congestion and the amenity of neighbouring residents.

Healthy Streets for London

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Policy / paragraph reference	Policy and paragraph text
The Healthy Streets Approach	**The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.** Because 80 per cent of Londoners' travel time is spent on our streets – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about. The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets. To deliver the Healthy Streets Approach, changes are required at three main levels of policy making and delivery: **i) Street level** Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. An important measure of success will be positive changes to the character and use of the city's streets. We can provide high-quality environments with enough space for dwelling, walking, cycling and public transport use. We can enhance our streets with seating, shade and greenery, and reduce the dominance of vehicles by designing for slower vehicle speeds. We can hold events and activities that entice people out to shop, play and chat, including temporarily closing streets to cars. All of these measures will improve Londoners' experience of individual streets, encouraging them to live active lives. **ii) Network level: planning and managing London's transport networks** How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better. Developing more efficient and affordable services will make public transport the obvious choice for more journeys, and this will deliver the switch from car use that will make the streets more attractive places to walk and cycle. Designing and managing our stations and stops better will encourage more people to walk and cycle for onward journeys. We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive. We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and

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	road danger is reduced. **iii) Strategic level: policy and planning** London's rapid growth means we will need to move people more efficiently to keep the city functioning and to maintain and improve the quality of life of its residents. Planning a city where walking, cycling and public transport are the first choices for travel is the only way for us 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. By establishing clear policies in the London Plan – the Mayor's spatial planning document for the whole of London – and by working with developers and local authorities, we can ensure that new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way. The Mayor's Transport Strategy will also set out a broader approach to reducing car dependency and enabling a shift to more walking, cycling and public transport use. The document will provide a strategic overview of how streets and public transport services can be planned to help Londoners make healthy travel choices across the Capital.

Local Plan Regulation 18 Draft Policy Options

Policy / paragraph reference	**Policy and paragraph text**
T8: Freight, servicing and deliveries Paragraph 11.70	No controls over deliveries and servicing. This policy option may have some attraction for businesses. However, if no measures were put in place to control servicing and deliveries, HGVs and LGVs flow would increase drastically, exacerbating the congestion issues in the development area, as well as having noise and environmental impacts, affecting the public realm and using up road space.
T8: Freight, servicing and deliveries Paragraph 11.71	Ban deliveries and servicing by larger vehicles. This policy option would provide benefits to the public realm, pedestrians and cyclists and would reduce the congestion sometimes caused by HGVs. However, banning larger vehicles completely would negatively impact businesses.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
We need to consider the needs and methods of both people and freight transport from first principles, and design Old Oak Common, and increasingly Park Royal, for the current and imagined requirements of the next 10 to 100 years.	Local resident	Noted. The transport policies encourage effective and integrated management of streets to future-proof for changes in the surrounding context, life-style and technological changes. Policy T8 promotes the implementation and safeguarding of future innovative and smart technologies in relation to freight, servicing and delivery that maximise the efficiency and interoperability of the transport network.
LP should acknowledge the role of rail freight in the area and policies should seek to facilitate it (including during construction).	GLA, TfL	Noted. T7 acknowledges the role of rail in delivering goods in a sustainable and efficient way.
Policy should acknowledge demand for home deliveries to residential developments and design should reflect this.	GLA, TfL	Noted. T7 highlights how OPDC is seeking to provide provision of click and collect space. Delivery collection centres will be required at appropriate public transport interchanges in order to minimise the number of vehicular deliveries to residential units. For residential deliveries T7 also advocates that off street solutions for servicing should be adopted, where possible, utilising different ground levels including basement and void areas within multi storey structures.
Individual DSPs should include information on vehicle volumes, routes (avoiding congested or sensitive locations), timing (avoiding the peak hours), a method of measurement & enforcement.	GLA, TfL	Change proposed. T7 ensures that individual DSPs address information on vehicle volumes, routes (avoiding congested or sensitive locations), timing (avoiding the peak hours), a method of measurement & enforcement by requiring developers to produce and demonstrate this.

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Ensure sufficient space for off-street provision for servicing/facilities for deliveries, specifically in 'car-free' developments.	GLA, TfL	Change proposed. T7 ensures that where possible, developers provide off-street servicing facilities within all new developments.
Freight policy needs to make reference to use of canal and commit to maximising use of it for freight purposes.	Inland Waterways Association	Change proposed. T7 states that where possible freight goods will be delivered using the canal.
Need to consider last-mile of freight - amenable to smaller & electric vehicles.	Inland Waterways Association	Change proposed. T7 notes how OPDC will seek to maximise the use of last mile deliveries by sustainable mode.

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Circular and Sharing Economy Study	• A local food market A place to sell locally grown produce from rooftop and other urban farming activities to the community. Produce is grown and consumed within the district, minimising incoming food miles and cost, whilst cultivating local skills and involvement. • Strategic Zoning of Vehicle Access Creating vehicle free zones through the strategic re-routing of vehicles across road networks. • Canal Transportation Transportation by canal involves placing filled containers on a barge or container ship. It is a highly efficient mode of waste transport e.g. a single 300 tonne barge can take up to 15 waste transfer trucks off the road thereby significantly reducing congestion on roads. • Rail Transportation Transportation by rail uses containers mounted on flatbed wagons. The environmental benefits of rail transport over road transport include lower air emissions at source, greater fuel efficiency and reduced road congestion • Drone Logistics Unmanned aerial vehicles that are capable sensing the environment around it and navigating without human input for use in the movement of goods.

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	• Consolidation Centres A facility where materials and deliveries going into or out of an area are combined to reduce the vehicles on the road • Autonomous Road logistics Self-driving municipal bots undertaking tasks from waste collection to street maintenance.
Old Oak Strategic Transport Study	**8.4.5 Future proofing for appropriate freight services** **With the amount of residential and commercial development planned with the OOCOA, there will be a corresponding increase in the amount of construction traffic and the number of servicing trips to and from the area. Setting out a framework to manage both construction logistics and servicing activity will help minimise the impacts and reduce the number of vehicles in the area and associated pressure on the highway network.** **The following interventions are proposed:** • Adoption of a site-wide Construction Logistics Strategy • Requirement for site-specific Construction Logisits Plans (CLPs) • Consolidation centres(s); • Provision of Delivery and Servicing Plans (DSPs); • Re-timing deliveries to outside of peak periods; and • Concierge services *Future proofing for appropriate freight services* • Consolidation centres; • Provision of Delivery and Servicing Plans; • Re-timing deliveries to outside of peak periods; • Concierge services; **Ensure the future freight / servicing demands within the OA can be accommodated by:** • Proposing a package of measures which will help mitigate the impact of freight traffic on the local highway network.
Park Royal Transport Strategy	• **1.Connecting:** Delivering an accessible and inclusive transport network that connects Park Royal with the existing and future strategic transport links; • **2.Mitigating:** Managing, and mitigating, the cumulative wider OA construction and demand growth impacts upon the Park Royal transport network, for both businesses and residents; • **3.Optimising:** Improving the quality, efficiency and interoperability of the existing transport infrastructure • **4.Supporting:** Enabling existing businesses to operate more effectively and enhancing liveability for existing residents; • **5.Innovating:** Delivering an innovative and aspirational transport

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	network that is befitting London's leading industrial location; • **7.Facilitating (Employment):** Supporting the growth and intensification of Park Royal businesses and facilitating the creation of 10,000 additional jobs; •
Park Royal Transport Strategy (Action Plan)	• **HGV corridors** Designation of HGV corridors to help focus these vehicle movements on specific routes with design enhancements focused on these users and those most vulnerable. Could also free up capacity on the remaining part of the network. • **Low emissions zone** Enforcement of a low emissions zone in and around Park Royal to encourage fleet reorganization and to bring vehicles up to the required emissions standards. • **Delivery and service plans** A Delivery and Servicing Plan (DSP) establishes a framework for the effective management of freight vehicle activity. Provides benefits to participating organisations, suppliers and the local community. • **Freight consolidation** Limiting the number of freight and servicing trips either through consolidation sites, provision of consolidated services to businesses, delivery coordination or a combination of all three. • **Parking and loading controls** Integrated, cross-borough Controlled Parking Zones (CPZ) can reduce confusion and facilitate enforcement. Combined with facilitation of kerbside loading facilities to allow businesses to function provides potential to better utilize existing road space. • **Waterborne freight movements** Movement of freight by water can be more efficient and environmentally sustainable than road freight. The Grand Union Canal running through the area provides a potential route for waterborne freight – Powerday have an operational freight wharf. • **Rail freight** Park Royal is located in close proximity to the North and West London Lines and Dudding Hill Line with established freight facilities at Willesden Junction. Future investments in rail • capacity may create opportunities for more freight to use this mode and be taken off the roads. • **Smart management of the transport network** to maximise the efficiency of its use. Transport networks servicing Park Royal should adopt existing and future technologies that result in: a) Fewer servicing and freight trips; b) A growth in the mode share of sustainable modes; c) Effective management and distribution of demand across the available transport modes; d) A behavioural change in travellers; e) Improved protection for vulnerable road users; f) Prioritisation of high-value trips. • **Smart management** could be implemented by taking advantage of already available tools and case studies such as the FORS scheme developed by TfL (see Case Study). Also could engage local businesses and stakeholders in adopting or developing specific tools with replication and scaling potential • **Potential to design for Automated Vehicles** to streamline their integration and take advantage of capacity and efficiency benefits they provide • **Potential to become a test bed for emerging technologies** to

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	ensure they are implemented at the earliest opportunity – for example as part of TfL's Surface Intelligent Transport System (SITS) programme • **A Delivery and Servicing Plan (DSP)** establishes a framework for the effective management of freight vehicle activity and is usually agreed by groups of businesses rather than being imposed by local authorities • It includes measures such as: a) Implementing a delivery booking system b) Moving deliveries outside of peak, or normal working hours c) Reducing the time spent on-site by suppliers d) Reducing delivery, servicing and collection frequencies e) Establishing a centralised ordering system f) Reducing or consolidate the number of suppliers • There are various forms of **freight consolidation** usually agreed by groups of businesses rather than being imposed by local authorities: a) Use of one or more satellite consolidation sites to provide a central point for deliveries for a single business or group of businesses in a given area. The number of trips to the site itself is reduced, as deliveries are consolidated and made by one or two vehicles throughout the day. b) Use of a supplier that offers a consolidated service means that servicing trips required for a business can be reduced if a supplier can pick-up multiple types of waste and recycling items from a single business / businesses at the same time. c) Consolidation of deliveries to a single business through better management of vehicle capacity (ensuring vehicles are fully loaded) or use of larger vehicles
Circular and Sharing Economy Study	• **Rail transportation** by rail uses containers mounted on flatbed wagons. The environmental benefits of rail transport over road transport include lower air emissions at source, greater fuel efficiency and reduced road congestion. • **Drone logistics** Unmanned aerial vehicles that are capable sensing the environment around it and navigating without human input for use in the movement of goods. • **Consolidation centres**. A facility where materials and deliveries going into or out of an area are combined to reduce the vehicles on the road. • **Autonomous road logistics** Self-driving municipal bots undertaking tasks from waste collection to street maintenance. • **Canal transportation** Transportation by canal involves placing filled containers on a barge or container ship. It is a highly efficient mode of waste transport e.g. a single 300 tonne barge can take up to 15 wastetransfer trucks off the road thereby significantly reducing congestion on roads. • **Strategic zoning of vehicle access** Creating vehicle free zones through the strategic re-routing of vehicles across road networks.

Rationale for any non-implemented recommendations

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Supporting Study	Recommendations	Rationale for not including
	• OPDC should develop regulations and guidance on provision of freight consolidation centres and promotion of zero/low emissions 'last mile' deliveries, as recommended in the Air Quality Study.	• Requires development of guidance
Circular and Sharing Economy Study	**None**	
Old Oak Strategic Transport Study	• Increases in frequencies are proposed to address the severe crowding on the LO network (especially the WLL). This results in 4 trains per hour (tph) from Richmond to Stratford and 6tph from Clapham Junction to Stratford, or 10tph from Willesden Junction to Stratford. At present, this is considered to be the highest frequency you can achieve due to other constraints on the line, such as the presence of freight trains.	• This is now a committed scheme in the TfL Business Plan. Train length is assumed to remain at 5 carriages as in the 2031 reference case and planning scenario 2.
Park Royal Transport Strategy	• **Identifying an HGV corridor** helps to focus movements on specific routes and free up important road space on the remaining part of the network • The identified corridors can be later targeted for specific safety and design improvements • Freight can also be prioritised on specific corridors through design interventions or traffic signals • Introduce Low Emissions Zone for all	• Likely to be challenging to implement in Park Royal in isolation. Likely to require sub-regional coverage as a minimum • Opportunity to provide priority lanes (bus and HGV) during times of the day could be considered, but only with parking and loading controls (DM5) to free up carriageway space • Requires detailed study, design and options appraisal. • The Transport for London Road Network

	roads within the Park Royal Area	inside the Park Royal area are subject to LEZ charges but the remaining local roads are the responsibility of each council and they would need to agree the implementation of a LEZ in Park Royal

Other evidence base

Supporting Study	Recommendations
	None

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T8: Construction

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
31	Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.
32	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: accommodate the efficient delivery of goods and supplies.
95	To support the move to a low carbon future, local planning authorities should: • plan for new development in locations and ways which reduce greenhouse gas emissions.
124	Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the

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	presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	Policy and paragraph text
Air Quality	
Title: When could air quality be relevant to a planning decision? **Paragraph:** 005 **Reference ID:** 32-005-20140306 **Revision Date**: 06 03 2014	Whether or not air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to generate air quality impact in an area where air quality is known to be poor. They could also arise where the development is likely to adversely impact upon the implementation of air quality strategies and action plans and/or, in particular, lead to a breach of EU legislation (including that applicable to wildlife). The steps a local planning authority might take in considering air quality are set out in this flow diagram. When deciding whether air quality is relevant to a planning application, considerations could include whether the development would: • Significantly affect traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion; significantly changing traffic volumes, vehicle speed or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal involves the development of a bus station, coach or lorry park; adds to turnover in a large car park; or result in construction sites that would generate large Heavy Goods Vehicle flows over a period of a year or more. • Introduce new point sources of air pollution. This could include furnaces which require prior notification to local authorities; or extraction systems (including chimneys) which require approval under pollution control legislation or biomass boilers or biomass-fuelled CHP plant; centralised boilers or CHP plant burning other fuels within or close to an air quality management area or introduce relevant combustion within a Smoke Control Area; • Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality. • Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations. • Affect biodiversity. In particular, is it likely to result in deposition or concentration of pollutants that significantly affect a European-designated wildlife site, and is not directly connected with or necessary to the management of the site, or does it otherwise affect biodiversity, particularly designated wildlife sites.

Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

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Policy / paragraph reference	Policy and paragraph text
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users.

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	• Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks. • Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects, provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. The majority of air quality action plans concern road transport emissions. Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **B. Transport Asset Management Plan** Transport infrastructure assets in many cases represent an authority's single biggest asset. To deliver good value for money to the public in managing their transport assets, we recommend that local transport authorities consider the value of an asset management approach. The Chartered Institute of Public Finance and Accountancy (CIPFA) recently reviewed the accounting and finance arrangements for local government

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	transport infrastructure assets, and found that comprehensive transport asset management could help deliver both efficiency gains and service improvements. The DfT considers that the best way to achieve this is to develop a Transport Asset Management Plan (TAMP), and for the TAMP to be integrated with the LTP. The TAMP approach enables authorities to take a strategic view on the optimal use of resources for the management, operation, preservation and enhancement of their transport assets. The TAMP should set out the role for corporate and (where appropriate) highway asset managers, and cover service levels, investment, risk assessment, and monitoring processes. Comprehensive Area Assessment will consider asset management as part of its Use of Resources assessment. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **G. Local Economic Assessment Duty** The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010.

London Plan (2016) Policies

Policy / paragraph reference	Policy and paragraph text
Chapter 5. London's Response to Climate Change	

Policy 5.18 Construction, Excavation and Demolition Waste	**Planning decisions** *A New construction, excavation and demolition (CE&D) waste management facilities should be encouraged at existing waste sites, including safeguarded wharves, and supported by:* a) using mineral extraction sites for CE&D recycling b) ensuring that major development sites are required to recycle CE&D waste on-site, wherever practicable, supported through planning conditions. *B Waste should be removed from construction sites, and materials brought to the site, by water or rail transport wherever that is practicable.* *LDF preparation* *C LDFs should require developers to produce site waste management plans to arrange for the efficient handling of CE&D waste and materials.*
Chapter 6. London's Transport	
Policy 6.3 Assessing Effects of Development on Transport Capacity	**Planning decisions** *A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.* *B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.* *C Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan1 and should be co-ordinated with travel plans.* *LDF preparation* *D Boroughs should take the lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exist or is being introduced. Boroughs should facilitate opportunities to integrate major transport proposals with development in a way that supports London Plan priorities.* *E LDFs should include policies requiring transport assessments, travel plans, construction logistics and delivery/servicing plans as set out in C above.*
Chapter 7. London's Living Spaces and Places	
Policy 7.14 Improving Air Quality	**Strategic** *A The Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and wellbeing of its people. He will work with strategic partners to ensure that the spatial, climate change, transport and design policies of this plan support implementation of his Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimize public exposure to pollution.* *Planning decisions* *B Development proposals should:* a) minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air

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	quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3) b) promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' 'The control of dust and emissions from construction and demolition' c) be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). d) ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, and that it is possible to put in place measures having clearly demonstrated equivalent air quality benefits, planning obligations or planning conditions should be used as appropriate to ensure this, whether on a scheme by scheme basis or through joint area based approaches e) where the development requires a detailed air quality assessment and biomass boilers are included, the assessment should forecast pollutant concentrations. Permission should only be granted if no adverse air quality impacts from the biomass boiler are identified LDF preparation *C Boroughs should have policies that:* a) seek reductions in levels of pollutants referred to in the Government's National Air Quality Strategy having regard to the Mayor's Air Quality Strategy b) take account of the findings of their Air Quality Review and Assessments and Action Plans, in particular where Air Quality Management Areas have been designated.
Policy 7.20 London's Canals and Other Rivers and Waterspaces	**Planning decisions** *A Development proposals along London's canal network and other rivers and waterspace (such as reservoirs, lakes and ponds) should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.* *B Development within or alongside London's docks should protect and promote the vitality, attractiveness and historical interest of London's remaining dock areas by:* a) preventing their partial or complete in-filling (see paragraph 7.103) b) promoting their use for mooring visiting cruise ships and other vessels c) encouraging the sensitive use of natural landscaping and materials in and around dock areas d) promoting their use for water recreation e) promoting their use for transport **LDF preparation** *C Within LDFs boroughs should identify any local opportunities for increasing the local distinctiveness and use of their parts of the Blue Ribbon Network*.

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
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 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.

Mayor of London Transport Strategy (March 2018)

Policy / paragraph reference	**Policy and paragraph text**
P81 para 1	Through the London Plan, the Mayor will require all new development proposals to demonstrate in their Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. The London Plan will also safeguard wharves and railheads15.
P81 para 6	The identification and protection of new sites for load consolidation, particularly those adjacent to rail or river services, is supported by the London Plan and will be considered through the planning process. The use of these centres will be encouraged through the requirement for Construction Logistics Plans in the planning process.
P81 para 7	Improving freight consolidation options for the construction sector will be particularly beneficial. The sector generates over one third of peak HGV trips and almost one quarter of van trips. The construction industry benefits from a number of existing construction consolidation centres. The Mayor supports the creation of further such facilities to complete a network of construction consolidation centres, enabling all of London to be within a 30-minute drive of a construction consolidation centre. This will require the support of boroughs, operators, developers and others to identify sites to complete the existing network.
Proposal 16 c)	*The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:* c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.
Proposal 38 b)	*The Mayor, through TfL, will contribute to London's overall emissions reductions by:* b) Seeking to work with stakeholders such as Network Rail to undertake measures to ensure that CO2 and other air pollutant emissions from the construction and operation of transport infrastructure are minimised.
P119 para 1	It is important to reduce emissions from diggers and other machinery (known as Non-Road Mobile Machinery (NRMM)) on construction sites, which in 2013 were responsible for about 7 per cent of NOx emissions and 8 per cent of PM10 emissions in London17. NRMM planning policies apply in two zones: a Greater London zone, and a central zone comprising the Central Activities Zone (CAZ) and North Isle of Dogs. The central zone has a tighter emissions standard applied to it. However, the NRMM Low Emission Zone is based on planning powers that are not effective in controlling NRMM emissions. New

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	powers are required from Government
Proposal 41	The Mayor, through TfL, will meet or exceed the emissions standards set out by the Non-Road Mobile Machinery (NRMM) Low Emission Zone for Transport for London Road Network construction and maintenance activities and urges Government to introduce new legislation to ensure that all emissions from NRMM can be effectively reduced.
Proposal 81 c)	The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by: c) Piloting ambitious plans in Opportunity Areas and around major developments such as High Speed Two to reduce the impact of freight and construction trips.

Mayor of London Environmental Strategy Draft (2017)

Policy / paragraph reference	**Policy and paragraph text**
P81 para 2 to 5	The Mayor has set a number of targets to cut emissions and reduce the amount of freight movement in central London. This includes reducing construction traffic by five per cent by 2020, and reducing the number of freight trips during the morning peak by ten per cent by 2026. This can be achieved by: • stimulating the supply, and increasing the take up, of low emission commercial vehicles through regulatory, procurement and pricing incentives • making the most efficient use of vehicles by developing a strategic consolidation and distribution network to protect industrial land and reduce the impact of freight and servicing trips on London's streets (Box 5 describes a low emission freight pilot) • examining other ways in which freight can be delivered and moved around. For example, using cargo bikes and motorbikes for shorter, smaller deliveries in central London and town centres, and making better use of river and rail services.
Policy 4.2.3 **Policy 4.2.3a**	**<u>Reduce emissions from non-transport sources, including by phasing out fossil fuels</u>** **The Mayor will work with government, TfL, the London boroughs, the construction industry and other users of Non-Road Mobile Machinery (NRMM), such as event organisers, to prevent or reduce NRMM emissions** NRMM is a diverse sector, including construction machinery, generators, and industrial equipment. This policy is primarily aimed at construction, roadworks, events and similar uses. Trains, as well as river and canal vessels, are dealt with separately in earlier proposals. Engines used in NRMM are subjected to progressive emissions limits by the EU, similarly to road vehicles, meaning that newer machines are far less polluting than older ones. However, these standards are further behind those applied to road vehicles and there has historically been greater flexibility in their application.

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	NRMM used in the construction and infrastructure building sectors currently accounts for approximately seven per cent of NOx and eight per cent of PM10 emissions in London. As emissions from road transport fall, these sectors are expected to grow as a proportion of London's total emissions. The diversity of the NRMM sector means that different approaches may be necessary for different users. The Mayor's planning powers are currently being used to create an NRMM Low Emission Zone with minimum emission standards.
Proposal 4.2.3b	**The Mayor will work with industry and other partners to seek reductions in emissions from construction and demolition sites** Construction and demolition sites, including roadworks, can be a significant contributor to local particulate levels if they are not well managed. These projects can last a long time and many can happen in the same area. This means these emissions can significantly affect the health of local residents, unless they are properly controlled and managed. It is important to develop and share best practice to support and improve the measures the construction sector already puts in place. Similarly, the understanding of how monitoring can be used on construction sites to inform the operators when additional measures are required must be improved. To do this, the Mayor will maintain guidance on managing dust and other emissions on construction sites, as well as using planning powers. The Mayor will continue to support the London Low Emissions Construction Partnership and similar projects to research and develop the best dust-control techniques for construction sites. Voluntary approaches will be promoted to control the problem at sites or in areas where the Mayor has no statutory powers

Tfl Construction Logistic Plan Guidance (July 2017)

Policy / paragraph reference	**Policy and paragraph text**
P3 Introduction (context) para 1-8	The purpose of this Construction Logistics Plan (CLP) guidance is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce: • **Environmental impact**: Lower vehicle emissions and noise levels • **Road risk**: Improving the safety of road users • **Congestion:** Reduced vehicle trips, particularly in peak period • **Cost:** Efficient working practices and reduced deliveries The guidance deals specifically with the construction logistics element of the planning permission process and aims to support local borough guidance on CLPs and Transport Assessments (TAs). *This guidance aims to:* • Establish a standardised approach to assessing the CLP element of planning applications • Inform developers of the technical requirements of CLPs • Describe the Planned Measures that should be considered within a CLP • Provide detail on the implementation and monitoring of CLPs • Introduce the concept of Community Considerations and their relevance

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	to the CLP process A well-prepared CLP ensures that construction logistics is considered during the planning permission process. This CLP Guidance will help to ensure that TfL requirements are met and that planning applications can be reviewed and assessed comprehensively. The guidance is designed to integrate with all activity undertaken throughout the planning process and construction programme. <u>What is a CLP?</u> A CLP is an important management tool for planners, developers and construction contractors. The CLP focuses specifically on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste and servicing activity to and from site. A CLP differs from a Construction Management Plan (CMP) or Construction and Environmental Management Plan (CEMP) in that CLPs are developed earlier in the planning process and focus specifically on logistics. The information and planned measures identified in the CLP can also be included in the CMP or CEMP
P 5 para 3 - 7	A CLP provides the framework for understanding and managing construction vehicle activity into and out of a proposed development. A full assessment of all phases of construction should be included and detail: • The amount of construction traffic generated • The routes the construction vehicles will use and consideration of local impacts • The impact on relevant Community Considerations • Any traffic management that will be in place There are two types of CLPs that may be required: <u>Outline CLP</u> accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. <u>Detailed CLP</u> is submitted to a planning authority at the post-granted discharge of conditions stage and provides the planning authority with the detail of the logistics activity expected during the construction programme.
	Planning permission process
P6	Local Planning Authorities (LPA) are responsible for approving planning applications. As the CLP typically forms part of a planning application, LPAs are also responsible for approving the CLP. For applications where TfL has an interest, TfL will provide comments to the LPA. LPAs must make a judgement on a case by case basis as to whether a development proposal will generate significant impacts on the road network. For illustrative purposes, the table below shows the level of impact and the corresponding level of development associated with that impact level. Community Considerations will also affect the level of anticipated impact. This table is indicative and the actual level of impact could be higher or lower depending on a number of considerations. These include, amongst others: • The CLP policies of the Local Plan (if any) • The TfL CLP Guidance (this guidance) • The scale of the proposed development and its potential for construction impacts

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- Community considerations
- Programme and the duration of scheduled works
- Impact on other priorities/strategies (such as promoting walking and cycling)
- The cumulative impacts of multiple developments within a particular area

Referable applications are those considered to have potential strategic importance to London. They are automatically considered to be high impact developments. For information on referable applications and TfL's preapplication service, see the Mayor of London's website.

	Level of impact		
Considerations	Low	Medium	High
Approximate construction cost	< £2m	> £2m	> £23m
Community Considerations	Low	Medium	High
Size	All developments falling outside of 'High' and 'Medium' definitions	10+ residential units or creation/change of use of 1,000+ m² floorspace	100+ residential units or creation/ change of use of 10,000+ m² floorspace

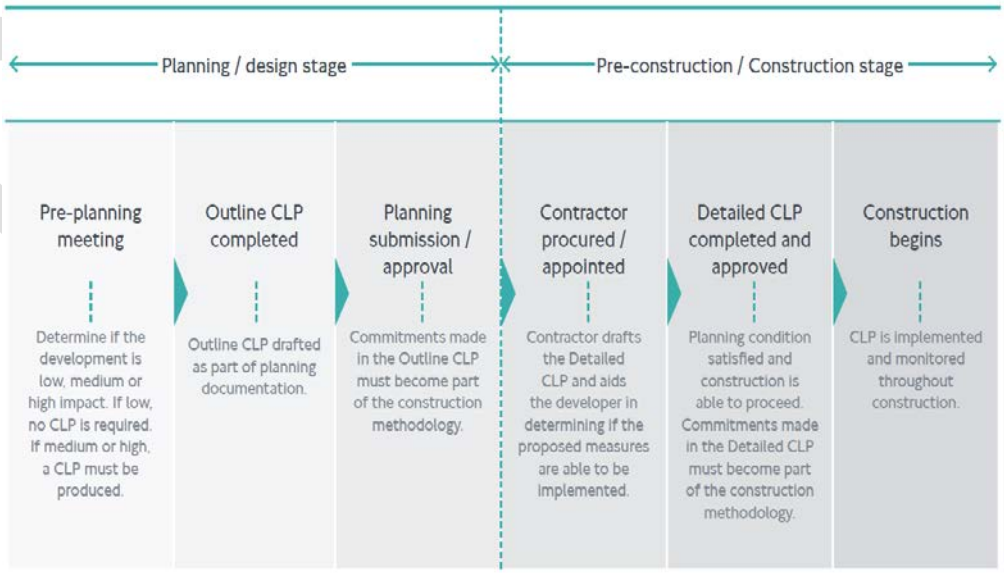
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	Level of impact		
Planning stage	Low	Medium	High
Planning approval	No CLP required	Outline CLP	Outline CLP
Pre-construction	No CLP required	Detailed CLP	Detailed CLP

P8

CLPs and the planning process

The two stages are shown below with the activities that typically occur during each stage. Depending on the circumstances of certain projects, the activities shown below may not occur in the order specified.



