

- 6.12 Travel by public transport needs to be improved to increase its appeal relative to the car, and the objectives set out in Policy 6.2 need to be addressed to improve the attractiveness of the current and future network for passengers. Boroughs need to safeguard the current range of land in transport uses and allocate land in their relevant development plan documents so that the schemes in Table 6.1 can be implemented. Paragraph 41 of the NPPF is clear that boroughs should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice, and inclusion in the table should be taken as evidence that this is the case. Boroughs who have all or part of any of the transport schemes identified in table 6.1 of the Plan in their area should check their status with TfL before they bring forward relevant DPDs so they can assess what degree of safeguarding they should put in their plans.
- 6.13 Securing the land needed for transport (for a range of purposes, from ventilation shafts to facilities for bus drivers), and protecting it from development, has proved difficult in London. This pressure had been felt most in the places where land is most required. Release of this transport land should only occur in consultation with the relevant transport organisations, and where alternative transport uses for the site concerned have been fully explored. The Mayor has issued supplementary guidance on Land for Industry and Transport.<sup>199</sup>

### **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

<sup>199</sup> Mayor of London. Land for Industry and Transport SPG. GLA. 2012

line with the London Freight Plan<sup>1</sup> 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.

<sup>1</sup> See <http://www.tfl.gov.uk/microsites/freight/documents/construction-logistics-plan-guidance-for-planners.pdf> and <http://www.tfl.gov.uk/microsites/freight/documents/construction-logistics-plan-guidance-for-developers.pdf>

- 6.14 Allowing development, either individually or cumulatively, that would place an unacceptable burden on either the public transport network and/or the road network would be contrary to the objective of sustainable development. Phasing development (where this is appropriate), the use of travel plans and addressing freight issues may all help reduce the impact of development on the transport network and reduce emissions of gases that contribute to climate change.
- 6.15 In practical terms, this means ensuring that new developments that will give rise to significant numbers of new trips should be located either where there is already good public transport accessibility with capacity adequate to support the additional demand or where there is a realistic prospect of additional accessibility or capacity being provided in time to meet the new demand. This principle should be reflected in the documentation submitted by applicants and in decisions on planning applications, with appropriate use made of planning conditions, planning obligations and, the Community Infrastructure Levy to ensure a joined-up approach to transport demand and availability of capacity.

## **Connecting London**

### **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 Londonwide 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

