



London Plan – Chapter 10: Transport

Examination-in-Public

Observation upon Matter 78(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?”

1 About Waltham Forest Streets for All

- 1.1 Waltham Forest Streets for All (WFS4A) believes that all residents, businesses and visitors in Waltham Forest should be able to travel safely, quickly and conveniently around the borough in order to maximise economic success, community involvement, security and enjoyment for everyone.
- 1.2 An indication of support for WFS4A’s position above is that over 6,000 people signed a petition to the Mayor of London regarding the counter-productive impact of road closures in Waltham Forest as part of Waltham Forest Council’s “Mini-Holland” project.
- 1.3 Waltham Forest Streets for All commits to the following positions on transport in our borough:
 - **HEALTH:** We support investment in electric / green vehicles to reduce dangerous air pollution. We support the encouragement for those who are able to walk and cycle where safe infrastructure has been provided. We support facilitating rapid response vehicles and carers to be able to attend patients without being delayed by road closures.
 - **ROAD CLOSURES:** We are totally opposed to road closures which cause serious and potentially fatal delays to emergency vehicles, impact severely on small businesses and delay carers and others who need to make important journeys around the borough. Road closures force traffic onto fewer roads thus increasing pollution through longer journeys and idling engines.
 - **SPEED RESTRICTIONS:** We are opposed to speed humps which delay emergency vehicles and cause pain to many people with disabilities. We support technologies that enforce speed limits such as CCTV.
 - **PEDESTRIANS:** We support physically segregated routes for pedestrians that conform to the Council’s Access Guidelines in terms of width and positioning of street furniture. We totally oppose shared space and blended crossings which are dangerous for all pedestrians, but especially those with physical, sensory or learning disabilities and children.
 - **CYCLING:** We support increasing safety for cyclists by provision of well-designed segregated cycle routes so long as this does not reduce pavement widths or involve the removal of bus lanes.
 - **BUSES:** We support the provision of bus lanes and the phasing out of polluting vehicles. We oppose “floating bus-stops” which put pedestrians at risk.

2 WFS4A’s Observations in Relation to Matter 78(a)

- 2.1 Waltham Forest Council secured £27m from Transport for London to implement the Council’s “Mini-Holland” project. This project is intended to improve conditions for pedestrians, cyclists

and users of public transport in Waltham Forest. In so doing, the Council anticipated that air quality in Waltham Forest would also be improved. It will be evident from the previous section that WFS4A supports these laudable objectives.

- 2.2 However, ever since the implementation of Mini-Holland began in 2016, evidence has been accumulating that some of the chief features of the project – notably, extensive road closures, removal of bus lanes, impinging cycle facilities on already-limited pedestrian space – are counter-productive to the objectives of Mini-Holland. Other serious adverse consequences have also arisen, such as curtailment of bus routes, delays to emergency-service responses and the need for dangerous reversing manoeuvres by the Council's refuse trucks.
- 2.3 At WFS4A we are very aware that Mini-Holland is being implemented on streets for which Waltham Forest Council and not TfL is responsible as the highway authority. That is why we have sought to have our concerns recognised and addressed caringly and professionally by the Council. However, in our experience the Council have been totally intransigent in this respect.
- 2.4 We recognise that, in itself, that might not be cause for TfL to take an active interest in the impacts that Mini-Holland is having. But in our view there are several powerful reasons why TfL **should** bring influence to bear on Waltham Forest Council, and why it is therefore important more generally – in the context of the EIP panel's Matter 78(a) – that seemingly local efforts to implement London Plan policies must retain meaningful strategic oversight, especially when funded by TfL or other strategic authority. These are the reasons we put to TfL (Borough Projects and Programmes) as to why they should take an active interest in the impacts of Mini-Holland:
- TfL invited bids from London boroughs for Mini-Holland funding, adjudicated the bids, and accepted Waltham Forest Council's proposals;
 - TfL is funding Mini-Holland in Waltham Forest to the tune of £27 million;
 - TfL expects boroughs to conform to its guidance and standards, not least in relation to provision for cyclists and pedestrians;
 - TfL will be concerned about the impact of Mini-Holland on its own bus services and on the services provided by other London-wide agencies, especially the emergency services;
 - TfL is a highly professional organisation of strong repute and will be disappointed if its funding is employed less than professionally;
 - TfL – above all – has the responsibility of advancing the Mayor's objectives for transport in London, and in particular:
 - Reducing pollution from motor traffic;
 - Improving conditions that will encourage cycling **and** walking;
 - Increasing economic vibrancy;
 - Creating a more equal society of opportunity, accessibility and mobility.
- 2.5 In WFS4A's view, meeting the strategic objectives of the London Plan will very largely be the responsibility of local schemes by borough councils such as Waltham Forest. It will therefore be imperative that pan-London authorities – TfL in the present context – not only ensure that local scheme **objectives** align with the London Plan but that the **outcomes** of local schemes also do so.
- 2.6 Consequently, WFS4A believes that the requirements of policies T1 to T4 are necessary to address the strategic priorities of London, even though they may extend to detailed matters at the local level.