Who is involved?

Local Planning Authorities (LPA) are responsible for reviewing and approving the Outline and the Detailed CLP. LPAs are also responsible for ensuring construction is carried out according to the terms of the CLP. They will

respond to complaints raised by the community and follow them up with the

	developer. **Developers** hold overall responsibility for the management of the development. They are responsible for agreeing the terms of the CLP and ensuring that their contractors conform with the agreed measures. **Planning specialists** typically write the Outline CLP for planning approval. They are responsible for working with the developer and local authority planners to help define which planned measures can be agreed at the planning stage. **Contractors** typically write the Detailed CLPs which reflect the actual plans for the construction of the site. Contractors are responsible for the day-to-day management of the construction site. They are responsible for ensuring that the CLP and the agreed Planned Measures are implemented on the site. **Logistics operators** provide haulage services to the construction industry. They are responsible for abiding by the measures outlined in the CLP. **Transport for London** is the local government body responsible for transport in London. They are the authors of this guidance and are responsible for reviewing planning applications that are deemed to have a significant impact on the transport network

Construction, logistics, Plan Guidance, for planners (Tfl, April 2013).

Policy / paragraph reference	Policy and paragraph text
	A CLP must be explicit in how it supports existing policies, including: **2.1 Traffic Management Act (2004)** • Part 2 sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. • Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network. Again, the requirement for efficient use of the network and the requirement to avoid congestion are made clear. **2.2 National Planning Policy Framework** The framework includes promoting the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. **2.3 The London Plan (2011)** This makes specific reference to CLPs as a way of making more efficient use of the road network. • Chapter 6 of the London Plan (policies 6.3 and 6.14) encourages developers to submit CLPs and consider freight. • CLPs are secured for applications which are referable to the Mayor, governed by the Mayor of London Order 2008 where they are

	construction matters. In addition they are encouraged where they are construction issues on all other applications. • This should form part of a wider submission, which will also include a Transport Assessment or Transport Statement and travel plan. • For further information, refer to TfL's Transport Assessment Best Practice Guidance. CLPs should also refer to the site's Travel Plan, which will include measures to encourage construction staff to travel to work sustainably. **2.4 The Mayor's Transport Strategy (2010)** This promotes the adoption of CLPs that recognise efficiency, and environmental and safety benefits. **2.5 Local authority policy** London's local authorities develop their own guidance and policies about the use of CLPs and what they need to include. However, they must conform with the London Plan. Croydon, for example, has produced guidance for developers stating that a CLP must include actions for improving air quality, reducing carbon dioxide (CO2) emissions and minimising disturbance to local residents and businesses caused by construction. **2.6 London Freight Plan (2008)** CLPs are one of the key parts of TfL's London Freight Plan, which aims to increase sustainable freight transport within the Capital. There is also a close link with Delivery and Servicing Plans (DSPs). These aim to achieve more efficient coordination and management of a site's delivery and servicing, with a consequent reduction in road freight traffic. **2.7 OAPF areas development requirement** There are a significant number of OAPFs in London, plus areas where extensive development is expected in line with the Objectives of the London Plan. CLPs can be effective at significantly reducing construction transport movements in and around OAPF developments as they can cover multiple sites, and should be considered as part of the OAPF process. In these areas of high construction activity, the use of freight consolidation is more likely to be considered and can be effective at reducing the area's overall impact on the capacity operation, increasing safety of the local highway and delivering environmental benefits.

Mayor of London Dust and Emissions SPG (July 2014)

Policy / paragraph reference	**Policy and paragraph text**
	Regulatory powers and the planning process
Planning Application Process	3.2 With the application submission, developers will be expected to produce an Air Quality Assessment. This should include an Air Quality (Dust) Risk Assessment (as set out in Chapter 4). 3.3 The risk category of the site calculated in the Dust Risk Assessment should be used to give an indication of likely required dust emission and control measures (as set out in Chapter 5). A list of control measures likely to be required should be included in Air Quality (Dust) Risk Assessment. 3.4 Local authorities have planning powers which allow them to decide

	whether a condition or s106 legal agreement is necessary to secure measures to safeguard health and prevent nuisance and, if necessary, what level of enforcement is needed. Examples of standard conditions can be found in Appendix 4. 3.5 In addition to planning enforcement powers, local authorities also have various regulatory powers which apply to certain activities, for example for mobile crushing. These activities are regulated as Part B process (under The Environmental Protection Act 1990 - see Appendix 2). Local authorities, as regulators of Part B processes, are responsible for controlling emissions from these activities and can set conditions in the permits they issue to achieve this. Conditions are based on best available techniques, which require that the cost of applying a technique is not excessive in relation to the environmental protection it provides. The Department for the Environment, Food and Rural Affairs (DEFRA) has produced Process Guidance Notes, which form the statutory guidance on what constitutes best available techniques (see Appendix 5 for details) for each regulated process. Local authorities can take enforcement action if they believe that an operator has contravened, or is likely to contravene any permit conditions 3.6 Guided by the Air Quality Assessment, local authorities would make use of these powers during the application phase. Should the application be successful, local authorities will work with developers prior to demolition or construction to ensure appropriate solutions to minimise air quality emissions will be implemented using the powers detailed above. 3.7 Developments outside the formal local planning process (e.g. for permitted developments or those with Parliamentary approval) should consider providing the information as set out below as part of the normal dialogue with the relevant local planning authority.
	Air Quality Management Plans
	3.8 An Air Quality and Dust Management Plan (AQDMP) should be produced prior to any construction or demolition works after the planning application phase. The AQDMP can therefore be informed by any planning conditions or s106 agreements following the developments application. 3.9 The AQDMP should give specific instructions on how to manage impacts from dust and air pollutant emissions on the development site. It should cover all phases of the construction process and take account of all contractors or sub-contractors. The production of an AQDMP will assist developers to comply with The Environmental Protection Act 1990 which makes it an offence to cause a nuisance to nearby inhabitants by generating dust. 3.10 The specific content of an AQDMP will be determined through the site evaluation processes. These should be set out for each relevant phase of work (demolition, earthworks, construction and trackout6). Typical aspects of an AQDMP will include: Summary of work to be carried out; Description of site layout and access – including proposed haul routes, location of site equipment including supply of water for damping down, source of water (wherever possible from dewatering or extraction), drainage and

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	enclosed areas to prevent contaminated water leaving the site; Inventory and timetable of all dust and NOx air pollutant generating activities; Results of an Air Quality (Dust) Risk Assessment (see Chapter 4); List of all dust and emission control methods to be employed (see Chapter 5); Details of any fuel stored on-site; Identification of a trained and responsible person on-site for air quality. This person needs to have knowledge of pollution monitoring and control methods and vehicle emissions; Summary of monitoring protocols and agreed procedure of notification to the local authority nominated person(s); and A site log book to record details and action taken in response to incidents or dust-causing episodes and the mitigation measure taken to remedy any harm caused and measures employed to prevent a similar incident reoccurring. It should also be used to record the results of routine site inspections. 3.11 All staff should have some training of on-site pollution policy, perhaps as part of induction training. For major developments, at least one named individual or post should be given the responsibility for implementing dust monitoring and control measures across the site and implementing any required remediation measures. 3.12 The AQDMP may be complemented by a site-specific method statement. A method statement is an industry term used to plan in detail demolition and construction activities and processes. 3.13 Depending on the developer, one or more method statements may be prepared to plan the various demolition / construction activities to occur. 3.14 For sites with potentially asbestos-containing materials, a separate management plan will need to be produced by a specialist asbestos treatment contractor. 3.15 The AQDMP should be kept under review to address any changes in the demolition / construction timetable or associated dust and NOx emitting activities.

Mayor of London Sustainable Design and Construction SPG (April 2014)

Policy / paragraph reference	Policy and paragraph text
1.2 sustainable design and Construction	1.2.1 To support London's resilience to a changing climate and to tackle climate change, the London Plan contains a policy on sustainable design and construction. 1.2.2 The London Plan includes a further range of policies, primarily in Chapters 5 and 7 that deal with matters relating to sustainable design

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	and construction. The London Plan policies that relate to sustainable design and construction are summarised in Appendix 1. 1.2.3 Sustainable development is development that meets the needs of the present generation without compromising the ability of future generations to meet their own social, economic and environmental needs. To achieve sustainable development, the development industry needs to implement sustainable design and construction practices. This is the careful consideration of how the design, building services and project management from inception can influence the amount of resources used during a development's construction, occupation and management. 1.2.4 London imports most of the materials it requires for development and to sustain Londoners and business. However many resources are diminishing or becoming more difficult to access and their use, such as combustion of fuels for energy, has led to local pollution such as poor air and water quality as well as global concerns such as climate change. The reduced use of materials has economic benefits whilst addressing environmental and health concerns. 1.2.5 It is generally acknowledged that designing in sustainability measures at the outset of a development's design can minimise any additional perceived costs. Therefore it is essential designers consider the guidance in this Supplementary Planning Guidance (SPG) at the inception of their development and during procurement and construction stages, setting clear targets from the outset.
Policy 5.3 Sustainable design and construction	**STRATEGIC** *A The highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime* **PLANNING DECISIONS** *B Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.* *C Major development proposals should meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement. The standards include measures to achieve other policies in this Plan and the following sustainable design principles:* a) minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems) b) avoiding internal overheating and contributing to the urban heat island effect c) efficient use of natural resources (including water), including making the most of natural systems both within and around buildings d) minimising pollution (including noise, air and urban runoff) e) minimising the generation of waste and maximising reuse or recycling f) avoiding impacts from natural hazards (including flooding) g) ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions

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	h) securing sustainable procurement of materials, using local supplies where feasible, and i) promoting and protecting biodiversity and green infrastructure. **LDF PREPARATION** *D Within LDFs boroughs should consider the need to develop more detailed policies and proposals based on the sustainable design principles outlined above and those which are outlined in the Mayor's supplementary planning guidance that are specific to their local circumstances*

CLOCS Standard for construction logistics Managing work related road risk (Construction, Logistics and Community Safety, Tfl/TRL 2012)

Policy / paragraph reference	Policy and paragraph text
P2	<u>General Guidance</u> In addition to CLOCS it is required that developers have awareness of the guidance; • CLOCS Guide – Improving road safety using the planning process • CLOCS Guide – Managing driver training and licensing • CLOCS Guide – Vehicle safety equipment • CLOCS Guide – Managing supplier compliance • CLOCS Guide – Managing work related road risk in contracts • CLOCS Guide – Incorporating CLOCS in client procurement • CLOCS Compliance toolkit • CLOCS Handbook – Assessment for onsite ground conditions
P7	<u>Regulatory Framework</u> • Under Regulation 4 of the CDM Regulations, the client (an organisation that procures the construction or operation of a site which requires commercial vehicle journeys) has a duty to ensure that the construction work they procure can be carried out, so far as is reasonably practicable, without risks to the health or safety of any person affected by the project. • As all vehicle journeys only exist because of the instructions by the client to service the site, this could include VRUs affected by vehicular traffic on or off site. • The Fleet Operator Recognition Scheme (FORS) is a national accreditation scheme designed to help road fleet operators in all sectors improve, measure and monitor operational performance and safety and demonstrate compliance and best practice. • Whilst the scope of FORS is wider than CLOCS, the schemes have been aligned so that a FORS silver fleet operator will automatically be compliant with CLOCS. • Additionally, fleet operators meeting the CLOCS Standard will meet the requirements of Transport for London's Work Related Road Risk (WRRR) requirements and the Safer Lorry Scheme in London **CLOCS Standard for construction clients**

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3.1	## Construction client requirements
3.1.1	**Construction Logistics Plan** • **Requirement** Clients shall ensure that a Construction Logistics Plan is in place and is fully complied with. Clients should approach this in a spirit of partnership with fleet operators, who may have valuable views on how to achieve safety goals. • **Purpose** To reduce the negative transport effects of construction work on local communities and the environment by providing a tool to minimise construction trips and reduce the potential for collisions. • **Demonstration** Clients shall produce an approved Construction Logistics Plan which includes planned measures to minimise vehicle trips and reduce the opportunities for collisions with vulnerable road users, for example by considering specific sites such as schools near to the site. Clients shall ensure principal contractors are aware of and understand their obligations under the Construction Logistics Plan.
3.1.2	**Suitability of site for vehicles fitted with safety features** • **Requirement** Clients shall ensure that the condition of sites is suitable for vehicles fitted with safety features and side under-run protection. • **Purpose** To ensure the site is suitable for all vehicle types fitted with safety features and side under-run protection. • **Demonstration** Clients should carry out regular reviews of the topography of the site and where necessary implement diversions as the site landscape changes. Clients should ensure that the ground is graded where the construction phase allows. Sites should be suitable or access by low entry vehicles with increased direct vision and should be assessed and rated using the CLOCS on-site ground conditions handbook and directory **Additional guidance:** • Tfl Construction and Logistics Plan Guidance • CLOCS Handbook – Assessment for on-site ground conditions • Directory of on-site ground conditions
3.1.3	**Site access and egress** • **Requirement** Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles. • **Purpose** To reduce the risks associated with vehicles turning or reversing in order to access or egress from site. • **Demonstration** Clients shall ensure that effective traffic management principles are adhered to. Traffic management should first attempt to eliminate hazards by design e.g. one-way systems, traffic lights and calming measures. Where visibility is restricted or where it is deemed necessary, clients should ensure that a competent marshal is available to assist with vehicle manoeuvring. Where appropriate clients may consider the