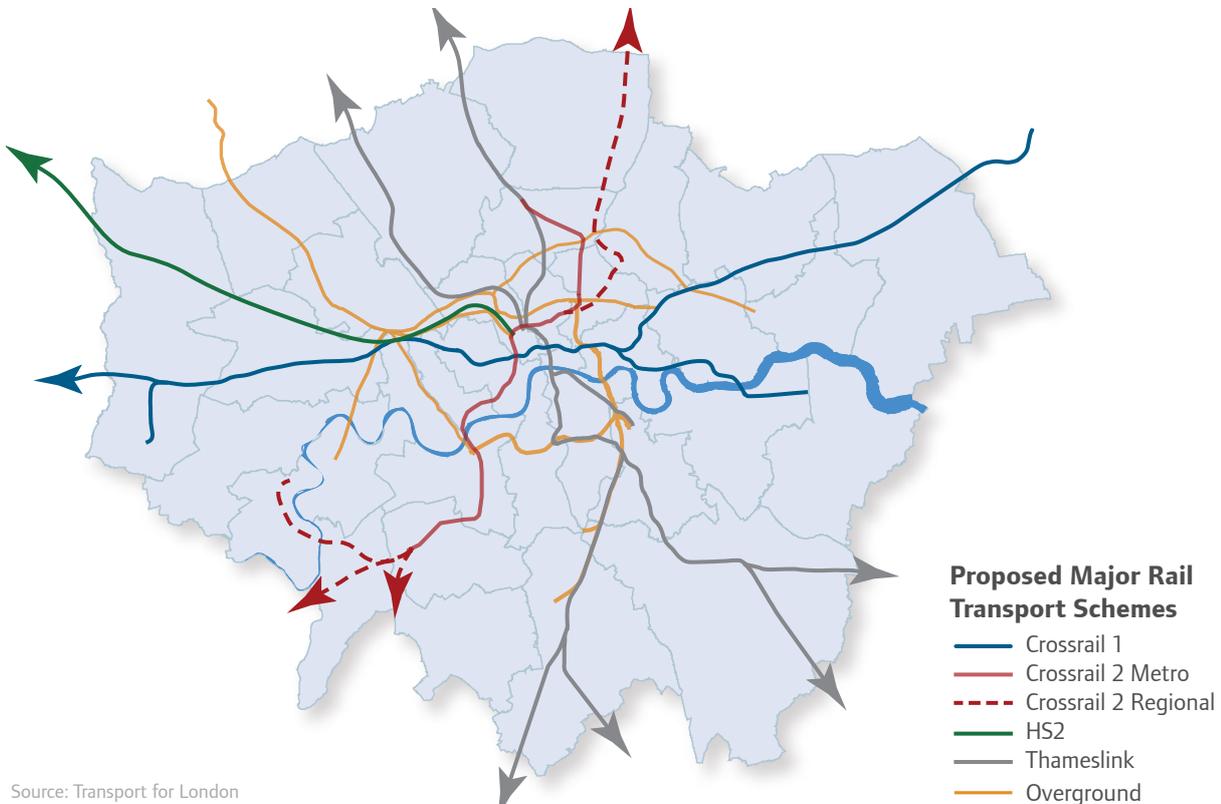
#### **LDF preparation**

- C DPDs should identify development opportunities related to locations which will benefit from increased public transport accessibility.

- 6.16 London's workers and visitors come from far and wide, so its public transport 'offer' does not begin or end at its boundaries. Improving accessibility and capacity within the greater south east of England and beyond will help London maintain its attractiveness as a place to work, visit and do business. Map 6.1 sets out a number of the larger transport schemes, over the period of the Plan.
- 6.17 The Mayor will work closely with Government and with the local and sub-regional authorities and bodies in the East and South East of England to develop and implement transport policies and projects to support the sustainable development of the London city region and the wider south east of England, and to develop co-ordinated approaches to cross boundary transport policy-making and services. In particular, the Mayor supports the principle of improved port and airport capacity in south east England.

- 6.18 The Thameslink Upgrade, expected to be completed by 2018, is a significant enhancement of cross-London capacity. It will connect north and south, linking King’s Cross, Blackfriars and London Bridge, enable more through journeys and improve interchange at King’s Cross and London Bridge. Despite the committed investment in London’s Underground and National Rail network (such as Crossrail and Thameslink), forecast demand shows that crowding and congestion remains a significant issue along the northeast to southwest corridor across central London. To help to address this, a route for a new line, commonly known as the Chelsea-Hackney Line (and now referred to as Crossrail 2) has been safeguarded across London. It is essential that this safeguarding remains in place to protect this important new line, which would provide significant new rail capacity and congestion relief to existing rail and Tube lines.
- 6.18A TfL is currently engaged in a review of such a potential line, including considering alternative route alignments, in order to ensure it will be able to provide the maximum benefits and value for money for the investment needed to build it. Preliminary work has identified two strategic options: a standalone metro scheme and a regional option that would integrate with existing National Rail routes in the north east and south west of the capital. Both options share a similar route through London. It would help to relieve congestion on both the National Rail and TfL networks, and support economic development in London and the wider south east area. Following the results of a public consultation held during the summer of 2013

**Map 6.1 Major transport schemes**



Source: Transport for London  
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the scheme will be developed further. A review of the existing safeguarding for the Chelsea-Hackney line is scheduled to commence in 2014.

