

## **POLICY T2**

### **TRANSPORT ASSESSMENTS AND TRAVEL PLANS**

**All development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network. The existing and potential availability of public transport, and its capacity to meet increased demand will also be assessed for any development.**

**The council will require a Transport Assessment (TA), together with a Travel Plan where a development is anticipated to generate a level of trips that impacts on the local network or have an impact on any strategic routes. Delivery and Servicing Plans should be secured in line with TfL's London Freight Plan and should be co-ordinated with Travel Plans.**

#### **Justification**

- 14.10** The council expects Transport Assessments (TA) and Travel Plans to be produced in accordance with Transport for London's "Transport Assessment Guidance", published in 2014. This document gives details on the production and content of Delivery and Servicing Plans. The TA will contain information on a range of transportation matters and will assist the council in determining what quantum of development is acceptable in transportation terms and how access can be achieved, as far as possible by means other than the private car. The TA should consider accessibility from the perspective of disabled people or people with mobility impairments. Further guidance on this is contained within the Mayor of London's Accessible London SPG.
- 14.11** A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through an action plan that is regularly reviewed. The travel plan should set targets, objectives and monitoring requirements. The travel plan should include a series of measures, management and funding details that aim to deliver the stated objectives and targets. The travel plan should be secured by a planning obligation and have regular ongoing management.
- 14.12** A TA will be required for any development where the council anticipated that the development will generate a level of trips that impact on the existing highways arrangement. In line with planning practice guidance published by central government, the need for a TA will be assessed on a case-by-case basis and will be at the discretion of the council. A TA is required for all planning applications which are referred to the Mayor of London. The criteria for referral are given in the Mayor's Transport Assessments Guidance document. Large developments will be required to produce Servicing and Delivery Plans which will encourage the use of freight consolidation centres where appropriate. Westtrans, the west London transport partnership, are pursuing the establishment of a freight consolidation centre and the council supports this.

- 14.13** The council will require developer support for upgrades and improvements to capacity on public transport services and the associated infrastructure and facilities, through financial contributions, where these improvements are necessary to enable the development to take place. The council will also expect that appropriate mitigation is provided by the developer for any impacts expected on the public highway or local network.

## **POLICY T3 INCREASING AND PROMOTING OPPORTUNITIES FOR CYCLING AND WALKING**

### **The council will encourage and support the increasing use of bicycles by requiring:**

- new developments to include the provision of convenient accessible and safe secure cycle parking within the boundary of the site (see appendix 8);
- the provision of suitable changing and showering facilities, following the guidance outlined in the Hammersmith and Fulham Cycling Strategy 2015; and
- developer contributions for improvements to cycling infrastructure, including contributions to the extension of TfL or other Cycle Hire schemes to mitigate their impact on the existing network.

### **The council will facilitate walking by requiring larger developments to provide:**

- accessible, inclusive and safe pedestrian routes within and through the larger developments;
- accessible and inclusive pedestrian access to the river and canal, where appropriate; and
- contributing to improvements in the local highway infrastructure and walking environment.

## **Justification**

- 14.14** Increasing the opportunities for accessible and safe walking and cycling in the borough will have a number of benefits, ranging from improving people's health, improving air quality and reducing traffic congestion. As well as strategic walking and cycling routes, the council will seek local improvements, including convenient and safe walking routes, cycling changing and parking facilities and signage.
- 14.15** The Mayor of London has a target of quadrupling cycling in London by 2031 (Mayor's Transport Strategy May 2010) and the Mayor of London's Cycling Vision intends to double cycling over the next 10 years (March 2013). The council supports the Mayor's Cycle Super Highway through the borough and around Hammersmith Broadway. Hammersmith and Fulham's Cycling Strategy 2015 also identifies a desire to have one of the highest levels of cycling of any London borough, whilst ensuring a safe and easy to use cycle environment.
- 14.16** The increases in infrastructure provision for both cycling and walking should be designed to target all residents and businesses. Developers will be encouraged to engage with future site users to promote the use of alternative modes of travel. It will be required that both physical

interventions and educational material is designed to target both those who use the modes at present and new users.

- 14.17** The cycle parking standards of the London Plan (2016) are considered to represent a minimum standard for any development within the borough, further guidance on parking standards can be found in appendix 8, the West Trans Cycle Parking Guidance and the Hammersmith and Fulham Cycling strategy. The council will work with developers to ensure not only on site standards are met, but that where feasible infrastructure to support cycling is also provided on the public highway through contribution from developers.