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	use of additional equipment such as blind-spot safety (e.g. Trixi) mirrors to aid the driver's view of the road
3.1.4	**Vehicle loading and unloading** • **Requirement** Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable. • **Purpose** To reduce risk of injury by segregating loading and unloading activity from the public. • **Demonstration** Clients should provide a stable, graded surface on-site for vehicle loading and unloading. Clients should ensure an appropriate person is nominated to manage all deliveries and collections to site and supervise the loading and unloading process. Clients should identify a suitable 'offloading area' and ensure that approved loading and unloading plans are in place where it is not possible to unload on site
3.1.5	**Traffic routing** • **Requirement** Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all principal contractors and drivers. Clients shall make principal contractors, fleet operators and other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur. • **Purpose** To ensure that construction traffic uses the safest and most appropriate routes to site. • **Demonstration** The circumstances (if any) under which drivers may deviate from a specified route such as a temporary road closure, or road traffic accidents shall be clearly specified by the client, and all such route deviations should be recorded/reported for future review. Please also see section 4.1.3 Traffic routing. • Clients should ensure that defined routes align with options to reduce peak hour deliveries to site (see 3.1.6), including coordinating with neighbouring sites. Mobile or very temporary sites (e.g. emergency street works) may not be subject to a routing requirement. Clients should demonstrate this by distributing maps and any other vehicle routing information to all companies and drivers accessing the site. Clients should ensure the reasons behind adopting a specific vehicle route are clearly communicated to all principal contractors.
3.1.6	**Control of site traffic, particularly at peak hours** • **Requirement** Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries. • **Purpose** To reduce the risk of congestion and collisions in the vicinity of the site. To minimise site deliveries, collections and servicing access during peak hours. • **Demonstration** Clients shall ensure that options to reduce peak hour deliveries to a site, including coordinating with neighbouring sites, have been considered and where identified, arrangements to minimise peak hour deliveries implemented. • Clients should demonstrate as part of their Construction Logistics Plan the options they have considered and acted upon to reduce the

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	amount of trips to site during peak hours. This may include use of web/paper based delivery booking systems, consolidation centres, vehicle holding areas, deliveries during off-peak times or the use of alternative modes. • Care must be taken to ensure that undue pressure is not placed on drivers to meet time slots through contractual, economic or management pressure when using a delivery booking system. **Additional guidance;** • TFL Directory of London Construction Consolidation Centres • Tfl Construction Logistics Plan Guidance • CLOCS Compliance Toolkit • CLOCS Guide – Managing supplier compliance • CLOCS Guide – Managing work related load risk in contracts
3.1.7	**Supply chain compliance** • **Requirement** Clients shall ensure principal contractor and sub-contractor compliance with requirements 4.1.1 to 4.3.2. • **Purpose** To ensure that requirements are being adhered to across the supply chain • **Demonstration** The client should ensure that it is a contractual requirement for the principal contractor to check vehicles entering site and to take the appropriate action under the contract. • The client should request from the principal contractor a plan and/or process for complying with the contract. • The client should also undertake regular audits of the principal contractor's process and compliance checks. This audit should include random vehicle compliance checks undertaken by the client. The client may request that every reporting period the principal contractor should submit to the client a summary of those checks and details of the corrective action taken in the case of non-compliance. • Clients should factor in a review of collision reports provided by the principal contractor under requirement 4.1.2 Collision Reporting. • The client should provide a point of contact for principal contractors in order that they may direct queries to the relevant person or department.
	CLOCS Standard for fleet operators
4.1	**Logistic operations requirements**
4.1.1	**Quality operation** • **Requirement** Fleet operators shall ensure the transport operation meets the standard of an approved independent fleet management audit. • **Purpose** To ensure a baseline level of compliance against all regulatory requirements relevant to the road transport operation. • **Demonstration** This shall be demonstrated through current certification from an approved independent audit body (such as the

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	Fleet Operator Recognition Scheme (FORS) or other FORS-equivalent standard). Certification shall be within the period specified by the client/contracting entity. This period shall not be more than90 days from contract award. All subcontractors to the fleet operator should also meet the standard of an approved independent fleet management audit to ensure full supply chain compliance. • Certification shall be renewed on an annual basis.
4.1.2	**Collision reporting** • **Requirement** Fleet operators shall capture, investigate and analyse road traffic collision information that results in injury or damage to vehicles and property. All collisions shall be reported to their client or contracting entity. • **Purpose** To create transparency in the supply chain and enable fleet operators and clients to work together to mitigate the risk of road traffic collisions and prevent re-occurrence. • **Demonstration** A log of all collisions shall be maintained which shall include details of all evidence required to investigate an incident. Reporting shall include lessons learned and remedial measures identified to help prevent re-occurrence of similar incidents • Fleet operators should use an approved reporting mechanism such as FORS Collision Manager (www.fors-collisionmanager. org.uk) to report all traffic collisions that result in injuries or damage to vehicles and property. • All collisions involving a serious injury or fatality should be reported to the relevant client or contracting entity. Near-misses should also be recorded where possible. **Additional Guidance;** • www.fors-online.org.uk • FORS Collision Management Toolkit
4.1.3	**Traffic routing** • **Requirement** Fleet operators shall ensure that any vehicle routes to sites or premises specified by clients are adhered to unless directed otherwise. • **Purpose** To reduce the probability of collisions on routes to and from sites and premises. • **Demonstration** Fleet operators shall properly communicate any routing and access requirements provided by clients to all drivers accessing a site. • Mobile or very temporary sites (e.g. emergency street works) are not subject to a routing requirement. • The circumstances (if any) under which drivers may deviate from a specified route such as temporary road closure, or road traffic accidents shall be clearly specified by the client. • Please also see Section 3.1.5 – Traffic routing. • Fleet operators should provide driver training, briefings or pre-programmed navigation systems to ensure the driver is aware of the

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	specified route, the circumstances (if any) of deviating from the route and the resulting consequences of not adhering to the route. • There should be clear evidence that any deviations from the route as notified by the client or the public authority are addressed with the driver. The driver may be required to sign to acknowledge the infraction. • Fleet operators may ask drivers to demonstrate that they have understood any traffic routing or site access requirements by signing for them. • Fleet operators should notify clients of any left-hand turns or high risk manoeuvres resulting from a specified route and agree mitigating measures.
4.2	**Vehicle requirements**
4.2.1	**Blind-spot minimisation** • **Requirement** Fleet operators shall ensure all vehicles over 3.5 tonnes gross vehicle weight have front, side and rear blind-spots completely eliminated where possible through a combination of fully operational direct and indirect vision aids and driver audible alerts. • **Purpose** To improve visibility for drivers and reduce the risk of close proximity blind-spot collisions. • **Demonstration** A combination of appropriate vision aids and driver audible alerts shall be fitted to the front nearside of all vehicles over 3.5 tonnes gross vehicle weight. • In addition, appropriate indirect vision aids shall also be fitted to the rear of all rigid vehicles over 7.5 tonnes gross vehicle weight. • Class V and VI mirrors shall be fitted to all vehicles where they can be mounted, with no part of the mirror being less than two metres from the ground. • Indirect vision aids can be mirrors, cameras or monitors. These systems shall be fully operational. • Fleet operators shall make regular checks and take all reasonable measures to ensure all indirect vision systems remain fully operational. • Fleet operators shall take steps to ensure that drivers recognise that use of indirect vision systems is an integral part of their job. • Fresnel lenses are not considered an appropriate means of minimising vehicle blind-spots • Fleet operators may consider purchasing vehicles with high vision cabs and on road (N3) vehicles with increased direct vision rather than offroad (N3G) vehicles. • Fleet operators may consider fitting recordable camera systems to act as a ‘digital witness’ and assist in driver training and development. • For left-hand drive vehicles, the blindspot is on the off-side and effects the vehicle when turning right. Mirrors, cameras and sensors should therefore be fitted appropriately to cover this blind-spot. **Additional Guidance;** • CLOCS Guide – Vehicle Safety Equipment

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4.2.2	**Warning signage** • **Requirement** Fleet operators shall ensure that prominent signage is fitted to all vehicles over 3.5 tonnes gross vehicle weight that visually warns other road users not to get too close to the vehicle. • **Purpose** To reduce the risk of close proximity incidents and increase road safety. • **Demonstration** All vehicles over 3.5 tonnes gross vehicle weight shall display external pictorial stickers and markings to warn vulnerable roads users of hazards around the vehicle. • Vehicles 3.5 tonnes gross vehicle weight or less may display external pictorial stickers to warn vulnerable roads users of hazards around the vehicle. • Signage should not be offensive and should not give instructional advice to the vulnerable road user. The text point size should be legible by a cyclist at a reasonable distance from the vehicle
4.2.3	**Under-run protection** • **Requirement** Fleet operators shall ensure fitment of side-guards to all vehicles over 3.5 tonnes that are not currently exempt. • **Purpose** To minimise the probability and severity of under-run collisions with vulnerable road users. • **Demonstration** Fleet operators shall provide evidence that all vehicles over 3.5 tonnes that are not currently exempt are fitted with sideguards. Fitment shall be on both sides of the vehicle unless this is proved impractical or impossible. • Fleet operators may consider fitting front under-run protection to vehicles that are currently exempt from fitment such as off-road (N3G) vehicles **Additional Guidance;** • CLOCS Guide Vehicle Safety Equipment • Warning Signage Stickers www.fors-online.org.uk
4.2.4	**Vehicle manoeuvring warnings** • **Requirement** Fleet operators shall ensure all vehicles over 3.5 tonnes gross vehicle weight are equipped with enhanced audible means to warn other road users of a vehicle's left manoeuvre. • **Purpose** To reduce the risk of close proximity collisions by audibly alerting vulnerable road users to vehicle hazards. • **Demonstration** Vehicles over 3.5 tonnes gross vehicle weight shall be fitted with equipment to audibly warn vulnerable road users when a vehicle is turning left. • All vehicle manoeuvring warning systems shall be fully operational. Fleet operators shall make regular checks and take all reasonable measures to ensure audible warning devices remain fully operational. • Fleet operators shall take steps to ensure that drivers recognise that activation of the device is an integral part of their job.

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	• Vehicles over 3.5 tonnes gross vehicle weight should be fitted with operational equipment to audibly warn vulnerable road users when a vehicle is turning right or reversing. • Vehicles under 3.5 tonnes gross vehicle weight may be fitted with operational equipment to audibly warn vulnerable road users when a vehicle is reversing. Enhanced audible warnings may be supplemented by visual warnings to vulnerable road users. • Audible warning devices should be fitted with a manual on/off switch or reset button for circumstances, such as working at night, where it may be appropriate for the device to be deactivated. • For left-hand drive vehicles, the blindspot is on the off-side and affects the vehicle when turning right. Audible warnings should therefore warn of a vehicle's right manoeuvre. **Additional Guidance;** • **CLOCS Guide – Vehicle Safety Equipment**
4.3 4.3.1	## Driver requirements **Training and development** • **Requirement** Fleet operators shall ensure that all drivers (including those exempt or not in scope of Driver Certificate of Professional Competence) undergo client approved progressive training and continued professional development specifically covering the safety of vulnerable road users. • **Purpose** To ensure that all drivers have the knowledge, skills and attitude required to recognise, assess, manage and reduce the risks that their vehicle poses to vulnerable road users. • **Demonstration** Each driver shall undertake approved theoretical training which includes safety of vulnerable road users. Awareness training on the safety of vulnerable road users shall be progressive throughout the life of the contract. Drivers shall undertake training in the use and limitations of supplementary vehicle safety equipment. • Progressive training should include on-cycle hazard awareness and use an appropriate mix of theoretical, e-learning, practical and on the job training. Training content should include but not be limited to: ▪ Induction to the company ▪ Induction to new contracts covering familiarisation with new routes, vehicle types and sites ▪ Refresher training to ensure knowledge and skills are fully embedded ▪ Remedial training to rectify any deficiencies identified through reported collisions or previous training • Where applicable this training may be aligned to Driver Certificate of Professional Competence **Additional Guidance;** • CLOCS Guide – Managing driver training and licensing • Managing work related road risk(WRRR) – Industry guidance **Driver licensing**

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4.3.2	• **Requirement** Fleet operators shall ensure that a system is in place to ensure all drivers hold a valid licence for the category of vehicle they are tasked to drive and any risks associated with endorsements or restriction codes are effectively managed. • Fleet operators should also ensure all drivers have been declared 'fit to drive' by a recognised health professional, with particular regard to vision and blackouts. • **Purpose** To ensure that all drivers employed by the company hold a valid licence and any risks presented through an accumulation of endorsements are effectively monitored and managed. • **Demonstration** To demonstrate that this requirement is fully met, fleet operators shall ensure that all driver licences and endorsements are verified through a service that directly accesses current Driver and Vehicle Licensing Agency (DVLA) data. • Frequency of licence checks should be against an approved risk scale and licences shall be checked as a minimum every six months. • Fleet operators shall have a policy in place to ensure drivers report all professional or personal driving infringements to the responsible person who runs daily transport operations **Additional Guidance;** • CLOCS Guide – Managing Driver training and licensing
5.0	## Implementing the CLOCS Standard
5.1	## Considerations for implementation The aim is for the *CLOCS Standard for construction logistics: Managing work related road risk* to be included within construction logistics contracts, and adhered to as part of safe construction logistic operations. In implementing the standard, clients and fleet operators should consider: • Ensuring those responsible for procurement or tendering within the organisation are fully aware of the requirements, their purpose and the ways in which meeting the requirements can be demonstrated • Updating relevant health and safety and procurement policies and strategies to include the *CLOCS Standard* and requirements • Engaging with the local community and building positive relationships • Ensuring that potential suppliers, principal contractors and subcontractors are informed of the *CLOCS Standard* and requirements as soon as possible in the procurement process for new contracts, and make clear reference to the *CLOCS Standard* and requirements within tender documentation • Being realistic in the timeframes given to fleet operators to comply in the case of variations to existing contracts (though within the 90 days stated in section 2.1) • Setting up a method of ensuring and monitoring compliance with the

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5.2	*CLOCS Standard* and requirements, and the actions to be taken in the case of noncompliance (as per requirement 3.1.7) • Being aware of OPDC planning requirements and how they may impact journeys to and from sites **CLOCS Champions** • A CLOCS Champion is an organisation that commits to implementing the *CLOCS Standard* across its business operations; it also commits to encourage its customers, suppliers and other relevant organisations to do likewise. • The process of becoming a CLOCS Champion is straight forward. It requires the organisation to review the **Terms of Reference**, sign the **Memorandum of Understanding** and submit an outline **CLOCS Implementation Plan** • A CLOCS Site Compliance Monitoring Policy exists to maintain the integrity of the *CLOCS Standard*. • Copies of these documents are on the CLOCS website at www.clocs.org.uk **Additional Guidance;** CLOCS Standard for construction logistics: Managing work related road risk (WRRR) http://www.clocs.org.uk/standard-for-clocs/ CLOCS Guides, Toolkits and associated forms can be downloaded from: http://www.clocs.org.uk/clocs-guides/ • CLOCS Guide – Improving road safety using the planning process • CLOCS Guide – Managing driver training and licensing • CLOCS Guide – Vehicle safety equipment • CLOCS Guide – Managing supplier compliance • CLOCS Guide – Managing work related road risk in contracts • CLOCS Guide – Incorporating CLOCS in client procurement • CLOCS Compliance toolkit • CLOCS Handbook – Assessment for onsite ground conditions Further useful information can be found in the following publications: Construction logistics and cyclist safety – summary report Transport Research Laboratory http://content.tfl.gov.uk/construction-logistics-and-cyclist-safety-summary-report.pdf Construction logistics and cyclist safety – full technical report Transport Research Laboratory http://content.tfl.gov.uk/construction-logistics-and-cyclist-safety-technical-report.pdf Driving at work: Managing work-related road safety Department for Transport/ Health and Safety Executive http://www.hse.gov.uk/pubns/indg382.pdf

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Housing SPG

Policy / paragraph reference	Policy and paragraph text
SPG Implementation 3.6 Sustainable Town Centres and Climate Change	Boroughs and town centre partners are encouraged to: a deliver a range of actions to support climate change mitigation and adaptation, improve air quality and manage waste collection and construction in town centres b secure economic opportunities for town centres from the transition to a low carbon capital.