- 6.18B Crossrail 2 would not only help relieve some parts of the existing network that are otherwise predicted to be severely crowded in 2031, but would also provide connectivity to locations whose growth potential is currently constrained by poor public transport accessibility, such as Upper Lee Valley. A scheme of the scale of Crossrail 2 would be expected to exert an influence on the distribution of London's growth, as well as the scale of London's long term growth potential. For example, new Opportunity or Intensification Areas would be expected at some locations where accessibility would significantly improve through Crossrail 2, and the density of development at existing growth areas on the Crossrail 2 route could increase.
- 6.19 Proposals for a second High Speed line to link the centre of London with Birmingham and beyond are currently being considered by Government. These are based on a detailed set of proposals developed by High Speed Two (HS2), the company set up by the Department for Transport (DfT) to investigate options for a new high speed line, from London to the West Midlands. The first phase of the project is scheduled to open in 2026, subject to the necessary approvals being granted, and will be linked to a second phase which will extend the route to Leeds, Sheffield and Manchester with an estimated completion date of 2033. According to HS2 Ltd.'s *The economic case for HS2*, published in January 2012, the full project could deliver nearly £2 of benefits for every £1 spent on building the line, in addition to providing journey times of 49 minutes from central Birmingham to central London. Extended north from Birmingham, to Manchester and Leeds (in a "Y" shaped network), it could offer journey times of around 75 minutes between both cities and London, as well as releasing significant capacity on the existing West Coast Main Line (and other routes) for more commuter and freight services. As part of the first phase, Heathrow airport will be accessible to HS2 passengers via a new interchange station at Old Oak Common, connecting HS2 with Crossrail and Great Western rail services.
- 6.20 The Mayor is developing proposals for further new and enhanced river crossings in east London to improve accessibility and the resilience of local transport networks, support economic growth in the area and link local communities (see also paragraph 6.41). These will complement the Jubilee Line crossings, DLR Lewisham and Woolwich extensions, the re-opened crossing of the extended-East London Line, the Emirates Air Line cable car crossing between the Greenwich Peninsula and the Royal Docks and the further cross-river public transport capacity provided by Crossrail and will include:
- a new road-based tunnel crossing between the Greenwich Peninsula and Silvertown (see paragraph 6.41);
  - consideration of ferry-based options east of a crossing at Silvertown; and
  - consideration over the longer term of a fixed link at Gallions Reach
-

These will help ensure a range of pedestrian, cycle and road-based Thames crossings

## **POLICY 6.5 FUNDING CROSSRAIL AND OTHER STRATEGICALLY IMPORTANT TRANSPORT INFRASTRUCTURE**

### **Strategic, Planning decisions and LDF preparation**

- A In view of the strategic regional importance of Crossrail to London's economic regeneration and development, and in order to bring the project to fruition in a suitably timely and economic manner, contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate. This will be through planning obligations, arrangements for the use of which will be established at strategic level, in accordance with relevant legislation and policy guidance.
- B The Mayor will provide guidance for boroughs and other partners for the negotiation of planning obligations requiring, where appropriate, developers to contribute towards the costs of funding Crossrail having regard to:
- a the requirement for contributions from development of up to £600 million under the arrangements for funding Crossrail agreed with Government
  - b central Government policy and guidance
  - c strategic and local considerations
  - d the impacts of different types of development in particular locations in contributing to transport needs, and
  - e economic viability of each development concerned.
- C In addition, the Mayor has produced guidance on the Use of Planning Obligations in the Funding of Crossrail<sup>1</sup> which should be taken into account in the handling of planning applications. The guidance includes:
- a criteria for identifying developments in respect of which Crossrail contributions should be required in accordance with national policy guidance
  - b standard charges and formulae for calculating fair and reasonable contributions to be sought and guidance on how these should be applied in specific localities and different kinds of development
  - c the period over which contributions will be sought and arrangements for periodic review
- D The Mayor will, when considering relevant planning applications of potential strategic importance, take account of the existence and

<sup>1</sup> Use of Planning Obligations in the Funding of Crossrail and the Mayoral Community Infrastructure Levy (April 2012) Mayor of London.

content of planning obligations supporting the funding of Crossrail among other material planning considerations.

- E In consultation with the Mayor boroughs should identify strategically important transport infrastructure that is suitable for funding through the Community Infrastructure Levy (see Chapter 8).