TRANSPORT

Chapter 10 Transport

Policy T1 Strategic approach to transport

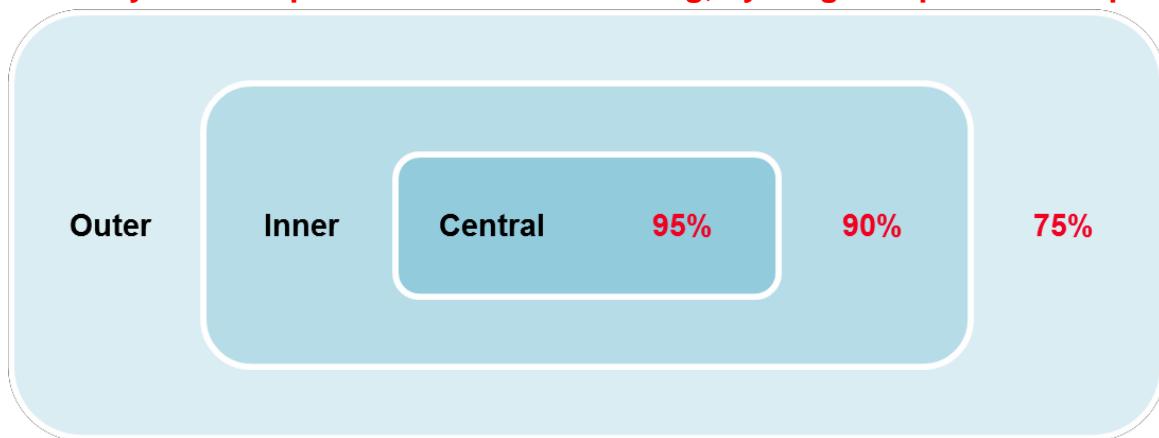
- A Development Plans and development proposals should support **and facilitate**:
 - 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
 - 2) the proposed transport schemes set out in Table 10.1.
 - B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 10.1.1 The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In particular, routes circumnavigating London rather than those going into the centre must be improved. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, **which the policies in the Plan and the Mayor's Transport Strategy seek to deliver**, London cannot continue to grow sustainably.
- 10.1.2 A shift from car use to more space-efficient travel also provides the only long-term solution to the road congestion challenges that threaten London's status as an efficient, well-functioning globally-competitive city. Reliable deliveries and servicing, and easy access to workplaces and key attractions are dependent on an increasingly-efficient transport network. Roads will continue to play a vital role in this, and greater priority needs to be given to making them more efficient for those activities that depend on them the most.
- 10.1.3 The Mayor will work with partners to minimise **servicing and delivery freight** 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.
- 10.1.4 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 both walking and cycling safer and more attractive by ensuring these two modes of transport are segregated, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing. **Achieving this is expected to result in different outcomes in different places, including modal splits in**

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central, inner and outer London, as shown by Figure 10.1 A.

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

Figure 10.1A Mode shares in central, inner and outer London expected to be required for a city-wide 80 per cent share for walking, cycling and public transport



Policy T2 Healthy Streets

- A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. In order to encourage walking, space must not be taken away from pavements to provide cycle paths unless 1.5m minimum remains for pedestrians; cyclists must be reminded it is illegal to cycle on pavements; where pedestrian and cycling routes cross signs and physical barriers should be used to prevent pedestrian injury; street furniture should not impede pedestrian clearways.
 - 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, electric vehicle and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.
 - 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.
 - C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active **travel** and public transport **travel**. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
 - D Development proposals should:
 - 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
 - 2) reduce the dominance of vehicles on London's streets whether stationary or moving.
 - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- 10.2.1 Streets account for 80 per cent of London's public spaces. High quality streets are fundamental to the character and efficient functioning of the city, and play a

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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 including people with disabilities and others who have to rely on cars for business, health, caring or other purposes.

- 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

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of walking, cycling and public transport use throughout London. It aims to make the city more accessible, **inclusive** and welcoming to all, so that every Londoner can be active every day, creating a healthier city, ~~inclusive of for~~ people from all backgrounds, ensuring inequalities are reduced.

