ENHANCING CONNECTIVITY

POLICY EC2 - DEVELOPING A SUSTAINABLE LOCAL TRANSPORT NETWORK

Our approach

We will secure a more sustainable local travel network that maximises opportunities for walking, cycling and using public transport, reduces congestion, improves the public realm and improves health and well-being.

We will achieve this by

(a) Promoting 'car-free' or 'low car' development where appropriate, as well as car clubs and car sharing schemes;

(b) Promoting the active management of car parking and travel demand in the borough, particularly through the implementation of Controlled Parking Zones (CPZs) and restricting access to these zones to existing dwellings, and requiring developments to plan end-use in accordance with these measures;

(c) Preparing site specific development briefs where strategic sites include existing car parks, to ensure that sufficient car parking is retained to meet local needs;

(d) Using the standards established in the London Plan for car parking, cycle parking, motorcycle parking, coach parking, and electric vehicle charging (or as updated by alterations to the London Plan). The London Plan specifies the maximum number of car parking spaces that developments should provide, having regard to the type of development and public transport accessibility. In suburban areas of low public transport accessibility the council may seek a provision of car parking at the maximum standard. The London Plan also specifies levels of cycle parking, however these are minimum standards and the council may seek a higher provision in certain circumstances; and

(e) Requiring proposals for vehicle crossovers to be consistent with the council's adopted policy on vehicle crossovers.

We will expect development proposals to

(f) Demonstrate they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and cycling networks. Developments should provide a minimum number of cycle parking spaces and an appropriate maximum number of car parking spaces consistent with the standards in the London Plan;

(g) Demonstrate that adverse impacts on the transport network are avoided, including preparation of Transport Assessments for all major schemes, and providing contributions or improvements to transport networks;

(h) Demonstrate that sufficient public car parking remains or is re-provided in the area to serve local needs where there will be a reduction in off-street car parking. This could include consideration of available on-street car parking or involve the provision of an appropriate temporary facility. This should ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development;

(i) Prepare Travel Plans in accordance with latest guidance from Transport for London and the council's '10 Point Guide' or any subsequently adopted guidance; and

(j) Incorporate design measures and facilities to promote cycling, in line with the London Plan.