Local Plan Regulation 18 Draft Policy Options

Policy / paragraph reference	Policy and paragraph text
T9: Construction Paragraph 11.76	This would enable individual projects to programme construction works without any co-ordination with other projects. However, given the number of construction projects, a lack of coordination would lead to very high volumes of construction vehicles on the road network which could also have noise and environmental disbenefits.
T9: Construction Paragraph 11.77	This policy option would reduce the impacts of construction on the road network and therefore provides noise and environmental benefits. However, there are a number of reasons why this policy option may not be practical, including the high costs associated with using only rail and water freight, the lack of capacity for rail and water to take on all of the construction activity and the need for local transfer from the railhead or wharf.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
LP should state that construction works should avoid adversely impacting on existing rail infrastructure.	GLA, TfL	Noted. T5 specifies that any developments taking place near railway stations should not impact on TfL or Network Rail's ability to operate train services. More broadly, T8 highlights the need to provide measures to reduce the impact on construction trips and the need to co-ordinate

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		and phase construction projects to enable the transport impacts, such as disruption to existing rail infrastructure, to be effectively mitigated.
LP should mention any required mitigation for rail network impacts.	GLA, TfL	Noted. T8 highlights the requirement to minimise construction impacts on infrastructure such as transport. OPDC will seek to ensure that any impact on the rail network is mitigated.
Use of railway should be maximised during construction to carry material.	Hammersmith Society	Noted. T8 also acknowledges the need to maximise the use of rail in the delivery of construction materials.
Movement of material by canal and rail must be central to the construction logistics policy (to accord with NPPF policies on sustainability).	GUA	Noted. T8 highlights the importance of maximising the use of rail and water transport for construction deliveries to take pressure of roads. It also states that it will aim to co-ordinate and phase construction projects to enable the transport and environmental impacts to be effectively mitigated. The construction and logistics strategy will further investigate the possibility of using the canal and rail to transport construction material.
Construction Policy T9 only deals with transport aspects of construction; should also deal with other aspects such as sustainable construction and materials.	LBHF	Change proposed. Environment and Utilities policy EU6, EU7 and EU8 deal in detail with construction waste. T8 highlights how OPDC will aim to maximise re-use and recycling of waste and construction materials within the area will reduce transport demands and how with the amount of construction activity planned for the area provides an opportunity for sustainable construction traffic and transport solutions to be adopted.
Developments should follow Considerate Contractor	GUA	Change proposed. T8 notes that all developers will also

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Schemes; these should include good communication with the community to help minimise inconvenience.		be expected to sign up to the Considerate Constructors Scheme and ensure operators of all construction vehicles have attained silver FORS accreditation.
In order to achieve moving freight/construction materials by the waterways, the OPDC must stipulate developers do so, otherwise they will not for 'viability' reasons.	West London Line Group	Noted. T8 notes how development proposals will only be considered where they make maximum use of rail and water transport for construction deliveries.
Policy T9 should explicitly state: development required to demonstrate how it implements the OPDC/TfL Construction Logistics Strategy.	GUA	Change proposed. T8 highlights how Construction Management Plans (CMPs) and Construction Codes of Practice (CCoPs) must be submitted by developers. These will be informed by the OPDC/TfL Construction Logistics Strategy.
Policy T9 should explicitly set out transparent, objective planning criteria to be used to determine the location of any Consolidation Centre mentioned in T8 & P9 (HS2 worksites).	GUA	Change proposed. Use of existing and proposed consolidation centres outside of the OPDC boundary will be promoted to reduce construction and freight related road trips.
Canals and River Trust usually require developers to undertake a feasibility study into the use of the canal for moving materials during the demolition, construction, and occupation phases of the development, as supported by the London Plan.	Canal and River Trust	Change proposed. The policy promotes maximum use of water to move construction material. OPDC will work with Canals and River Trust to ensure developers follow the correct process to utilise the canal to transport construction materials.
Questioning whether FORS Gold accreditation is necessary/ realistic for all operators - FORS Silver accreditation would be sufficient (no difference in vehicle standards).	GLA, TfL, SEGRO	Change proposed. T7 now includes Silver Fleet Operator Recognition Scheme (FORS) accreditation.
Opposition to proposed siting of consolidation centre at HS2 compound on Atlas Road (reasons including traffic, pollution, duration of land-take) and consolidation centre needs to be further out.	Old Oak Interim Forum; Midland Terrace Resident's Group	Change proposed. There are currently two consolidation centres in West London and additional consolidation centres are being proposed. The use of a consolidation centre outside of the OPDC boundary would help to minimise vehicle journeys and improve delivery

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		reliability and efficiency and therefore benefit users.

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Circular and Sharing Economy Study	• Adopting a collaborative approach to gain mutual shared benefits from the development. Th provision of community ownership models, and district wide plug-in-utility, infrastructure and social systems such as off-grid and micro-grid local energy supply, storage and demand management solutions; shared mobility as a service' transport options; shared spaces and amenities; self and custom build, and modular construction systems at community scale; and skill-sharing services. • Consider the full life cycle of materials, products and components and select those that are durable, repairable, recyclable, upgradable and closed-loop. Design out waste, design for dissemble, deconstruction and flexibility. Use low-impact construction materials and approaches including digital tools such as Building Information Modelling (BIM), standardised components, off-site manufacturing, and materials passport to allow those materials to be easily repurposed at their end of service life. **5 Key principles** 1) Design for reuse and recovery 2) Design for off-site construction 3) Design for material optimisation 4) Design for waste efficient procurement 5) Design for deconstruction and flexibility • Low impact construction techniques helps to reduce waste and increase reuse, as well as minimize associated logistics footprints. Modular and bespoke pre-fabrication, on-and off-site, cut waste and costs, and increase engagements and access, as well as innovation. New building technologies area encourage through on-going engagement activities. Emerging fabrication technologies and lightweight construction techniques allow for more agile development models where structure can be easily and effectivity upgraded over time. • **Consolidation centres**. A facility where materials and deliveries

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	going into or out of an area are combined to reduce the vehicles on the road.
Environmental Standards Study	• Develop onsite integrated construction, demolition and excavation waste consolidation, storage and processing facilities • Adopt the C40 Cities Climate Positive Framework (C40 CCPF) for all or part of the site. • Develop onsite integrated construction, demolition and excavation waste consolidation, storage and processing facilities. • Develop onsite and/or offsite waste management facilities to recycle operational waste (organic and dry recyclable) generated from development at Old Oak and industrial activities at Park Royal. • Designate the entire OPDC area as a Low Emission Neighbourhood. • Strong focus on transport related measures to reduce overall air emissions. • Need for onsite integrated construction, demolition and excavation waste consolidation, storage and processing facilities is addressed. • OPDC will work with developers, transport infrastructure providers and regulators to support use of integrated demand management, public transport and non-motorised transport to reduce emissions, promote improvement of local air quality and reduce exposure to emissions. • As part of planning applications, developers will be required to submit an Air Quality Management Plan (AQMP) which clearly demonstrates how developments will use integrated demand management, public transport and non-motorised transport measures, including streetscape, public realm and green infrastructure planning, to encourage: a) Reduction in overall travel. b) Modal shift to more carbon efficient and lower impact modes • The Air Quality Study recommends a comprehensive package of measures to minimise air emissions from construction, including minimising movement, lower impact equipment/plant and transport modes and controlling dust and particulates. • OPDC will work with developers and contractors to support development which minimises air emissions from construction. • As part of their AQMP submission, developers will be required to develop strategies clearly demonstrating how construction related emissions will be minimised. Such strategies should be closely linked to those for operational freight movement, including minimising movement, using lower impact transport modes and equipment/plant, and controlling dust/ particulates.
Park Royal Transport Strategy (Objectives)	• **2.Mitigating:** Managing, and mitigating, the cumulative wider OA construction and demand growth impacts upon the Park Royal transport network, for both businesses and residents; • **6.Facilitating (Homes):** Supporting the creation of a minimum

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	additional 1,500 new homes on specific non industrial land in Park Royal; • **7.Facilitating (Employment):** Supporting the growth and intensification of Park Royal businesses and facilitating the creation of 10,000 additional jobs; • **10.Protecting:** Improving safety, particularly for vulnerable users, and providing streets where people feel secure.
Park Royal Transport Strategy (Action Plan)	• **Delivery and service plans** A Delivery and Servicing Plan (DSP) establishes a framework for the effective management of freight vehicle activity. Provides benefits to participating organisations, suppliers and the local community

Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Circular and Sharing Economy Study	Construction, demolition and excavation waste would be generated by construction activities. This is distinctly separate to CDEW generated by waste management facilities in the Old Oak and Park Royal area that process CDEW .	• Excavation waste resource flows have not been quantified due to the unavailability of information at such early stages of the project that this resource flow model has been developed
Environmental Standards Study	• OPDC should establish a Low Emission Neighbourhood, an area based scheme covering all types of emissions, a Clean Air Zone, focused on promoting low emission road based public transport and goods vehicles, and a Zero Emissions Network to help local businesses reduce the emissions associated with their activities. • It is recommended that specific regulations and guidance are developed to limit private motorised vehicle mode share, particularly for Old Oak, and promote travel by public transport. OPDC should work with transport infrastructure providers to ensure that sufficient	• Requires the collaboration of Local Highway authority and consultation with local residents and businesses. • Dependent upon Local transport assessments, and Tfl provision

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	provision is available to meet high public transport mode share. • The Air Quality Study recommendations highlight the importance of establishing an overall policy and planning framework for ensuring that enhancement of local air quality is fully embedded in the planning process, based on the core minimum requirement of overall air quality neutrality, and integrated across land use, urban form / open space, transport and infrastructure.	• Requires the collaboration of the local authority to implement measures such as air quality management and actions
Park Royal Transport Strategy (Action Plan)	• Connection between Willesden Junction and • Ealing Broadway - both would require a station • underground and a new rail tunnel • x New station on Central Line between North • Acton and Hanger Lane • x New orbital rail route around London including • stops at Acton and Old Oak (to be delivered • 2040+) • Construction and Logistics planning	• very high costs and difficulties in implementation mean that the potential for a new rail station or line through the Park Royal area has not been considered in detail as part of the preparation of this transport strategy. Further assessments being delivered by OPDC which examine the very long-term needs of the area (e.g. to 2080) are likely to consider the need for this type of fundamental change to public transport in the area • OPDC are working with TfL to produce a Construction and Logistics Strategy for the OPDC area to ensure a coordinated approach which will minimise the disruption to surrounding

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		residents and businesses
Utilities Study	• Sourcing the additional electrical power required for the construction of HS2 and later the Old Oak Development. [p16] • Includes power generation and construction of power supply lines • Use of HS2 power supply for the construction activity on Old Oak Common Opportunity Area	• Requires work by the DNO to look into supply issues and procurement of supply • Work must be carried out by DNO • Requires agreement with HS2

Other evidence base

Supporting Study	**Recommendations**
	None

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T9: Transport Assessments and Travel Plans

Legislation, Policy and Guidance Context

National Planning Policy Framework (2012) (NPPF)

Policy / paragraph reference	Policy and paragraph text
17.	Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: • actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
29	Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
32	All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether: • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
34	Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: • accommodate the efficient delivery of goods and supplies.

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	• incorporate facilities for charging plug-in and other ultra-low emission vehicles;
36	A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.
95	To support the move to a low carbon future, local planning authorities should: • plan for new development in locations and ways which reduce greenhouse gas emissions.
124	Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

National Planning Practice Guidance (NPPG)

Policy / paragraph reference	**Policy and paragraph text**
Travel Plans, Transport Assessments and Statements	
Title: What are Travel Plans, Transport Assessments and Statements? **Paragraph:** 002 **Reference ID:** 42-002-20140306 **Revision Date**: 06 03 2014	Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
Title: What are Travel Plans? **Paragraph:** 003 **Reference ID:** 42-003-20140306 **Revision**	Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

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Date: 06 03 2014	Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.
Title: What are Transport Assessments and Statements? **Paragraph:** 004 **Reference ID:** 42-004-20140306 **Revision Date**: 06 03 2014	Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans). Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts). Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required. Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
Title: How do Travel Plans, Transport Assessments and Statements relate to each other? **Paragraph:** 005 **Reference ID:** 42-005-20140306 **Revision Date**: 06 03 2014	The development of Travel Plans and Transport Assessments or Transport Statements should be an iterative process as each may influence the other. The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives eg walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers. Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required.) The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development. Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework.
Title: Why are Travel Plans, Transport Assessments and Statements important?	Travel Plans, Transport Assessments and Statements can positively contribute to: • encouraging sustainable travel; • lessening traffic generation and its detrimental impacts; • reducing carbon emissions and climate impacts; • creating accessible, connected, inclusive communities; • improving health outcomes and quality of life; • improving road safety; and • reducing the need for new development to increase existing road

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Paragraph: 006 **Reference ID:** 42-006-20140306 **Revision Date**: 06 03 2014	capacity or provide new roads. They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Government's policy on parking is set out in the National Planning Policy Framework. Travel Plans, Assessments and Statements can also be important tools to improve the quality of town centre parking (and where, necessary to improve the vitality of town centres, the quantity too). Local planning authorities and developers should both consider the wider benefits of Travel Plans, Transport Assessments and Statements such as helping to promote the attractiveness of a district or site to new visitors and releasing land for development that would otherwise be taken up by required related parking. Many military establishments are located in isolated areas and the lack of choice that military families have over the location of their service accommodation means some face transport difficulties. When considering transport issues local authorities should consider the particular requirements of any Armed Forces families in their area.
Title: What key principles should be taken into account in preparing a Travel Plan, Transport Assessment or Statement? **Paragraph:** 007 **Reference ID:** 42-007-20140306 **Revision Date**: 06 03 2014	Travel Plans, Transport Assessments and Statements should be: • proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible; • established at the earliest practicable possible stage of a development proposal; • be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); • be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities). In order to make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form: • the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changed to transport infrastructure and management in the area); • local planning authorities should advise qualifying bodies for the purposes of neighbourhood planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support.