- 10.2.3 The Healthy Streets Approach is an evidence-based approach to improve health and reduce health inequalities, which will help Londoners use petrol and diesel cars less, and walk, cycle and use electric cars and public transport more. Many public transport routes are already uncomfortably over-crowded and the policies in H4 will increase passenger numbers even more. To be successful this policy requires an increase in the number, capacity and reliability of buses and trains. It supports the delivery of the Mayor's aim that by 2041 all Londoners will be able to undertake at least the 20 minutes of active travel each day needed to stay healthy. It also requires better management of freight so the impact of moving goods, **carrying out servicing** and **supporting construction-delivering services** on London's streets is lessened. To **deliver apply** the Healthy Streets Approach, changes are required at strategic, network and street level.
- 10.2.4 Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. The Healthy Streets Approach aims to bring about positive changes to the character and use of the city's streets. High-quality, pleasant and attractive environments with **clean air and** enough space for dwelling, walking, cycling and public transport use must be provided. The dominance of vehicles should be reduced by using design to ensure slower vehicle speeds and safer driver behaviour. Speed humps should be avoided as these cause pain to many disabled people, delay emergency vehicles, increase pollution and can cause structural damage to adjoining buildings. Measures **which that** improve Londoners' experience of individual streets, including greening, to encourage them to live active lives should be embedded within new development.
- 10.2.5 How the city's streets are planned and used at a larger scale also has a big impact on individual streets around London. The Mayor will work with partners to deliver appealing local street environments and to plan the capital at the network level so that it functions better. This should be supported through development which facilitates opportunities to improve route choice and capacity for walking and cycling as well as linking to bus networks. As part of this, the Mayor will work with the freight industry, its customers and London's boroughs to develop more creative solutions to managing freight **and deliveries**. This will include considering different uses of London's streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring shops and services continue to thrive. In order for high-streets to thrive suitable car parking facilities must be provided as without these people go only to the larger supermarkets.
- 10.2.6 London's rapid growth means people need to travel more efficiently to keep the city functioning and to maintain and improve the quality of life for residents. Strategic-level planning to ensure walking, cycling and public transport are the first choices for travel is the only way to achieve this. Developing new housing around stations and improving connections to town centres will mean more people have the things they need within walking or cycling distance, while destinations further afield will be easily accessible by public transport.
- 10.2.7 The Healthy Streets Approach uses 10 indicators that reflect the experience of being on streets. These indicators are based on evidence of what is needed to create a healthy, inclusive environment in which people choose to walk, cycle and use public transport. New developments and public realm schemes should deliver

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improvements against the Healthy Streets Indicators.

Figure 10.1 - The Ten 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 fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source. This should not include encouraging play streets as these confuse children who do not understand when roads are safe and when they are not.

Policy T3 Transport capacity, connectivity and safeguarding

- A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.
- B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:
 - 1) safeguarding existing land and buildings used for **public** transport, **active travel** or **related** support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)
 - 2) identifying and safeguarding new sites 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
 - 3) safeguarding **London's walking and cycling networks** ~~the Walk London Network protecting access to and improving the Thames Path and, where relevant, improving its alignment with the Thames.~~
- 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, **particular** priority should be

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given to **securing and supporting the deliverying of** upgrades to Underground

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lines, **securing** Crossrail 2, the Bakerloo **ILine eE**xtension, river crossings and an eastwards extension of the Elizabeth **Lline**.

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

Table 10.1 - Indicative list of transport schemes

Scheme	Cost*	Timescale
Healthy Streets and active travel		
Accessibility and inclusivity embedded in planning and design of Healthy Streets	low	2017-2041
Borough-led traffic reduction strategies (including workplace parking levies)	low	2017-2030
Cycle Hire network development	medium	2017-2041
Cycle network development (London-wide)	medium	2017-2030
Electric vehicle charging infrastructure	low	2017-2041
Freight consolidation programme	medium	2017-2041
Freight fleet emissions reductions	low	2017-2041
Highway decks to release land for housing (subject to further assessment)	high	2017-2030
Personal safety and security improvements on London's streets	low	2017-2041
Road pricing: existing schemes reviewed	low	2018-2020
Road pricing: next generation charging (subject to further assessment)	med/high	2022-2041
Street trees increases	low	2017-2041
Sustainable drainage system improvements on railway land	low	2017-2041
Sustainable drainage system improvements on streets	low	2017-2041
Transformation of Oxford Street	low	2017-2022
Transformation of Parliament Square (subject to further assessment)	low	2020s
ULEZ in central London	medium	2017-2020
ULEZ in inner London	low	2020-2030
ULEZ London-wide for buses, coaches and HGVs	low	2020-2030
Vision Zero (safer road user behaviours through education, engagement and enforcement, and improved vehicle safety including banning most dangerous HGVs/HGV Direct Vision)	low	2017-2041
Walk and cycle bridge between Battersea and Fulham	low	2017-2020
Walk and cycle bridge between Nine Elms and Pimlico	low	2020-2030
A new Walk and cycle river crossing for pedestrians and cyclists between Rotherhithe and Canary Wharf	medium	2017-2030

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Walk and cycle to school schemes	low	2017-2041
Walk and cycle to work and in local communities schemes	low	2017-2041
Walk and cycle wayfinding improvements	low	2017-2041
Walk London Network enhancements	low	2017-2041
Walking: improved local routes	low	2017-2030