- 6.21 Crossrail is essential to delivery of the strategic objectives of this Plan. Demand for public transport into and within central London is nearing capacity, with crowding on Network Rail services and on London Underground routes towards the West End, the City and Isle of Dogs. The employment growth expected over the period covered by this Plan will further increase demand. Unless this is addressed, continued development and employment growth in central and eastern London will be threatened. In particular, Crossrail is critical to supporting the growth of the financial and business services sectors in central London and in the Isle of Dogs, where there is market demand for additional development capacity. It will also provide much-needed additional transport capacity to the West End, where it will support the future development of that area as London's premier retail and leisure location. The scheme will also improve links to Heathrow, thereby supporting connections for London's global businesses. By linking these areas, Crossrail will help reinforce the development of London's economic and business core. It is also crucial to the realisation of regeneration and intensification opportunities around key interchanges within the Central Activities Zone and to its east and west. Crossrail will make a vital contribution to improving the accessibility and attractiveness of the Thames Gateway to the east of the Isle of Dogs, through its cross-river link to south east London and connection with the DLR network. It is expected that Crossrail will be fully operational by 2019.
- 6.22 It will be important that other public investment is co-ordinated to maximise these benefits. To this end, the GLA Group is seeking to identify and prioritise potential interventions that would give further regeneration benefits to the areas around key Crossrail stations.
- 6.23 Given the strategic regional importance of Crossrail, and that the funding arrangements for the scheme announced by Government makes clear that it will not proceed without contributions from developers, the use of planning obligations to secure resources to support funding Crossrail from developments that give rise to additional demand for public transport that Crossrail will help address is appropriate in terms of Government guidance and other policies in this Plan. The funding agreement for Crossrail between the Mayor, Transport for London and the Government envisages that a total of £600 million might be raised towards the cost of the project from developers, as follows:
- £300 million from use of planning obligations or any similar system that might replace them; and
  - £300 million from the Community Infrastructure Levy (see Chapter 8).
-

- 6.24 Policy 6.5 relates to the first of these sums. The Mayor has brought forward supplementary planning guidance setting out detailed advice about the principles to be applied to this end, including timing and phasing, pooling arrangements, formulae to fix 'indicative contribution levels' and how they will be applied in specific localities and to particular kinds of development. This guidance takes appropriate account of relevant legislation and policy guidance.
- 6.25 Contributions will be sought in respect of developments in central London, the northern part of the Isle of Dogs and around Crossrail stations (the extent of the relevant areas are set out in the supplementary guidance) which include an increase in the amount of office, retail and hotel floorspace. They will also be sought from developments in the rest of London where this is appropriate under Government guidance, policies in this Plan and in local development frameworks. This approach has been taken in order to ensure contributions are sought from the uses that make the most significant contribution to congestion on the rail network. Any changes by the Mayor to the indicative levels of contribution would be made through new supplementary guidance, and this would be the subject of full consultation. Any new figure would be set to take account of the effect it might have on the viability of development, through considering development benchmarks set in this Plan (in Policy 4.2, with regard to offices for example) and associated guidance. The selected approach will ensure that contributions are sought only from developments which create, or add to, congestion on London's rail network.
- 6.27 There will be other transport infrastructure necessary to support the sustainable development of strategically important parts of London, particularly to enable the maximum contribution towards delivery of the strategy and policies in this Plan. One example is a proposal for the extension of the Northern Line to serve the Battersea area. This would be needed to realise the full potential of the Vauxhall, Nine Elms and Battersea Opportunity Area, delivering 20,000 new homes, 25,000 jobs and regeneration of Battersea Power Station. Boroughs should work with the Mayor to identify strategically important infrastructure of this kind, particularly through the LDF process, and to develop appropriate proposals for use of the Community Infrastructure Levy (see Chapter 8) to contribute towards its cost.
-

**POLICY 6.6 AVIATION****Strategic**

- A Adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in a global economy. Airport capacity serving the capital and wider south east of England must be sufficient to sustain London's competitive position.
- B The Mayor:
  - a strongly opposes any further expansion at Heathrow involving an increase in the number of aircraft movements there, due to the adverse noise and air quality impacts already being experienced by residents and others in the vicinity of Heathrow and its environs
  - b supports improvements of the facilities for passengers at Heathrow and other London airports in ways other than increasing the number of aircraft movements, particularly to optimise efficiency and sustainability, enhance the user experience, and to ensure the availability of viable and attractive public transport options to access them.
- C The aviation industry should meet its full environmental and external costs. Airport operators should increase the share of access journeys by passengers and staff made by sustainable means, minimize the impacts of airport servicing and onward freight transport, and take full account of environmental impacts when making decisions on patterns of aircraft operation.

**Planning decisions**

- D Development proposals affecting airport operations or patterns of air traffic (particularly those involving increases in the number of aircraft movements) should:
  - a give a high priority to sustainability and take full account of environmental impacts (particularly noise and air quality)
  - b promote access to airports by travellers and staff by sustainable means, particularly by public transport.
- E Development proposals for heliports should be resisted, other than for emergency services.