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	Local planning authorities may wish to consult the relevant bodies on planning applications likely to affect transport infrastructure, such as rail network operators where a development is likely to impact on the operation of level crossings.
Title: When is a Travel Plan required? **Paragraph:** 009 **Reference ID:** 42-009-20140306 **Revision Date**: 06 03 2014	Paragraph 36 of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan. Local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case by case basis (ie significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development which proposes no car parking in an area of high public transport accessibility). In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations: • the Travel Plan policies (if any) of the Local Plan; • the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan); • existing intensity of transport use and the availability of public transport; • proximity to nearby environmental designations or sensitive areas; • impact on other priorities/ strategies (such as promoting walking and cycling); • the cumulative impacts of multiple developments within a particular area; • whether there are particular types of impacts around which to focus the Travel Plan (eg minimising traffic generated at peak times); and • relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.
Title: How should the need for and scope of a Travel Plan be established? **Paragraph:** 010 **Reference ID:** 42-010-20140306 **Revision Date**: 06 03 2014	The anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself. Consideration should be given at the pre-application stage to: • the form and scope of the Travel Plan; • the outcomes sought by the Travel Plan; • the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations); • the scope of the information needed; and • the proposals for the on-going management, implementation and review processes.
Title: What information should be	Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also

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included in Travel Plans? **Paragraph:** 011 **Reference ID:** 42-011-20140306 **Revision Date**: 06 03 2014	consider what additional measures may be required to offset unacceptable impacts if the targets should not be met. Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area. They should evaluate and consider: • benchmark travel data including trip generation databases; • Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development; • relevant information about existing travel habits in the surrounding area; • proposals to reduce the need for travel to and from the site via all modes of transport; and • provision of improved public transport services. They may also include: • parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and • proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives). These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration. It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development. Any sanctions (for example financial sanctions on breaching outcomes/processes) need to be reasonable and proportionate, with careful attention paid to the viability of the development. It may often be more appropriate to use non-financial sanctions where outcomes/processes are not adhered to (such as more active or different marketing of sustainable transport modes or additional traffic management measures). Relevant implications for planning permission must be set out clearly, including (for example) whether the Travel Plan is secured by a condition or planning obligation. Travel Plans can only impose such requirements where these are consistent with government policy on planning obligations.
Title: How should Travel Plans be	Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets. The length of time over which monitoring will occur and the frequency will

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monitored? **Paragraph:** 012 **Reference ID:** 42-012-20140306 **Revision Date**: 06 03 2014	depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear. Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.
Title: When are Transport Assessment and Transport Statements required? **Paragraph:** 013 **Reference ID:** 42-013-20140306 **Revision Date**: 06 03 2014	Paragraph 32 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment. Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (ie significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility). In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations: • the Transport Assessment and Statement policies (if any) of the Local Plan; • the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement); • existing intensity of transport use and the availability of public transport; • proximity to nearby environmental designations or sensitive areas; • impact on other priorities/strategies (such as promoting walking and cycling); • the cumulative impacts of multiple developments within a particular area; and • whether there are particular types of impacts around which to focus the Transport Assessment or Statement (eg assessing traffic generated at peak times).
Title: How should the need for and scope of a Transport Assessment or Statement be established? **Paragraph:** 014 **Reference**	The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development. Key issues to consider at the start of preparing a Transport Assessment or Statement may include: • the planning context of the development proposal; • appropriate study parameters (ie area, scope and duration of study); • assessment of public transport capacity, walking/cycling capacity and road network capacity; • road trip generation and trip distribution methodologies and/ or assumptions about the development proposal; • measures to promote sustainable travel;

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ID: 42-014-20140306 **Revision Date**: 06 03 2014	• safety implications of development; and • mitigation measures (where applicable) – including scope and implementation strategy. It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval. Transport Assessments or Statements may identify the need for associated studies or may feed into other studies. However care should be taken to establish the full range of studies that will be required of development at the earliest opportunity as it is unlikely that a Transport Assessment or Statement in itself could fulfil the specific role required of a transport element of an Environmental Impact Assessment where this is required. Particular attention should be given to this issue where there are environmentally sensitive areas nearby and where the proposal could have implications for breach of statutory thresholds in relation to noise and air quality either as a result of traffic generated by the site or as a consequence of the impact of existing traffic on the site under consideration.
Title: What information should be included in Transport Assessments and Statements? **Paragraph:** 015 **Reference ID:** 42-015-20140306 **Revision Date**: 06 03 2014	The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment: • information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport) • information about neighbouring uses, amenity and character, existing functional classification of the nearby road network; • data about existing public transport provision, including provision/ frequency of services and proposed public transport changes; • a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site; • an assessment of trips from all directly relevant committed development in the area (ie development that there is a reasonable degree of certainty will proceed within the next 3 years); • data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network; • an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area; • an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas); • measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages)

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	where these are necessary to make the development acceptable in planning terms; • a description of parking facilities in the area and the parking strategy of the development; • ways of encouraging environmental sustainability by reducing the need to travel; and • measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads. In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data. The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant government policy.
Climate change	
Title: How can the challenges of climate change be addressed through the Local Plan? **Paragraph:** 003 **Reference ID:** 6-003-20140612 **Revision Date:** 12 06 2014	There are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008. Examples of mitigating climate change by reducing emissions: • Reducing the need to travel and providing for sustainable transport • Providing opportunities for renewable and low carbon energy technologies • Providing opportunities for decentralised energy and heating • Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design Examples of adapting to a changing climate: • Considering future climate risks when allocating development sites to ensure risks are understood over the development's lifetime • Considering the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development • Considering availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm Engaging with appropriate partners, including utility providers, communities, health authorities, regulators and emergency planners, statutory environmental bodies, Local Nature Partnerships, Local Resilience Forums, and climate change partnerships will help to identify relevant local approaches.

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Guidance on Local Transport Plans, July 2009 (refers to the Transport Acts 2000 and 2008)

Policy / paragraph reference	Policy and paragraph text
25	**Workplace Parking Levies and Road User Charging Schemes** The Local Transport Act 2008 includes amendments to the legislation on workplace parking levies or road user charging schemes, which authorities considering proposals will need to take into account in their Plans. Further advice can be obtained as necessary from the Department.
	National Transport Goals
P12/13	**Goal – Support Economic Growth** Cross network challenge (national policy) – • Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending Additional Cities and Regional Networks challenges – • Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight • Improve the connectivity and access to labour markets of key business centres • Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum 2016 • Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks adverse weather, accidents, terrorist attacks and impacts of climate change
P13	**Goal – Reduce Carbon Emissions** Cross-network challenge – • Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets. Cities and Regional Networks Challenge – • Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
P13	**Goal – Promote Equality of Opportunity** Cross network challenge – • Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability. Cities and Regional Networks challenges – • Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.

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	• Contribute to the reduction in the gap between economic growth rates for different English regions.
P14	**Goal – Contribute to Better Safety, Security and Health** Cross network challenges – • Reduce the risk of death, security or injury due to transport accidents. • Reduce social and economic costs of transport to public health, including air quality impacts in line with the UK's European obligations. • Improve the health of individuals by encouraging and enabling more physically active travel. • Reduce the vulnerability of transport networks to terrorist attack. Additional Cities and Regional Networks challenges – • Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks
P14	**Goal – Improve Quality of Life and a Healthy Natural Environment** Cross network challenges – • Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals. • Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits. • Improve the experience of end-to-end journeys for transport users. • Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places. Additional Cities and Regional Networks challenges – • Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive. • Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment. • Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks. • As with the previous shared priorities, local authorities will need to consider, making use of available evidence, the relative importance of the five goals for their area or for different parts of their area, and may wish to refine them to reflect local needs, or include local, additional objectives. • They should also consider the related challenges, particularly those considered most relevant to city and regional networks, both for the five goals and for any additional local objectives. • It is important in preparing Local Transport Plans that local authorities start by determining a clear view of their own strategic goals and of their priorities for dealing with the different challenges they face. • This strategic view should be based on robust evidence. • Local authorities should have regard to relevant National Policy Statements which are expected to be designated in due course under the new planning regime for major infrastructure projects,

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	provided by the Planning Act 2008. They should also have regard to existing and future Planning Policy Statements and Guidance.
P15	**Air Quality** • Local authorities are responsible for monitoring local air quality and implementing action plans to improve air quality where this is necessary. The majority of air quality action plans concern road transport emissions. • Good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential to ensure a strategic approach to improve quality of life for those living near to busy roads and junctions. • Integrating Air Quality Action Plans with LTPs is strongly encouraged, and will need partnership working in two-tier and metropolitan areas. • It is important that LTPs are effectively coordinated with air quality, climate change and public health priorities – measures to achieve these goals are often complementary. • Reducing the need to travel and encouraging sustainable transport can reduce local emissions, whilst improving public health and activity levels.
P18	**Local Government Policy** • The 2006 Local Government White Paper set out proposals to create a framework for local authorities to act as strong leaders of their communities, removing barriers to effective working. The aim is to create strong, prosperous communities and deliver better public services through a rebalancing of the relationship between central government, local government and the public. • Local transport authorities will wish to develop LTPs which have regard not only to national transport goals but to local strategic objectives as identified in their Sustainable Communities Strategy and to priorities identified in other local documents. • It is critical that transport and spatial planning are closely integrated. Both need to be considered from the outset in decisions on the location of key destinations such as housing, hospitals, schools, leisure facilities and businesses, to help reduce the need to travel and to bring environmental, health and other benefits. • It will be essential for LTPs to reflect and support Local Development Frameworks – LTPs should be a key consideration in the planning process. In two-tier areas, counties and ITAs should work closely with districts to ensure alignment between LDFs and LTPs. • The integration of transport and spatial planning will be a particular consideration for growth areas, where there is an opportunity to use the system to facilitate more sustainable travel patterns and choices. • The presumption is that growth will be located in places where existing transport infrastructure can accommodate the consequent demand. Approaches such as demand management can help improve use of existing capacity. • Individual local authorities should ensure consistency between the suite of documents applying to their area. In particular, there is an opportunity for authorities to develop plans that link transport with an area's wider agenda, such as children's services, employment, health, crime, the environment, equality and social inclusion. Close engagement with the Local Strategic Partnership(s) and other local service providers will help influence the Sustainable Communities

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	Strategy and integrate other organisations' planning for services with transport goals. • Where ITAs or groups of authorities are preparing LTPs for a sub-region, efforts should be made to integrate transport planning with wider activity and planning at that level, including priorities developed through Multi-Area Agreements.
P19-20	**LTPs and LAAs** • The Local Government White Paper provided the framework for reform to the existing system of targets and indicators. Local Area Agreements (LAAs) were introduced to deliver better services, a better quality of life and stronger local economies for people, focusing effort and resources on the priorities that matter most in the area in which they live. • LAAs are at the heart of the new performance framework for local authorities and their partners. They create one single place for the **agreement of targets on locally delivered priorities and are informed** by each area's Sustainable Community Strategy (SCS). Performance in delivering LAAs will be monitored through a robust and independent system of assessment and inspection called the Comprehensive Area Assessment (CAA). • Authorities should ensure that the work of developing and implementing a Local Transport Plan serves to inform the selection of improvement priorities in their LAA. • The work of considering LAAs and national indicators should also inform the development and implementation of the LTP. This will require close working with the relevant Local Strategic Partnership(s). • The National Indicator Set contains ten specific transport indicators. Local Transport Implementation Plans should set out the expected impact of the Plan on these indicators. • LTPs should also describe and where possible estimate expected impacts on indicators which are not transport-specific, but where transport is a key ingredient in successful delivery, such as NI194 on air quality, NI186 on CO2 emissions and NI56 on child obesity. • Local Transport Authorities should ensure that their Implementation Plans are consistent with plans to achieve the targets set in the Local Area Agreement(s). • Where authorities prepare a joint LTP, or in metropolitan areas, it will be necessary to secure consistency between the LTP and individual SCSs and LAAs, as well as with any sub-regional targets agreed through MAAs. • The LAAs may need to refer to the authority's contribution to a joint target. Although it will not generally be necessary in such cases for either the LTP or the LAAs to quantify an individual authority's contribution to a joint target, it will be important for all the contributing authorities to assure themselves that their respective Plans for the delivery of the LTP and the LAAs are consistent and will work together effectively to achieve the jointly agreed target • LAAs and the arrangements for partnership with other bodies such as the Highways Agency, Primary Care Trusts and Jobcentre Plus offer an excellent framework to provide a truly integrated approach to local service provision, linking transport investment to wider social, economic and environmental goals. • The expertise and interests of partner bodies should be fully utilised