Public transport		
Bakerloo Line eExtension.	high	2020-2030
Beam Park station	low	2020-2030
Brighton Mainline Upgrade (higher frequencies)	high	2020-2030
Bus network: demand-responsive bus services (subject to further assessment)	medium	2017-2041
Bus network: enhancements to meet existing and future demand	medium	2017-2041
Bus network: Low Emissions Bus Zones (including bus priority)	low	2017-2030
Bus network: retrofitted and procuring cleaner buses	medium	2017-2041
Bus network: Silvertown Tunnel and associated bus services	medium	2017-2030
Bus network: wheelchair accessible bus stops	low	2017-2020
Bus priority network and supporting infrastructure	medium	2017-2030
Bus transit pilots in Opportunity Areas	low	2020-2041
Coach hub(s) reprovision	medium	2020-2023 30
Crossrail 2 (including West Anglia Main Line 4-tracking)	high	2020-2041
Crossrail 2 eastern branch (subject to further assessment)	high	2020-2041
Devolved suburban rail services to enable London suburban metro	high	2020-2030
DLR extension from Gallions Reach to Thamesmead (subject to further assessment)	medium	2017-2030
DLR station upgrade programme	low	2017-2041
DLR upgrades	high	2020-2041
Elizabeth line	high	2017-2020
Elizabeth line extension east of Abbey Wood	high	2020-2041
Heathrow Airport Southern Access (required for if airport expansion proceeds)	medium high	2020-2041
Heathrow Airport Western Access (required for if airport expansion proceeds)	medium high	2020-2041
HS2 and associated National Rail changes, including mitigation of impacts at street level	high	2020-2041
London Overground extension to Barking Riverside	medium	2017-2030
London Overground extension - West London Orbital	medium	2020-2030
London Overground extensions (subject to further assessment)	low	2030-2041
London Overground frequency upgrades (network-wide)	low	2017-2041

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London Overground station upgrade programme	medium	2017-2041
London Overground strategic interchanges at Clapham Junction, Lewisham, Stratford and Old Oak Common and improved accessible interchange facilities across inner and outer London	low	2017-2030
London Underground air quality improvements	low	2017-2041
London Underground station capacity programme	high	2017-2041
London Underground step-free stations and more accessible vehicles.	medium	2017-2041
London Underground upgrades - various (e.g. Deep Tube programme, Four Lines Modernisation programme etc)	high	2017-2041
National Rail capacity increases (other lines)	medium	2020-2030
National Rail freight upgrades, especially to enable freight to bypass London	low	2017-2041
National Rail station capacity and step-free access upgrades	medium	2017-2041
Night Overground	low	2017-2020
Night-time services on the DLR	low	2020-2030
Night Tube extensions	low	2017-2030
Northern Line eExtension.	high	2017-2020
River crossing at Gallion's Reach and/or Belvedere (subject to further assessment)	medium	2030-2041
River crossings (public transport) in East London (subject to further assessment)	medium	2017-2041
River services extensions to the east (subject to further assessment)	low	2017-2030
Stratford to Angel Road enhancements	medium	2017-2020
Thameslink Programme	high	2017-2020
Tram extension to Sutton (subject to further assessment)	medium	2020-2030
Tram upgrades	medium	2017-2041
Walk and cycle ferry between North Greenwich and Canary Wharf (subject to further assessment)	low	2017-2020

* low: <£100m, medium: £100m-£1bn, high: >£1bn

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

10.3.2 By 2041, London's transport networks will need to cater for over five million additional trips every day. There is therefore an urgent need to improve public transport capacity, connectivity and quality of service to ensure that it continues to

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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. Park and drive facilities should be provided so that car users leave their cars at the earliest opportunity and switch to public transport; such car parks could be free for electric vehicles.

- 10.3.3 The Elizabeth ~~L~~ine, due to open in 2019, will increase capacity within central London by about ten per cent, relieving crowding on the Tube network, **and** reducing journey times ~~from east and west London to central London and the Isle of Dogs,~~ and ~~reducing~~ congestion at ~~stations Paddington, Liverpool Street and in the West End. This will mean that an extra 1.5 million people will be within 45 minutes'~~ commuting distance of central London. ~~The Elizabeth Line has been designed to - allow for future increases in capacity, given the expected demand associated with an increasing population and growing employment in the areas it serves. An eastward extension to the Elizabeth line could support thousands of new homes and jobs along the route in Bexley and north Kent. The extension could link to High Speed 1 at Ebbsfleet and boost rail connectivity throughout the Wider South East.~~
- 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 to 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 ~~L~~ine is also necessary to provide extra capacity on the Tube in south east London, enabling capacity for up to for 65,000 passenger journeys during the morning and evening peak. Increasing connectivity and reducing journey times will enable the Bakerloo ~~L~~ine ~~E~~xtension to support more than 25,000 new homes and 5,000 jobs.
- 10.3.5 A A key means of improving the efficiency of the transport network and unlocking growth potential is to eliminate physical barriers to movement, including in places where the Thames divides the communities on either side of it. Increasing the number and capacity of public transport links, as well as walking and cycling crossings, across the Thames will help to improve access to employment opportunities, support the development of thousands of new homes and enable healthier lifestyles.**
- 10.3.6 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.
- 10.3.7 New routes should be created to link the outer stations on tube lines which all run towards the centre of London; for example joining Stratford or Leytonstone station with Walthamstow would make an enormous difference to people commuting within LBWF. Buses take 1 hour, cars 15mins.

Policy T4 Assessing and mitigating transport impacts

- A Development Plans and development proposals should reflect and be integrated with

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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 Streets Approach within, and in the vicinity of, new development. Travel **P**lans,

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Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance¹⁴².