6.28 A number of factors contribute to London's position as a world city. One of them is its connectivity by air for business, trade, inward investment and tourism. The Mayor does not wish to prevent people from flying or undermine London's competitive position, and he does recognise the need for additional runway capacity in the south east of England. However, he agrees with the Government

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that the noise problems and poor air quality at Heathrow have reached such levels that further increases in the number of air traffic movements there are untenable. He supports the Government statement of 7 September 2010 opposing mixed-mode operations and supporting runway alternation, westerly preference and related measures to mitigate noise effects on local communities. He also supports phasing out of scheduled air traffic movements during the night-time quota period. Thus, there is a need for a thorough reappraisal of airport policy in the south east of England. Within this commitment, however, he supports improvements to London's airports that will ensure they can be used to optimum efficiency while not necessarily increasing the number of air traffic movements – improving the facilities available to passengers and providing them with the kind of experience that befits a world city, and also ensuring the availability of a range of public transport options for getting to and from airports. Development proposals which affect airport operations (particularly those involving an increase in the number of air traffic movements) should be carefully scrutinised, and particular attention should be given to environmental impacts.

- 6.29 The Government recognises the importance of aviation to the UK, and is currently implementing the recommendations of the South East Airports Taskforce's final report. Further to this the government has established an independent Commission (the Davies Commission) tasked with identifying and recommending to government options for maintaining the south east's status as an international hub for aviation. The Commission was tasked with examining the scale and timing of any requirement for additional runway capacity to maintain the UK's position as Europe's most important aviation hub, and seeking to identify and evaluate how any need for additional capacity should be met in the short, medium and long term. The Mayor has made representations to this Commission. The Commission is expected to publish its final report for consideration by the government by summer 2015. The Mayor will monitor its progress and bring forward further alterations to this Plan as necessary. In the meantime, the Mayor will continue to work with partners in neighbouring regions to ensure that existing aviation infrastructure is used to its fullest extent before more expensive and damaging courses are pursued. Wherever runway capacity is located, the Mayor strongly supports efforts to make aviation less environmentally harmful, and promotion of more environmentally sustainable means of accessing airports through ensuring viable and attractive public transport alternatives for travellers – including the proposed High Speed 2 link. The provision of additional public transport capacity to serve the airports should not be to the detriment of non-airport passengers.
- 6.30 The noise impacts from helicopters can be considerable in an urban environment like London, where there are few locations where a heliport could be located without having major impacts on residents. Accordingly, proposals for new heliports should be resisted.
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**POLICY 6.7 BETTER STREETS AND SURFACE TRANSPORT****Strategic**

- A The Mayor will work with TfL and boroughs to implement Londonwide 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.

- 6.31 Buses are, and are likely to remain, the dominant mode of public transport in London, particularly in outer London (see Policy 2.8). Ensuring that the needs of the bus (or bus transit or trams) are catered for will help to deliver an improved journey for bus passengers, leading to a virtuous circle of increasing bus use. There are two other road-based public transport modes, bus transits and trams, which share many of the characteristics of buses. As such the approach to all three modes is essentially the same. The bus transit scheme in east London will boost public transport capacity. Trams also play an important role in outer south London. As well as seeking improvements to the quality of service and capacity provided by the Tramlink network the Mayor will investigate potential benefits of extensions to it. TfL will undertake reviews of the strategic priorities for the bus network approximately every five years to ensure it reflects the pace of development in London, responds to the challenges and opportunities of growth, and aligns with the London Plan. Development proposals affecting bus capacity, bus transits, or trams should normally be required to contribute towards mitigating their impacts through the use of planning obligations (see Policy 8.2).
-

**POLICY 6.8 COACHES****Strategic**

- A The Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.

- 6.32 The Mayor will investigate the feasibility of developing a series of coach hubs to reduce the impact in and around Victoria and reduce the distances people need to travel to change to and from the coach.