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	in developing and implementing the LTP. • Local forums developing and implementing LAAs also offer transport practitioners opportunities to communicate and discuss the importance of transport in delivering a wide range of local objectives.
	Annex A key policies
	A. Network Management Duty Under the Traffic Management Act 2004, local highway authorities have a statutory duty to manage their road network to secure the expeditious movement of traffic on their network and to facilitate the same on the networks of other authorities. Local transport authorities which are also local highway authorities should therefore ensure that their LTP strategy and implementation plan details how they plan to fulfil these duties by avoiding, reducing and minimising congestion or disruption. Local transport authorities that are not local highway authorities should consult with relevant local highway authorities regarding these duties. More detailed guidance on the Network Management Duty and the work of the traffic manager is outlined in the Policy and Good Practice Handbook. **B. Transport Asset Management Plan** Transport infrastructure assets in many cases represent an authority's single biggest asset. To deliver good value for money to the public in managing their transport assets, we recommend that local transport authorities consider the value of an asset management approach. The Chartered Institute of Public Finance and Accountancy (CIPFA) recently reviewed the accounting and finance arrangements for local government transport infrastructure assets,48 and found that comprehensive transport asset management could help deliver both efficiency gains and service improvements. The DfT considers that the best way to achieve this is to develop a Transport Asset Management Plan (TAMP), and for the TAMP to be integrated with the LTP. The TAMP approach enables authorities to take a strategic view on the optimal use of resources for the management, operation, preservation and enhancement of their transport assets. The TAMP should set out the role for corporate and (where appropriate) highway asset managers, and cover service levels, investment, risk assessment, and monitoring processes. Comprehensive Area Assessment will consider asset management as part of its Use of Resources assessment. **C. Air Quality Action Plan** Local authorities have a duty to review and assess local air quality under the UK Air Quality Strategy. Where local authorities have declared an Air Quality Management Area (AQMA), they are required to produce an Air Quality Action Plan indicating how they plan to improve air quality. Where air quality is a transport issue, the integration of Air Quality Action Plans with Local Transport Plans will continue to provide a systematic way of joining up air quality management and transport planning. The LTP could examine and report on options on addressing air quality problems and any risks that policies might have on achieving targets and meeting the EU limit value deadline for concentrations of nitrogen dioxide (NO2) in air. **D. Rights of Way Improvement Plan** The Countryside and Rights of Way Act 2000 introduced a duty for all local highway authorities to prepare a Rights of Way Improvement Plan (ROWIP), in consultation with Local Access Forums. The current round of ROWIPs runs from 2007 to 2017. Local transport authorities may wish

	to integrate the appropriate ROWIP(s) with their LTP. Any requirement to produce an SEA for the ROWIP would be covered by the overarching LTP SEA if ROWIPs are integrated into LTPs. DfT recommends that statutory environmental agencies, such as Natural England, should be involved throughout the development, implementation and monitoring of the ROWIP.49 **E. Noise Action Plans** Defra is currently consulting on draft Noise Action Plans, which have been prepared under the Environmental Noise Directive. Once adopted in 2010, local transport authorities are advised to consider the content of these plans and, where appropriate, integrate them with their LTPs to ensure a coordinated and systematic approach to the management of transport noise. As part of the LTP process, authorities could examine the options for addressing noise problems and any risks that policies might have on achieving targets and meeting the requirements of the Environmental Noise Directive. **F. Bus Information Duty** Under the Transport Act 2000 (s139–141), local transport authorities have a duty to work with bus operators to determine what local bus information should be made available to the public, and the way in which it should be made available. It should include information about bus routes, timetabling of services, fares (including concessionary fares), facilities for disabled passengers, connections with other public transport services, and any other information the authority deems appropriate in relation to its area. As part of this process, the authority should consult with local user representatives and the traffic commissioner. Where appropriate, a local transport authority should work with other authorities to carry out this duty. The LTP could set out an authority's approach to meeting this duty. **G. Local Economic Assessment Duty** The Local Democracy, Economic Development and Construction Bill provides for the proposed new local authority economic assessment duty. This will require all county councils and unitary authorities to prepare an assessment of the economic conditions of their area. These assessments should inform a range of local authority strategies, including local transport plans, and should lead to improved economic interventions, including better spatial prioritisation of investment, by local authorities and their partners. It is expected that the duty will come into force in April 2010. **H. Children and Young People's Plan** Transport planning has a vital role to play in improving the lives of children, young people and families and should take account of the priorities for children and young people set out in the local Children and Young People's Plan (CYPP). The CYPP is central in realising national ambitions to make England the best place for children and young people to grow up. The CYPP, produced and monitored through the Children's Trust Board and delivered through the relevant partners, is firmly positioned within the overall vision for the area contained in the Sustainable Community Strategy and should be seen as part of the wider strategic planning, including transport, which is overseen by the Local Strategic Partnership. **I. Sustainable Modes of Travel Strategy** To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable modes of travel strategy. This involves assessing the travel and transport needs of all

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	children and young people in their area, and considering how they need to plan their transport infrastructure to meet the needs of all pupils. In doing so, they are required to maximise the potential to promote and utilise sustainable modes of travel. It is advised the strategy is closely related to the LTP. **J. National Park Management Plan and AONB Management Plans** A National Park Management Plan sets out a long-term vision and a shorter-term action plan for how the objectives for a National Park should be fulfilled through sustainable development. It sets the framework for activities pursued within a National Park, including transport. AONB Management Plans are similar. Local transport authorities responsible for transport in National Parks and AONBs will want to consider how their LTP relates to these Plans. Reference is made to Local Development Frameworks and the Disability Equality Duty earlier in the guidance

Guidance on Transport Assessments 2007 (Dft and DCLG)

Policy / paragraph reference	Policy and paragraph text
1.2	A TA [Transport Assessment] is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
1.9	1.9 The Government first published its Sustainable Development Strategy in 1994, following the 1992 Earth Summit. The Strategy was revised in 1999 and again in 2005, with the publication of Securing the Future. The Strategy has set the context for the Government's transport and planning policies, with sustainable development and sustainable communities at their core.
1.10	Planning Policy Statement 1: Delivering Sustainable Development (PPS1) describes the Government's objectives for the planning system. Sustainable development is the main principle underpinning planning. Planning has a key role to play in the creation of sustainable communities: communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential.
1.11	Managing Our Roads (DfT, 2003) and The Future of Transport – a Network for 2030 (DfT White Paper, 2004) set out the Government's long-term strategy for transport. An underlying objective of the strategy set out in the White Paper is to deal with the pressures of increasing demand for travel by striking the right balance among our environmental, economic and social objectives, now and into the future. In terms of the road network, this means: • new capacity, where it is needed and justified on environmental and social grounds; • locking in the benefits of new capacity through measures such as high occupancy vehicle lanes and tolling, where appropriate; • the Government leading the debate on road pricing and the opportunity this gives to motorists to make better choices;

	• better management of the network; and • using new technology, so the travelling public can make smarter journey choices. In terms of enhancing local travel, this means: • freer-flowing local roads delivered through measures such as congestion charging; • more, and more reliable buses enjoying more road space; • demand-responsive bus services that provide accessibility in areas that cannot support conventional services; • looking at ways to make services more accessible, so that people have a real choice about when and how they travel; • tackling the environmental impacts of travel by encouraging more sustainable travel choices through promoting the use of school travel plans, workplace travel plans and personalised journey planning, and encouraging people to consider alternatives to using their cars; and • creating a culture and improved quality of local environment, so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children
1.18	A properly prepared TA will help LPAs assess the development's compatibility with the relevant planning policy framework (usually the Local Development Framework) and, in particular, the relevant transport strategy (usually the Local Transport Plan). It will allow the transport implications of proposed developments to be properly considered and, where appropriate, will help identify suitable measures to achieve a more sustainable and environmentally sound outcome. A TA can also address issues likely to be of concern to the local traffic authority (and the Highways Agency where relevant) in performing their network management duties.
1.19	In preparing a transport assessment the following considerations will therefore be relevant. **Encouraging environmental sustainability** • **Reducing the need to travel, especially by car** – reducing the need for travel, reducing the length of trips, and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses. • **Tackling the environmental impact of travel** – by improving sustainable transport choices, and by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling. • **The accessibility of the location** – the extent to which a site is, or is capable of becoming, accessible by non car modes, particularly for large developments that involve major generators of travel demand. • **Other measures which may assist in influencing travel behaviour (ITB)** – achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control. Guidance on Transport Assessment **Managing the existing network** • **Making best possible use of existing transport infrastructure** – for instance by low-cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures (bus lanes), or other forms of Intelligent Transport Systems

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	(ITS) to improve operations on the highway network. It should be noted that the capacity of the existing public transport infrastructure and footpaths is finite, and in some areas overcrowding already exists. • **Managing access to the highway network** – taking steps to maximise the extent to which the development can be made to 'fit' within the available capacity by managing access from developments onto the highway network. **Mitigating residual impacts** • **Through demand management** – using traffic control measures across a wide network to regulate flows. • **Through improvements to the local public transport network, and walking and cycling facilities** – for example, by extending bus routes and increasing bus frequencies, and designing sites to facilitate walking and cycling. • **Through minor physical improvements to existing roads** – it may be possible in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc. within the existing highway boundary. • **Through provision of new or expanded roads** – it is considered good transport planning practice to demonstrate that the other opportunities above have been fully explored before considering the provision of additional road space such as new roads or major junction upgrades.
4.29	Throughout the NATA process, the Government's five objectives for transport as outlined in A New Deal for Transport and A New Deal for Trunk Roads White Papers are central • **Environmental impact** involves reducing the direct and indirect impacts of transport facilities on the environment of both users and non-users. There are ten sub-objectives, including reducing noise, atmospheric pollution (including that related to climate change and local air quality), impacts on countryside, wildlife, ancient monuments and historic buildings. See The Environmental Objective (TAG Unit 3.3); • **Safety** is concerned with reducing the loss of life, injuries and damage to property resulting from transport incidents and crime. The two sub-objectives are to reduce accidents and improve security. See The Safety Objective (TAG Unit 3.4); • **Economy** is concerned with improving the economic efficiency of transport. The five sub-objectives are to improve economic efficiency for consumers, business users and providers of transport, improve reliability and the wider economic impacts, and get good value for money in relation to impacts on public accounts. See The Economy Objective (TAG Unit 3.5); • **Accessibility** is concerned with the ability with which people can reach different locations and facilities by different modes. See The Accessibility Objective (TAG Unit 3.6); • Integration aims to ensure that all decisions are taken in the context of the Government's integrated transport policy. See The Integration Objective (TAG Unit 3.7).
4.30	Although this approach is typically applied when planning for local

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	transport infrastructure, adopting this approach for TAs will ensure that a proposed development's impacts are considered in the context of two alternative scenarios – 'with development' and 'without development' – and will enable a comparative analysis of the transport effects of allowing the development to take place
4.32 4.33 4.34	**Accessibility** • Developers or promoters of sites should undertake accessibility modelling to establish the level of accessibility of the site, and the results should be included within the TA. • The accessibility issues that should be assessed include: ▪ access to the transport system – locating access points and links for pedestrians and cyclists to the wider transport network; ▪ access to the local area – providing transport nodes or interchanges for the proposed development that will benefit other developments and the local community as a whole; ▪ community severance – ensuring that the development does not create barriers to access within the local community. • In order to determine the level of accessibility (in respect of public transport, cycling and walking) for a specific site, or relative levels of accessibility for multiple sites, the preferred methodology would be to undertake accessibility modelling.
4.35	**Safety** The safety issues that should be assessed, including and in addition to the highway accident statistics described in paragraph 4.7, include: • the potential for development-related or other transport accidents in the vicinity of the site; and • perception of personal insecurity in and around the development site.
4.36	**Economy** <u>The economy issues that should be assessed include:</u> • Government regeneration objectives (e.g. use of brownfield sites); • non-motorised road users' journey time; • motorised road users' journey time reliability; • user costs; • the construction, land, preparation, supervision and subsequent maintenance costs of development proposals (including mitigation works).
4.38	**Environment** <u>The environment issues that should be assessed include:</u> • nuisance to people caused by transport-related noise and vibration generated by the development; • the emission of greenhouse gases as a result of the transport implications of the development and the impact of changes in local air quality on people; • the transport-related impacts of the development on areas of designated landscape importance; • whether the site is in an air quality management zone or is likely to cause a breach of current legislation; • the transport-related impact of the development on areas of nature

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	conservation or biodiversity and Earth heritage interests (such as geology) where they interact with roads; • heritage of historic resources where they interact with development-generated transport and/or proposed mitigation measures; • the transport-related impact of the development on the townscape; • appraisal of the transport-related impacts of the development on the water environment; • the impact of the transport implications of the development on physical fitness; • journey ambience.
4.28	• PPG13 (Appendix C) states that LPAs should ensure that their approach to planning for local infrastructure is compatible with the New Approach to Appraisal (NATA). • Throughout the NATA process, the Government's five objectives for transport as outlined in A New Deal for Transport and A New Deal for Trunk Roads White Papers are central:
4.29	• **Environmental** impact involves reducing the direct and indirect impacts of transport facilities on the environment of both users and non-users. There are ten sub-objectives, including reducing noise, atmospheric pollution (including that related to climate change and local air quality), impacts on countryside, wildlife, ancient monuments and historic buildings. See The Environmental Objective (TAG Unit 3.3); • **Safety** is concerned with reducing the loss of life, injuries and damage to property resulting from transport incidents and crime. The two sub-objectives are to reduce accidents and improve security. See The Safety Objective (TAG Unit 3.4); • **Economy** is concerned with improving the economic efficiency of transport. The five sub-objectives are to improve economic efficiency for consumers, business users and providers of transport, improve reliability and the wider economic impacts, and get good value for money in relation to impacts on public accounts. See The Economy Objective (TAG Unit 3.5); • **Accessibility** is concerned with the ability with which people can reach different locations and facilities by different modes. See The Accessibility Objective (TAG Unit 3.6); • Integration aims to ensure that all decisions are taken in the context of the Government's integrated transport policy. See The Integration Objective (TAG Unit 3.7).
4.32 4.33	**Accessibility** • Developers or promoters of sites should undertake accessibility modelling to establish the level of accessibility of the site, and the results should be included within the TA. The accessibility issues that should be assessed include: • access to the transport system – locating access points and links for pedestrians and cyclists to the wider transport network; • access to the local area – providing transport nodes or interchanges for the proposed development that will benefit other developments

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	and the local community as a whole; • community severance – ensuring that the development does not create barriers to access within the local community
4.35	**Safety** The safety issues that should be assessed, including and in addition to the highway accident statistics described in paragraph 4.7, include: • the potential for development-related or other transport accidents in the vicinity of the site; and • perception of personal insecurity in and around the development site.
4.36	**Economy** The economy issues that should be assessed include: • Government regeneration objectives (e.g. use of brownfield sites); • non-motorised road users' journey time; • motorised road users' journey time reliability; • user costs; • the construction, land, preparation, supervision and subsequent maintenance costs of development proposals (including mitigation works).
4.38	**Environment** The environment issues that should be assessed include: • nuisance to people caused by transport-related noise and vibration generated by the development; • the emission of greenhouse gases as a result of the transport implications of the development and the impact of changes in local air quality on people; • the transport-related impacts of the development on areas of designated landscape importance; • whether the site is in an air quality management zone or is likely to cause a breach of current legislation; • the transport-related impact of the development on areas of nature conservation or biodiversity and Earth heritage interests (such as geology) where they interact with roads; • heritage of historic resources where they interact with development-generated transport and/or proposed mitigation measures; • the transport-related impact of the development on the townscape; • appraisal of the transport-related impacts of the development on the water environment; • the impact of the transport implications of the development on physical fitness; • journey ambience.
4.44	**Integration** The integration issues that should be assessed include: • the potential for the development to influence interaction among all transport modes (motorised and non-motorised), either in isolation or in combination with other developments; • interaction between the development proposal and wider issues of Government policy such as environmental sustainability and health;