## **POLICY T4**

### **VEHICLE PARKING STANDARDS**

**The council will require any proposed development (new build, conversion or change of use) to conform to its car parking standards (appendix 7). The council will also require car parking permit free measures on all new development unless evidence is provided to show that there is a significant lack of public transport available.**

#### **Justification**

- 14.18** Sufficient car parking will need to be provided to meet the essential needs of developments in accordance with London Plan (2016) parking standards set out at appendix 7, particularly ensuring that there are suitable places for disabled people, car clubs and electric cars. Parking space is often an inefficient and unattractive use of land and its impact on local environmental quality should be minimised where car parking is provided in new developments. Additional commuting by car must not be encouraged as it would add to the existing congestion.
- 14.19** Residential design guidance will promote housing designs that reduce the impact of parking on local environmental quality, including where appropriate restricting properties to be car permit free. The council will only consider the issuing of permits for on street parking in locations where the PTAL level is considered 2 or lower (TfL's public transport accessibility level). The PTAL calculator represents the best available tool for calculating public transport accessibility, as such this is the primary method for determining car permit free developments. However, the PTAL level calculations change over time as road networks/provision and other factors change. The levels of local parking stress must also be considered when assessing the impact of additional on street parking.
- 14.20** Where appropriate, and in accordance with the London Plan (2016), the council will encourage car club bays in new developments, especially those with restricted parking. The council will also require all development to provide a minimum of 25% of parking spaces in new developments to be equipped with electric car charging points, and a further 25% passive provision. All electric car and car club spaces should be of an accessible width and length.

## **POLICY T5**

### **PARKING FOR BLUE BADGE HOLDERS**

**New developments that include vehicular access must provide accessible, off street car parking bay for Blue Badge holders even if no other general parking is provided as part of the development.**

#### **Justification**

- 14.21** The minimum standards for blue badge parking provision are set out in the Mayor of London's blue badge parking standards for off-street car parking (2006). When considering the provision and location of blue badge parking bays, consideration should be given to the uses of the development and the desire lines/access points for users.
- 14.22** The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective. Spaces designated for blue badge holders should be located on firm level ground and as close as feasible to the accessible entrance to the building.

## **POLICY T6**

### **BOROUGH ROAD NETWORK – HIERARCHY OF ROADS**

**Developments, construction and other operations that affect the borough's road network will be regulated according to the council's hierarchy of roads, shown on the Policies Map, as follows:**

#### **Tier 1: Strategic routes (Transport for London Road Network)**

Development will not be permitted if it would prejudice the effectiveness of the strategic route network to provide safe and unobstructed road connections to national and international transport networks, to provide for long distance and commercial traffic to traverse the region, or to reduce traffic demand on lower tier roads. Direct frontage access from development sites to such routes will be resisted unless there is no prospect of alternative access to a lower tier road, and the particular section of frontage concerned already performs lower tier functions, and the safe flow of traffic will be maintained. Proposals likely to increase car commuting into central London along such routes will be resisted.

#### **Tier 2: London distributor roads**

Development will not be permitted if it would prejudice the effectiveness of these roads to provide links to the strategic route network, provide access to and between town centres, and distribute traffic to and around, but not within, local areas.

**Tier 3: Borough distributor roads**

Development will not be permitted if it would prejudice the effectiveness of these roads to distribute traffic to land and property within any local area bounded by the strategic route network and London distributor roads, or introduce additional through-traffic on them.

**Tier 4: Local access roads**

Development will not be permitted if it would prejudice the effectiveness of these roads to provide safe and convenient access to individual properties, or result in their use by through-traffic.

**Justification**

**14.23** There are limited opportunities for tackling urban congestion and increasing road capacity in the borough. North-south movements can be particularly difficult, and development schemes, particularly in the regeneration areas, will need to consider how they contribute to improvements to the highways network.

**14.24** To achieve the objectives of this policy, the borough's roads are grouped into a hierarchical network – with different roads fulfilling different functions, as follows:

- i. Strategic Routes (TLRN: Transport for London Road Network):
  - to provide for the longer journeys and, in particular, for those by buses and goods vehicles;
  - to link London effectively to the national road system; and
  - to reduce traffic demand on secondary roads so that, in association with traffic restraint policies, they can provide an adequate level of service and, in turn, relieve local roads of through traffic.

These roads form the Transport for London Road Network (TLRN) – Priority Red Routes – in the borough and are controlled by Transport for London (TLRN).

- ii. London distributor roads, whose function is:
  - to provide links to the strategic route network;
  - to give access to strategic centres for short and medium distance traffic;
  - to provide the main bus routes with the provision of bus priority measures where appropriate; and
  - to distribute traffic to and around, but not within, local areas.

Most of the London distributor roads in the borough form part of TfL's "Strategic Road Network" but should not be confused with the TLRN.

- iii. Local distributor roads, whose function is:
  - to distribute traffic within a local area bounded by strategic and London roads, but not to carry through traffic (i.e. traffic which has neither its origin nor its destination within that area).
  - to cater primarily for traffic movements within the borough.