

Draft London Plan Examination in Public

Written statement by the Chartered Institute of Logistics and Transport (Participant no. 2923) on Matter M78

Transport Schemes and Development

M78. (a) Are all of the requirements of policies T1 to T4 necessary to address the strategic priorities of London, or do they extend to detailed matters that would be more appropriately dealt with through local plans or neighbourhood plans? (b) Are the expectations of development proposals relating to the provision of improvements to transport infrastructure and services set out in policies T1A, T2D, T3B-E, T4, and T9 justified and consistent with national policy?

Expectations of development proposals include: support and facilitate the transport schemes set out in Table 10.1 (policy T1A(2)); provide mitigation to address any adverse transport impacts, including cumulative impacts (policies T4C and T9C); provide public transport and active travel infrastructure where the ability to absorb increased travel demand has been exhausted and existing public transport is insufficient (policy T4D); mitigate the cumulative impacts of development on public transport and the road network capacity (policy T4E); support capacity, connectivity and other improvements to the bus network (policy T3E); not increase road danger (policy T4F); demonstrate how they will deliver the ten Healthy Streets Indicators set out in Figure 10.1 (policy T2D(1)); and submit Transport Assessments, Travel Plans, Parking Design and Management Plans, Construction Logistics Plans, and Delivery and Servicing Plans in accordance with Transport for London Guidance (policy T4B).

Policy T2D2 suggests that vehicles should be reduced on all London's streets and therefore makes no reference to the purpose of those streets. While it is correct to give precedence to pedestrians and cyclists wherever possible, there are also streets or parts of streets which are designed for freight, deliveries, servicing, bus stops and interchange between buses or between buses and railway stations/tram stops. It is suggested that Policy T2D2 should be amended to read **"2) reduce the dominance of vehicles on those London streets where pedestrians and cyclists are significant while ensuring that adequate road space is available for freight, deliveries, servicing, bus stops and public transport interchange."**

Policy T3B should be amended to add references to freight as follows:

"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, and for freight, deliveries and servicing to serve London's need, including by:
1) safeguarding existing land and buildings used for public transport, active travel or related support functions and freight facilities (unless alternative facilities....."

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