- 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 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~~ will be contingent on the provision of necessary public transport and active travel infrastructure.
- E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
- F Development proposals should not increase road danger.

- 10.4.1** It is important that the impacts and opportunities which arise as a result of development proposals are identified and assessed so that appropriate mitigations and opportunities are secured through the planning process. **Transport assessments** are therefore necessary to ensure that planning applications can be reviewed and assessed for their specific impacts and for their compatibility with the Healthy Streets Approach. **Consideration of the potential impacts on internationally important wildlife sites should also be assessed, where required.**
- 10.4.2** Transport assessments should include an assessment of demand arising from personal travel as well as from potential servicing and deliveries, taking into account the impacts both on all modes of transport including walking and cycling, and on streets as social spaces. For developments of strategic importance (development proposals that are referable to the Mayor), applicants are strongly advised to engage early with Transport for London through the **pre-application process** in order to ensure that all necessary elements are covered ¹⁴³.
- 10.4.3** It is important that development proposals **reduce the negative impact of development on the transport network** and reduce potentially harmful public health impacts. The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. Where adverse transport impacts have been identified from development proposals, mitigation will be sought in the form of financial contributions – to improve network service levels for example – or through directly providing infrastructure such as additional bus stops and street improvements.
- 10.4.4** Development proposals should identify equalities impacts; disabled people and carers need to use vehicles; doctors, chemists, post-offices, banks should all have 15min minimum parking facilities; women still bear the brunt of caring in conjunction with working and this involves frequent trip-chaining which is totally impractical by

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public transport.

¹⁴²

<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications>

¹⁴³

<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications>

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

Policy T5 Cycling

- A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
 - 2) This should not be achieved by removing bus lanes or taking space away from pedestrians.
 - 3) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking **at least** in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards¹⁴⁴. **Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people. These should not cause obstruction for pedestrians.**
- AA Development Plans requiring more generous provisions of cycle parking based on local evidence will be supported**
- 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 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 the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
- 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 **class** of a development is not determined at the point of application, the highest potential applicable cycle parking standard should be applied.
- F All development proposals should provide Aa** minimum of two short-stay and two long-stay cycle parking spaces **must be provided for all land uses in all locations except with the exception of Class C3-C4 uses and Class A uses where the a size**

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threshold **is** specified in Table 10.2 **and** has not been met.

¹⁴⁴

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

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Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A1	food retail	from a threshold of 100 sqm: 1 space per 175 sqm gross external area (GEA)	from a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): first 750 sqm: 1 space per 20 sqm; thereafter: 1 space per 150 sqm (GEA) rest of London: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm (GEA)
	non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm (GEA)	from a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): first 1000 sqm: 1 space per 60 sqm; thereafter: 1 space per 500 sqm (GEA) rest of London: first 1000 sqm: 1 space per 125 sqm; thereafter: 1 space per 1000 sqm (GEA)
A2-A5	financial / professional services; cafes & restaurants; drinking establishments; take-aways	from a threshold of 100 sqm: 1 space per 175 sqm (GEA)	from a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): 1 space per 20 sqm (GEA) rest of London: 1 space per 40 sqm (GEA)
B1	business offices	areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm rest of London: 1 space per 150 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)
B1	light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1000 sqm (GEA)
B2-B8	general industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1000 sqm (GEA)