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	• integration of the development proposals with local, regional and national land use policies; • bringing communities together/social inclusion; • separating communities as a result of cutting off existing movement paths – severance/social exclusion.
4.45 4.46	**Assessment years** • The assessment year(s) in respect of capacity analysis for the transport network should be consistent with the size, scale and completion schedule of the proposed development, and that of other major developments in the vicinity of the site, as well as planned improvements to the transport system • The appropriate horizon assessment year should be agreed with the relevant authorities during pre-application consultations.
	Promoting smarter choices via travel plans
4.79	• Smarter Choices are techniques for influencing people's travel behaviour towards more sustainable options, such as encouraging school, workplace and individualised travel planning. They also include measures such as individualised marketing, personalised journey plans, public transport information and marketing initiatives, car sharing schemes and car clubs, plus measures that reduce the need to travel, such as video conferencing and teleworking.
4.80	• A travel plan (TP) is a package of site-specific initiatives aimed at improving the availability and choice of travel modes to and from a development.
4.82	• During the pre-application consultations the use of an area travel plan and co-ordination with travel plans from adjacent developments should also be considered. The use of area and site-specific travel plans is an important mechanism in the underlying aim to manage vehicle trips at source. Whenever a site-specific TP is proposed, the developer should ascertain the existence of an area-wide TP. Where one exists, the site-specific TP should integrate with the area-wide TP.
	Transport impacts and mitigation measures
4.85	• Government transport policy is, wherever possible, to seek alternative solutions to building new roads, by reducing the impact of road users on each other and the environment, improving road performance through improved network management and facilitating smarter journey choices. The presumption should be to give preference where possible to solutions other than the construction of new roads.
4.90	• In all cases, the transport mitigation plan or package of measures should focus on maximising sustainable accessibility to the development. At the outset, the mitigation plan should consider measures such as: improvements to development site layout to facilitate walking and cycling as well as accessibility to the local public transport infrastructure; improvements to walking and cycling provisions in the vicinity of the development site; and improvements to the local public transport network.

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London Plan (2016) Policies

Policy / paragraph reference	Policy and paragraph text
Chapter 6. London's Transport	
Policy 6.1 Strategic Approach	**Strategic** *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:* a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs c) supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2). d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3) e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network; g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management h) promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced i) promoting walking by ensuring an improved urban realm j) seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable. *B The Mayor will, and boroughs should, take an approach to the management of street space that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated*.
Policy 6.3 Assessing Effects of Development on Transport	**Planning decisions** *A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.*

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Capacity	*B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.* *C Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan1 and should be co-ordinated with travel plans.* *LDF preparation* *D Boroughs should take the lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exist or is being introduced. Boroughs should facilitate opportunities to integrate major transport proposals with development in a way that supports London Plan priorities.* *E LDFs should include policies requiring transport assessments, travel plans, construction logistics and delivery/servicing plans as set out in C above.*
Policy 6.11 Smoothing Traffic Flow and Tackling Congestion	**Strategic** *A The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report. The Mayor will use his powers where appropriate.* *LDF preparation* *B DPDs should develop an integrated package of measures drawn from the following:* a) promoting local services and e-services to reduce the need to travel b) improving the extent and quality of pedestrian and cycling routes c) making greater use of the Blue Ribbon Network d) improving the extent and quality of public transport e) developing intelligent transport systems to convey information to transport users f) developing integrated and comprehensive travel planning advice g) promoting and encouraging car sharing and car clubs h) smoothing traffic flow to improve journey time reliability i) applying the London street-types framework to ensure that the needs of street users and improvements to the public realm are dealt with in a co-ordinated way j) promoting efficient and sustainable arrangements for the transportation and delivery of freight.

Draft New London Plan (2017) Policies

Policy / paragraph reference	**Policy and paragraph text**
T1	*A Development Plans and development proposals should support* 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*

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	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.
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 transport or support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service provided that enable existing transport operations to be maintained and expanded if necessary). 2) Identifying and safeguarding new sites and route alignments, as well as supporting infrastructure, in order to provide transport functions and planned changes to capacity, including proposals in Table 10.1 3) Safeguarding the Walk London Network, protecting access to and improving the Thames Path and, where relevant, improving its alignment with the Thames. *C Development proposals that do not provide adequate protection for the schemes outlined in Table 10.1 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, priority should be given to delivering upgrades to the Undergrounds lines, securing 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 busses and supporting infrastructure as needed.*
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 Transport assessments should be submitted with development proposals to ensure that any 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 Street Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and service plans will be required in accordance with relevant Transport for London guidance.* *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.* *D Where the ability to absorb increased travel demand through active travel*

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	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 may 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*.
10.1.1	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 Londoner's dependency on cars in favour of increased walking, cycling and public transport use.
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.
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.
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 extend 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 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	Ideal, 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.
T9	<u>Funding transport infrastructure through planning</u> *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*

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	may be cumulative. Such obligations and contributions may include the provision of new and improved public transport services, capacity and infrastructure, and making streets pleasant environments for walking and socialising, in line with the Healthy Streets Approach.

Healthy Streets for London (Tfl, 2017)

Policy / paragraph reference	Policy and paragraph text
	Strategic level: policy and planning London's rapid growth means we will need to move people more efficiently to keep the city functioning and to maintain and improve the quality of life of its residents. Planning a city where walking, cycling and public transport are the first choices for travel is the only way for us 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. By establishing clear policies in the London Plan – the Mayor's spatial planning document for the whole of London – and by working with developers and local authorities, we can ensure that new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way. **Why Healthy Streets?** Reducing the use of the private car and increasing the number of people walking, cycling and using public transport has the potential to transform London and improve the lives of all those who live in, work in and visit the city. The Healthy Streets Approach will make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners Car ownership is the greatest factor that influences how often Londoners walk and cycle. It has a bigger impact than gender, income, employment, ethnicity and disability, in all parts of the Capital. Most car trips made by Londoners couldbe walked or cycled There is growing recognition of the impacts of traffic noise on health and wellbeing. Noise pollution influences sleep, stress, anxiety, blood pressure and mental health. In children it can impact on school performance, memory and concentration. Traffic noise disproportionately affects disadvantaged people in their homes and workplaces as well as making walking, cycling and using public transport less pleasant

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Housing SPG

Policy / paragraph reference	Policy and paragraph text
SPG Implementation 4.2 Promoting Sustainable Transport Access to Town Centres	*Boroughs and town centre partners are encouraged to:* a) promote 'sustainable modes' and improve access and capacity to and from London's town centres including rail, tube, tram, DLR, bus and interchange development works through the implementation of transport schemes in the London Plan and Mayor's Transport Strategy b) ensure the provision of sufficient land, suitably located, for transport functions in line with London Plan policy. c) draw upon TfL's Access to Opportunities and Services measure to inform strategic and local strategies to promote access to services located within town centres including neighbourhood and more local centres d) improve the accessibility and inclusivity of town centres for communities including disabled and older people e) enhance the availability of electric car charging points in town centres to help promote access and take-up of this emerging technology f) examine the potential to make improvements to existing connections to town centres and address problems of severance g) develop town centres as cycle hubs and promoting cycling as a sustainable choice of transport, with strong leadership role for boroughs h) manage congestion on the strategic highway network in town centres through a number of complementary measures such as reducing the number of short car trips, coordinating land use and transport planning, managing demand, and delivering highway enhancements i) put in place measures to encourage low car use to town centres, such as Smarter Travel programmes, personal, school and workplace travel planning, promotion of car clubs and car sharing.

Local Plan Regulation 18 Draft Policy Options

Policy / paragraph reference	Policy and paragraph text
T10: Transport Assessments and Travel Plans Paragraph 11.84	This policy option would enable more scrutiny over developments to ensure they comply with best practice. In addition it would enable more control over the cumulative impact of developments on the transport network. However, very small-scale developments are likely to have a minimal impact on the transport network. Early engagement through the pre-application advice stage will help to identify any transport planning issues associated with the development.
T10: Transport Assessments and Travel Plans	If the threshold was increased developments could be planned without assessing the impact of the development on the transport system. This could lead to access issues, a congested road network and insufficient public transport infrastructure to cope with the demands of the new

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Paragraph 11.85	development.

Key Consultation Issues

Regulation 18 consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
Need a commitment for travel plans to improve transport provision for mobility and visually impaired users.	GLA	Change proposed. This is now included in the supporting text to Policy T9.
TfL guidance on TAs is not fit for purpose regarding barriers to disabled travellers.	Hammersmith and Fulham Disability Forum	Noted. The Healthy Streets approach, and T2 indicates that developments will be supported where they deliver inclusive and accessible transport provision. This has been included in the supporting text for T9.

Regulation 19(1) consultation

What is the issue?	Who raised the issue?	What are we doing to address the issue?
To be included. Please refer to the Statement of Consultation in the meantime.		

Summary of Relevant Evidence Base

OPDC evidence base

Supporting Study	Recommendations
Old Oak Strategic Transportation Study	**Residential and workplace travel plans to support new development** Travel plans should be encourage, or made a condition of planning approval to support new development in the OOCOA. A travel plan is a long term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel ie secure cycle parking, car sharing and travel information packs. This will help reduce the demands on the surrounding highway network and promote a more active means of travel. **8.4.2 Managing travel demand**

	• A main focus of proposals to support the OAPF and mitigate the impact of the related traffic impact has been on improvements to sustainable and active travel modes rather than wide-ranging increases in highway capacity. • A 'target based' approach has been applied, whereby a package of measures to achieve a very low car mode share have been identified, as it is recognised that this will be needed to help facilitate the level of development proposed on site. • The following interventions are proposed: 1. Promoting sustainable urban mobility; 2. Zonal access; and **3.** Residential and workplace travel plans to support new development. ***Provision of publicly accessible, high quality, cycle parking*** Cycle parking in new residential and commercial developments should have generous levels of secure and convenient cycle parking provision in accordance or in excess of the minimum standards set out in the proposed Further Alterations to the London Plan, or any subsequent revisions. This includes the provision of visitor cycle parking, located in the publicly accessible parts of new developments. ***Promoting sustainable urban mobility*** • Sustainable residential and workplace travel will be encouraged through targeting a low car mode share for the site, including restrictive parking standards for all land uses (car-free for the commercial and very low provision for the residential element), integrated travel solutions and real time information. • This is accompanied by a supporting package of walking, cycling and public transport improvements as detailed later in this Section. • The combination of these measures will help reduce peak hour traffic levels by both restricting people's ability to drive to the site through the lack of suitable parking facilities, but also by encouraging the uptake of walking, cycling and public transport. • The use of car clubs can also reduce dependency on private vehicle ownership. The viability of these services is dependent upon achieving high levels of utilisation, and therefore any development at Old Oak Common should consider the potential for and promotion of car
Park Royal Transport Strategy (Objectives)	• **2.Mitigating:** Managing, and mitigating, the cumulative wider OA construction and demand growth impacts upon the Park Royal transport network, for both businesses and residents; • **6.Facilitating (Homes)**: Supporting the creation of a minimum additional 1,500 new homes on specific non industrial land in Park Royal; • **7.Facilitating (Employment)**: Supporting the growth and intensification of Park Royal businesses and facilitating the creation of 10,000 additional jobs; • **9.Sustaining:** Supporting a modal shift for trips to/from Park Royal away from private motor vehicle trips towards more sustainable modes;
Park Royal Transport Strategy	• **Incentives for electric vehicles** Provision of facilities and financial incentives for residents and businesses that adopt

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(Action Plan)	electric vehicles • **Car club/car sharing strategy** Development of a strategy to ensure Car Clubs and Car sharing opportunities for residents and commuters to Park Royal are maximised to reduce local congestion levels and reduce on-street parking requirements **Improved workplace cycle facilities** The provision of end of journey cycle facilities such as bike stands, lockers, showers as well as training and maintenance support and assistance encourage cycling uptake • **Development control strategy** Development control is an efficient way to manage future travel demand arising from new developments It includes measures such as parking standards, servicing and delivery requirements and provision for cycle and walking including investment. The OAPF and Local Plan are the mechanisms by which this is implemented • **Travel plans** A long term management strategy to encourage sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel. • **Mode share targets** With the expected future growth in both employment and residential uses it is important to manage travel demand in order to achieve a reduction in the car mode split. The mode share targets can be delivered through framework agreements and strategies such as travel plans and development planning control. • **The provision of end-of-journey cycle facilities** such as bike stands, lockers, showers as well as training and maintenance support and assistance encourage cycling uptake • This can be achieved through planning and development control in the case of new developments and can be encouraged through demand management strategies such as travel plans • These facilities would be easier to provide for larger employers and are likely to have a wider impact if associated with events and internal promotion • A strategy for smaller employers for providing shared facilities is also important due to the great diversity of small-size employers in Park Royal • **Development control** is an efficient way to manage travel demand for future developments • It includes measures such as: a) parking standards b) servicing and delivery requirements c) provision for cycle and walking including investment in good connections with the public transport network • Due to the various development policies across the area there is the opportunity to integrate the planning and development control strategy under the umbrella of the OPDC, with the local authorities as major stakeholders and enforcement authorities • **Characteristics of travel plans:** a) Long-term management strategy to encourage sustainable travel for new and existing developments b) Normally funded by employer, with surveys and update required

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	every 2-3 year c) Sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel. d) Requires ownership, monitoring and enforcement together with selected/selfappointed champions e) Tools such as iTRACE (development and monitoring) and ATTrBuTE (assessment) are available online and support implementation f) Can be developed individually or as a framework for an entire estate or area
Public Realm, Walking and Cycling Strategy	• **none**

Rationale for any non-implemented recommendations

Supporting Study	Recommendations	Rationale for not including
Park Royal Transport Strategy	• A long term management strategy to encourage sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel	• Existing developments are not obliged to adopt travel plans. Voluntary travel plans are the responsibility of the local council.
	• With the expected future growth in both employment and residential uses it is important to manage travel demand in order to achieve a reduction in the car mode split. The mode share targets can be delivered through framework agreements and strategies such as travel plans and development planning control	• The planning process does put in place measures and targets but there is a reliance on a change in culture. The success of the schemes rely on complementary measures such as parking controls by highway authorities and agreement to and funding of sustainable transport infrastructure

Other evidence base

Supporting Study	Recommendations

	None

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