**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**

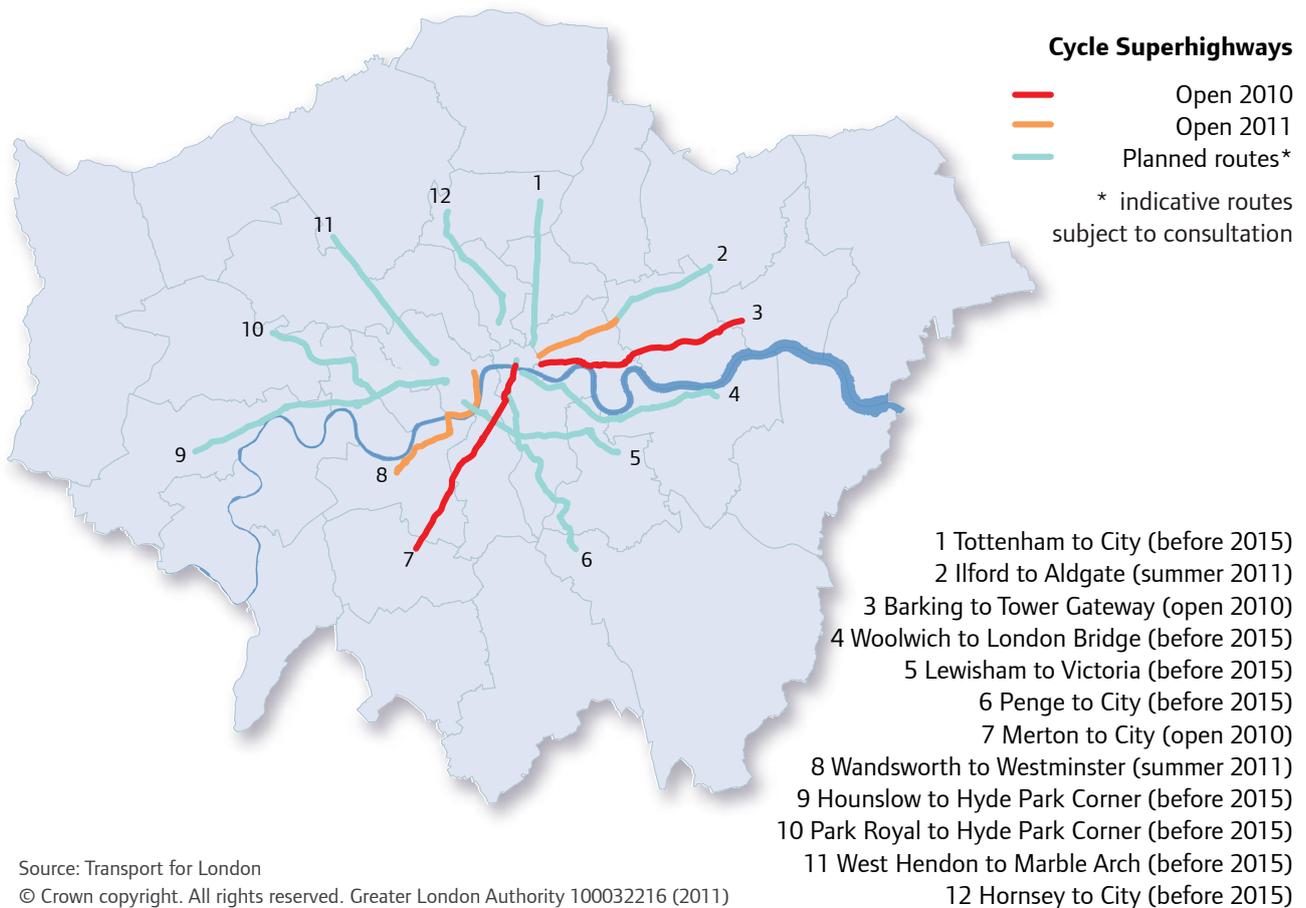
- B Developments should:
- a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)
  - b provide on-site changing facilities and showers 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:

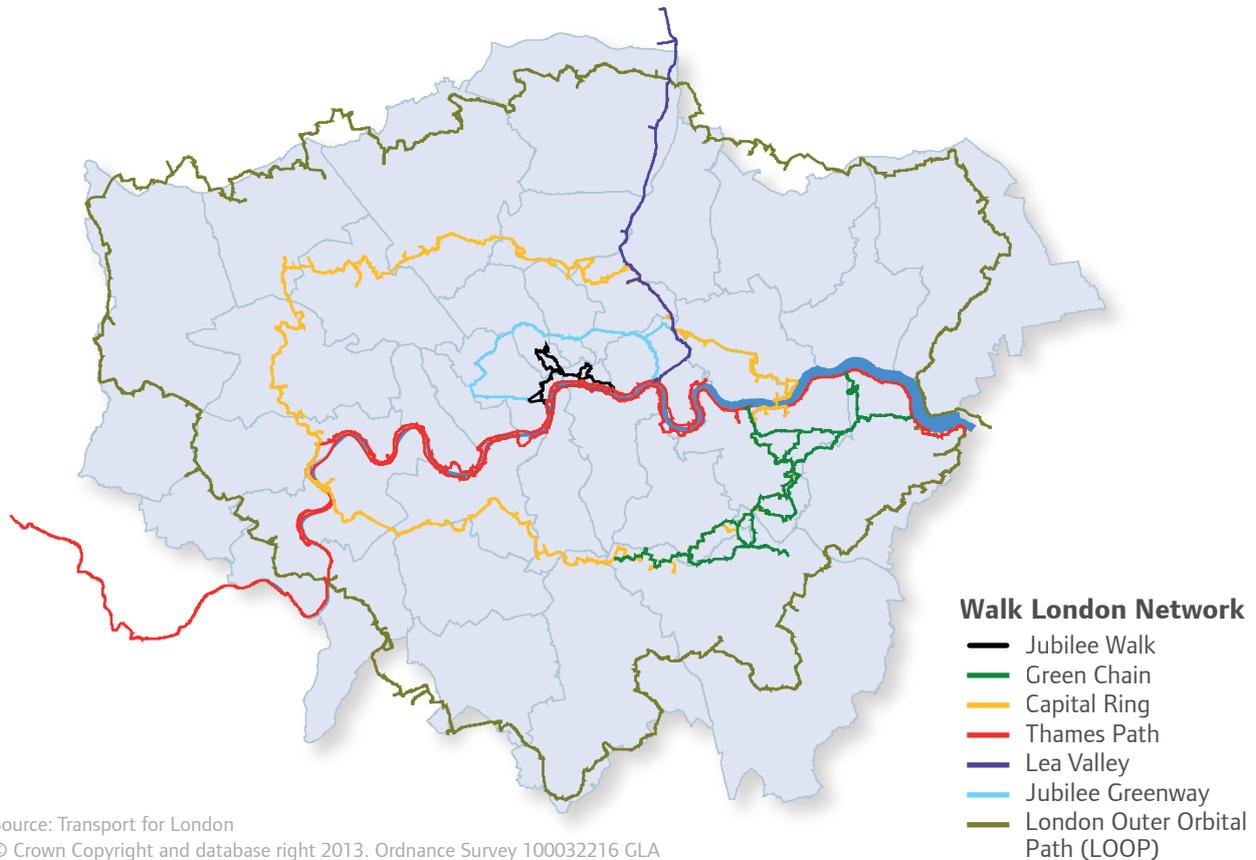
- a identify, promote and facilitate the completion of relevant sections of cycle routes including Cycle Superhighways, Quietways and the Central London Grid and local borough routes, in light of guidance from TfL
- b identify and safeguard sites for new or expanded cycle docking stations to increase 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 own cycle parking standards to provide higher levels of provision.

**Map 6.2 Cycle superhighways**



(Routes illustrated are currently under review and subject to change in line with the Mayor’s Vision for Cycling. Timescales will be updated in the next iteration of the Plan)