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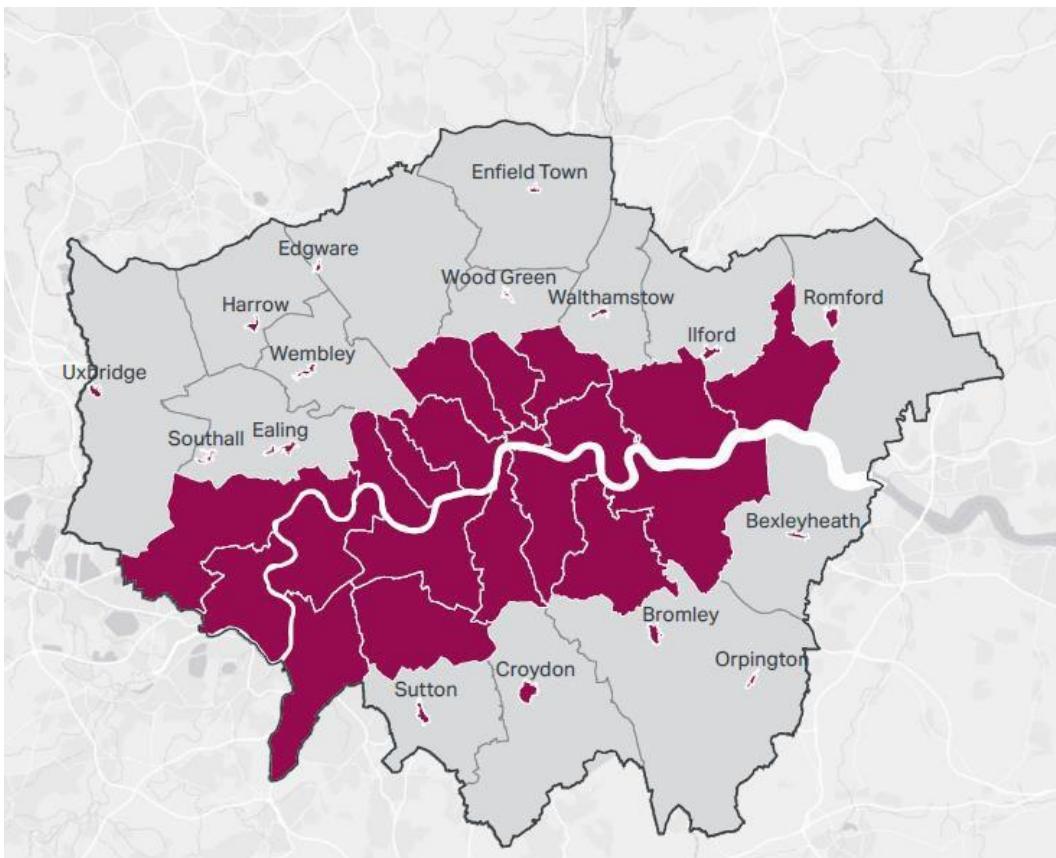
C1	hotels (bars, restaurants, gyms etc. open to the public should be	1 space per 20 bedrooms	1 space per 50 bedrooms
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	considered individually under relevant standards)		
C2	Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
C2	care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4	dwellings (all)	<p>1 space per studio or 1 person 1 bedroom dwelling</p> <p>1.5 spaces per 2 person 1 bedroom-unit dwelling</p> <p>2 spaces per all other dwellings</p>	<p>5 to 40 dwellings: 2 spaces</p> <p>Thereafter: 1 space per 40 units-dwellings</p>
D1	nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	primary schools / secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
Sui generis		As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose built shared living or student accommodation = studio C3.	
Stations		<p>To be considered on a case by case basis through liaison with TfL. The level of provision should take into account the type and location of the station, current and future rail and cycle demand and the potential for journey stages to and from the station to be made by cycle. A Future growth, though a step-change in provision is expected, especially at termini, in order to meet the Mayor's mode share target.</p>	

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Figure 10.2 - Areas where higher minimum cycle parking standards apply



- 10.5.1 Development should facilitate and encourage cycling, and reduce car dependency and the health problems it creates. In some instances, however, cars and other vehicles are essential for the health of many people who would not otherwise be able to leave the house, and would not get the care and medical support they need. Cycling is a space-efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and spending time in the city. The Mayor will deliver, in partnership with boroughs, a new London-wide network of strategic cycling routes which will transform the convenience and experience of cycling for all types of trips. It should be remembered that cycling will only ever be suitable for minority of people, trips and situations.
- 10.5.2 For some types of trip, the level of cycling is dependent on the location of the destination. For the boroughs identified on Figure 10.2 (the central and inner London boroughs, plus Richmond, Merton, Kingston, Hounslow and Barking & Dagenham), around 3.5 per cent of trips arriving at workplace, leisure and shopping destinations are made by cycle. This compares to around 1.5 per cent elsewhere in London.
- 10.5.3 The minimum standards for short-stay (for visitor / customer) cycle parking for Class A uses and long stay cycle parking (for employees) for office use in the boroughs identified on Figure 10.2 are thus set at twice the level as elsewhere – though the Mayor will support other boroughs adopting these higher standards **borough-wide or** for defined areas through their Development Plan documents (such as existing Mini-Hollands, and Liveable Neighbourhoods or Opportunity Areas).
- 10.5.4 TfL have identified trips to outer London Metropolitan and Major town centres as having high potential for a switch to cycling. These higher standards should also apply in these locations to enable this increased level of cycling and contribute to Healthy Streets in town centres.

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

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tricycles, cargo bicycles and bicycles with trailers, for both long-stay and short-stay parking.

- 10.5.6 At university campuses and schools, cycle parking should be located in close proximity to the entrances of all buildings to provide convenience and choice for users. For nurseries and primary schools, an appropriate proportion of **long-stay** cycle parking **spaces for students provision** may be met through scooter parking. Nurseries should meet the standard through an appropriate mix of long and short - stay parking to cater for staff, those dropping off children, and children's cycle and scooter parking.
- 10.5.7 Staff cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers (at least two per three long-stay spaces are recommended) and shower facilities (at least one per ten long-stay spaces is recommended). Accessible facilities for disabled cyclists should also be provided.
- 10.5.8 Short-stay cycle parking must be available for shoppers, customers, messengers and other visitors, and must be convenient and readily accessible. It must have step - free access and be located within 15 metres of the main entrance wherever possible.
- 10.5.9 The provision of space for folding bicycles is **generally** not an acceptable alternative to conventional cycle parking, ~~as these cycles are only used by a minority of cycle owners, tend to be less affordable and can present difficulties for some users. An exception may be applied in office developments in the CAZ, where the location of rail termini lends itself to greater levels of folding bicycle use. This should only be applied for up to 10 per cent of long-stay spaces and where the full provision could not otherwise be provided.~~ Provision of cycle hire caters for a different market of cyclist and also should not be accepted in lieu of cycle parking.
- 10.5.10 Where standards are based on floorspace, these have been calculated on the basis of the level of demand and potential growth in relation to Gross External Area (GEA). This calculation already takes into account that not all of the area covered by GEA will generate cycling trips.

Policy T6 Car parking

- A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B Low car 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'). However cars are a lifeline and a boon for many people and a necessity for others, so some carparking should always be provided, especially to allow for visitors, workpersons etc. **Low car development should always have some general parking but should still provide disabled persons parking in line with part D of this policy.**
- BA **An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets preferably not exceeding one hour restrictions in the middle of the day.**
- 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

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development proposals and used to set local standards within Development Plans.

Proposed word changes from Waltham Forest Streets for All

- 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.
- E Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles **in line with policies T6.1, T6.2, T6.3 and T6.4. All operational parking should make this provision, including offering rapid charging^{144A}. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.**
- F Adequate provision should be made for efficient deliveries and servicing **and emergency access** and for carers and visitors.
- G A ~~Car~~ Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on ~~car~~ parking management and ~~car~~ parking design.
- H Boroughs **wishing that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including** borough-wide or other area-based car-free policies ~~will be supported~~. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential ~~land~~ uses **classes** in any part of London.
- I Where sites are redeveloped, existing parking provision should be re-provided at previous levels **Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.**

^{144A}

Where operational parking spaces are provided on-street, such as loading bays, any physical infrastructure required should not negatively affect pedestrian amenity

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- 10.6.1 Maximum standards for car parking take account of PTAL ¹⁴⁵ as well as London Plan spatial designations and ~~land~~ use **classes**. Developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there. Opportunity Areas offer the potential to coordinate new transport investment with development proposals to embed car-free or car-lite lifestyles from the outset. Differences in car use and ownership between inner and outer London are recognised, with trip distances and trip patterns sometimes making walking and cycling difficult in outer London.
- 10.6.2 When calculating general parking provision within the relevant standards, the starting point for discussions should be the highest existing or planned PTAL at the site, although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling. Disabled persons parking provision for Blue Badge holders, car club spaces and provision for electric or other Ultra-Low Emission vehicles should be included within the maximum provision and not in addition to it.
- 10.6.3 Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, **current and future** PTAL and ~~future levels wider measures~~ of public transport, walking and cycling connectivity.
- 10.6.4 The quantum of any parking provision, as well as its design and implementation, should have regard to the need to promote active modes and public transport use. Provision should be flexible for different users and adaptable to future re-purposing in the context of changing requirements, including technological change. Alternative uses could include: seating, places for people to stop and spend time, areas of planting or additional cycle parking.
- 10.6.5 The general principles outlined in paragraphs 10.6.3 to 10.6.5 above apply to the parking standards set for residential, office (and Use Classes B2 and B8), retail, and hotel and leisure uses under Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.
- 10.6.6 Motorcycle parking will be evaluated on a case-by-case basis. Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all ~~land~~ uses **classes**.
- 10.6.7 **Where electric vehicle charging points are provided on-street, physical infrastructure should ideally be located off the footpath. Where charging points are located on the footpath, it must remain accessible to all those using it including disabled people. In order to meet the Mayor's target for carbon-free travel by 2050, all operational parking must provide infrastructure for electric or - other Ultra-Low Emission vehicles.**
- 10.6.8 **A Surface-level car parking should be permeable where possible in accordance with Policy SI13 Sustainable drainage.**

Policy T6.1 Residential parking

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

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¹⁴⁵

See the Glossary for an explanation of PTAL.

Proposed word changes from Waltham Forest Streets for All

- B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
- C All residential car parking spaces must provide infrastructure for electric or Ultra -Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. **Any car club spaces should have active charging facilities.**
- E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be low car. Many students and shared living facilities have people with disabilities that need to use vehicles in order to have an independent lifestyle, and visitors may be discouraged if no parking is provided leading to mental health issues.
- F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
- G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
 - 1) **ensure that for three per cent of dwellings, ensure that** at least one designated disabled persons parking bay ~~per dwelling for three per cent of dwellings~~ is available from the outset
 - 2) demonstrate on plan and as part of the ~~Car~~ Parking Design and Management Plan, how ~~an additional seven per cent of dwellings could be provided the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as with a~~ designated disabled persons parking **space in the future upon request. This should be provided as soon as existing provision is shown to be insufficient If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future.**
- H All disabled persons parking bays associated with residential development must:
 - 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
 - 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
 - 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
 - 4) count towards the maximum parking provision for the development
 - 5) be designed in accordance with the design guidance in BS8300vol.1
 - 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60 -1:20) on a suitable firm ground surface.