- 6.33 The Mayor is committed to delivering a step-change in cycling provision that will support the growing numbers of cyclists in central London as well as encourage growth in cycling across all of London. The Mayor's aim to increase the mode share for cycling to 5% across Greater London will require significant increases in particular areas and for particular trip purposes – e.g. Central, Inner and mini-Hollands, leisure trips across the capital and commuting trips to Central London.
- 6.34 In line with the Mayor's Vision for Cycling in London, published in March 2013, the Mayor will work with TfL and the London boroughs to deliver a number of infrastructure projects to encourage cycling and improve the safety and amenity of London's streets in accordance with the London Cycle Design Standards (or subsequent revisions). These projects include:
- a network of cycle route across London catering for different types of cyclists including Cycle Superhighways, Quietways and the Central London Grid. This will entail developing/altering the current network of Cycle Superhighways (see Map 6.2);
  - transformation of up to four outer London boroughs into 'Mini-Hollands', with substantial funding concentrated in relatively small areas to achieve the greatest possible impact and make them as cycle friendly as their Dutch counterparts;
  - safety improvements for cycling across the road network, including key junctions and work with the delivery and servicing sector to improve driver training and vehicle standards
  - creation of cycle superhubs and cycle networks around London Underground and national rail stations, and;
  - improvements to cycle parking quantity, quality and location across London.
- 6.34A The quality and safety of London's street environment should be improved to make the experience of cycling more pleasant and an increasingly viable alternative to the private car. By providing safe and attractive routes that are easy to navigate people may be encouraged to cycle more, which will have health benefits for them and also help tackle climate change. The Mayor will introduce a range of road safety schemes and work with the delivery and servicing sector to improve driver training and vehicle standards, and to improve road safety of cyclists and pedestrians.
- 6.35 New developments should provide cycling parking and cycle changing facilities to encourage more cycling. Planning briefs and masterplans should clearly demonstrate how new developments will contribute to creating a high quality, connected environment for cyclists. They should highlight where highways are likely to require dedicated cycling infrastructure, where street environments will be safe for cyclists to share with other modes and where off-highway routes and green spaces will form part of the cycling network. Cycling issues should be addressed in detail in development proposals as part of an integrated approach
-

**Map 6.3 Walk London Network**

Source: Transport for London  
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to sustainable transport, health and local economy. Proposals should ensure that cycling is promoted and that the conditions for cycling are enhanced. They should also seek to take all opportunities to improve the accessibility of town centres, places of work, places of education, leisure facilities and transport nodes to residential areas.

- 6.35a Developments will need to address the needs of both long stay (staff, residents) and short stay (visitor) cyclists. Where it has been demonstrated that it is not practicable to locate all cycle parking within the development site, developers should liaise with neighbouring premises and the local planning authority to identify potential for, and fund appropriate off-site visitor cycle parking. In all circumstances, long stay cycle parking should normally be provided on site. Cycle parking should be designed and located in accordance with best practice set out in London Cycling Design Standards (or subsequent revisions).
- 6.36 The Mayor wants to enhance the conditions for cycling by improving the quality of the cycling network and improving the safety of, priority for and access to cycling. This includes reducing bicycle theft, a major deterrent to cycling. Locating cycle parking as close as possible to building entrances can encourage passive surveillance, as can lighting. The London Cycling Design Standards sets out good practice regarding the provision of cycling infrastructure, including how spaces should be made secure and sheltered from the weather. Whichever stand is

chosen, it should allow for parking on either side, as this provides additional capacity. TfL intend to publish a compendium of good practice on cycle parking. Cycle hire docking stations should not be considered a substitute for cycle parking facilities.

## **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
  - 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.

- 6.37 The Mayor is also committed to a substantial increase in walking in London. To this end, the quality and safety of London's pedestrian environment should be improved to make the experience of walking more pleasant and an increasingly viable alternative to the private car (see also policies on inclusive environments (7.2) and the public realm (7.5)). By providing safe and attractive routes that are easy to navigate, people will be encouraged to walk more, which will have safety, economic and health benefits for them and also help tackle climate change and

support the viability of town centres. 'Legible London'<sup>200</sup> is a pedestrian wayfinding system, developed by Transport for London (TfL), to support walking journeys around the capital. By providing clear, comprehensive and consistent information the system gives pedestrians the confidence to attempt more journeys on foot. The system uses map-based information, presented in a range of formats including on-street signs. The signs have been designed to enhance the urban realm and sit comfortably in a range of London settings. To support pleasant and enjoyable walking conditions, the Mayor is keen to promote street trees, and proposals for public realm improvements should include additional planting, while avoiding removing trees to further decluttering.

- 6.38 Planning briefs and masterplans should include principles to encourage a high quality, connected pedestrian environment. Walking issues should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/security and accessibility for disabled people, are enhanced. Walking networks and facilities in and around all new developments should be direct, safe, attractive, accessible and enjoyable. Guidance on accessible walking environments is provided in the Accessible London SPG<sup>201</sup>.

## **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

<sup>200</sup> [www.tfl.gov.uk/microsites/legible-london](http://www.tfl.gov.uk/microsites/legible-london)

<sup>201</sup> Mayor of London. Accessible London. Supplementary Planning Guidance. GLA, 2014