Proposed word changes from Waltham Forest Streets for All

Table 10.3 - Maximum residential parking standards

Location	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	NO .. must allow for some car parking
Inner London PTAL 3	Up to 0.25 spaces per dwelling unit
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling unit
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per dwelling unit
Outer London PTAL 2	Up to 1 space per dwelling unit
Outer London PTAL 0 – 1	Up to 1.5 spaces per dwelling unit ^{4 ^}

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

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

^{4 ^} Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit

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

10.6.10 Car Parking Design and Management Plans should provide details of how initial and future provision of disabled persons parking spaces will be made, managed and enforced. They should show where these spaces will be located and demonstrate

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how their availability will be made clear to residents prior to occupation to inform their housing decision. Where a bay is being marked up for a particular resident, this should be done prior to occupation. Details should also be provided of how existing or future residents would request a bay, how quickly it could be created and what, if any, provision of visitor parking for disabled residents is available. **At-In car-free developments, at no time should any space marked on plan for future disabled persons parking be used for general parking. This does not apply when it is proposed to convert an existing on-street parking bay.**

- 10.6.11** In implementing this policy, if three per cent of a scheme is less than one space, this should be rounded up to one.
- 10.6.12** Given the aims of this Plan and the Mayor's Transport Strategy in reducing car use and the priority given to affordable housing provision, to ensure the provision of parking does not impact on the level of affordable housing that is viable, the inclusion of parking provision (excluding disabled persons parking), even where consistent with the standards set out above, should not result in a reduction to affordable housing.
- 10.6.12A** **Parking spaces should be leased rather than sold to ensure the land they take up is used as efficiently as possible over the life of a development. This includes enabling disabled persons parking bays to be used by those who need them at any given time and ensuring enlarged bays are available to be converted to disabled persons parking bays as required. Leasing allows for spaces with active charging points to serve electric or other Ultra-Low Emission vehicles, and can more easily support passive provision becoming active. Leasing also supports parking provision to be adaptable to future re-purposing, such as following changes to transport technology or services. Leases should be short enough to allow for sufficient flexibility in parking allocation to reflect changing circumstances.**
- 10.6.12B** **Car clubs count towards the maximum parking permitted because they share many of the negative impacts of privately owned cars. However in some areas, car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car.**

Policy T6.2 Office parking

- A The maximum parking standards set out in Table 10.4 should be applied to new office development. However where people work unsociable hours and night shifts more car parking should be provided particularly to ensure the safety of women workers
- 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 provision at~~ Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards, ~~and~~ take account of the significantly lower employment density in such developments., ~~and consider a~~ A degree of flexibility **may also be applied** to reflect different trip-generating characteristics. **In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made.**
- 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

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parts of the borough in which the higher standards will be applied, and justifies those standards, including:

Proposed word changes from Waltham Forest Streets for All

- 1) the provision and operation of (existing and future) public transport, especially in relation to bus reliability
 - 2) the impact on the ability to deliver Healthy Streets, promote active travel and deliver mode shift
 - 3) the impact on congestion and air quality locally and on neighbouring boroughs and districts outside London as appropriate
 - 4) a commitment to increase or enhance publicly-available cycle parking
 - 5) a requirement (via Travel Plans) to reduce car parking provision over time and convert it to other uses.
- E Boroughs should not seek to adopt more generous standards borough-wide.
- F Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.
- G A **Car Parking** Design and Management Plan should be submitted alongside all applications which include car parking provision.
- H Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking.

Table 10.4 - Maximum office parking standards

Location	Maximum parking provision*
Central Activities Zone and inner London	Car free ^{^ nowhere should be car free}
Outer London Opportunity Areas	Up to 1 space per 600m ² gross internal area (GIA)
Outer London	Up to 1 space per 100m ² (GIA)
Outer London locations identified through a DPD where more generous standards apply	Up to 1 space per 50m ² (GIA)

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

[^] With the exception of disabled persons parking, see Policy T6.5

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

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

Policy T6.3 Retail parking

- A The maximum parking standards set out in Table 10.5 should be applied to new retail development. **New retail development should avoid being car-dependent and should follow a town centres first approach, as set out in Policy SD8 Town centres: development principles and Development Plan Documents. It is unrealistic to expect people buying large, bulky, heavy or numerous goods to do so walking, cycling or using public transport. The restrictions on parking are one of the reasons our High Streets are dying.**
- 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.
- EA Where car parking is provided at retail development, provision for rapid electric vehicle charging should be made**

Table 10.5 - Maximum retail parking standards

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

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

^ With the exception of disabled persons parking, see Policy T6.5

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 cycleable, and improving the attractiveness of these modes through improved public realm and the application of the Healthy Streets Approach will support the vitality of London's many town centres and high streets. As such, car parking

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provision should be kept to a minimum and space should be used for activities that create vibrancy and contribute to the formation of liveable neighbourhoods.

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

10.6.16 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 a PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.
- B In locations of PTAL 0-3, schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Street 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. **Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.**

Policy T6.5 Non-residential disabled persons parking

- 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 bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.
- D Designated bays should be marked up as disabled persons 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 of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate.
- F Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

Table 10.6 - Non-residential disabled persons parking standards

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

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