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vi) improvements to other London Underground stations, including Archway, Caledonian Road, Holloway Road, Old Street and Highbury & Islington.

In all cases reasonable steps should be taken to minimise the adverse environmental impacts associated with the construction and operation of the works.

C. Developments which contribute to the transport needs that Crossrail will wholly or partly address shall contribute towards its funding, through the use of CIL and/or section 106 legal agreements, as appropriate.

D. Developments which contribute to other transport needs (e.g. Underground, Overground, roads, buses, walking, cycling etc.) shall contribute funding to measures that will wholly or partly address those needs, through the use of CIL and/or Section 106 legal agreements, as appropriate.

See also Policy DM9.1 (Infrastructure) and Policy DM9.2 (Planning obligations).

- 8.13** London Underground and rail services provide valuable services to local people as well as those entering and leaving the borough. New investment and service improvements on these routes will therefore be supported by the council.
- 8.14** Existing rail services include the busy commuter lines through Finsbury Park to King's Cross and Moorgate and the Thameslink service. These are valuable commuting services for Islington workers. However, overcrowding in the peak periods and reliability problems reduce their value and the council will therefore press for improvements in these areas.
- 8.15** A general upgrading of the Northern Line is also needed, as well as measures to relieve congestion on the Piccadilly Line through Islington.
- 8.16** Crossrail is a strategic transport priority for London and will provide significant additional public transport capacity in central London. Islington has a Crossrail station in Farringdon. It is intended that the construction of Crossrail 2 will follow the completion of Crossrail 1, when funding is available. Within Islington, stations are proposed at the Angel and at Essex Road.
- 8.17** In view of the strategic regional importance of Crossrail to London's economic regeneration and development the Mayor will use the planning system to seek contributions from development towards the cost of Crossrail, including through the Community Infrastructure Levy (see *London Plan* policies 8.2 and 8.3).
- 8.18** Improvement works to stations should be well designed and integrated into the surrounding neighbourhood, with due consideration given to any impacts on traffic and pedestrian movement in the vicinity.

Policy DM8.4

Walking and cycling

A. Where public realm works are required as part of development, these shall be undertaken to best practice standards, meeting the objectives contained in Islington's *Streetbook SPD* and having regard to the guidance contained in the Mayor's *Better Streets* (2010) and English Heritage's *Streets for All* documents.

B. Major development proposals are required to contribute financially to strategic improvements to walking and cycling infrastructure, including the borough cycle network set out in **Appendix 6**, the London Cycle Hire Scheme, Cycle Superhighways and wayfinding boards. Contributions shall be made through the use of CIL and/or Section 106 legal agreements, as appropriate.

C. Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m² or greater, are required to provide cycle parking in accordance with the minimum standards set out in **Appendix 6**. Cycle parking is required to be designed to best practice standards and shall be secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible. Cycle parking shall include an adequate element of parking suitable for accessible bicycles and tricycles. Residential cycle parking is required to include provision for cycle parking for family use.

D. Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m² or greater are required to provide end-of-trip facilities for cyclists in accordance with best practice. End-of-trip facilities are required to be provided at a level proportionate to the size of the development and the required level of cycle parking.

E. Proposals for uses that are publicly accessible are required to contribute financially to publicly-accessible cycle parking located in the public realm within the vicinity of the site. Publicly accessible uses include, but are not limited to, uses within the A1 (shops), A2 (financial and professional services), A3 (restaurants and cafés), D1 (non-residential institutions) and D2 (assembly and leisure) Use Classes. This provision shall be secured by a Section 106 legal agreement or CIL, as appropriate.

F. It must be demonstrated that there are no road safety conflicts between pedestrians, cyclists and vehicles entering, parking and servicing a development. Cyclist entrances must be safe and convenient. Separate cycle lanes should be demarcated.

- 8.19** Walking and cycling are cost-effective and sustainable methods of travel. Encouraging people to walk and cycle will free up space on public transport and therefore help to address capacity issues and will help to reduce road congestion.
- 8.20** The London Health Commission published the report *Fair London, Healthy Londoners?* (2011) which looks at health inequalities for a number of indicators. This report finds that Islington is one of just two London borough's that is 'significantly worse' than the average

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for England for all borough-level indicators. Walking and cycling have significant health benefits, which is especially important given the findings of this report and given rising obesity rates.

- 8.21** Vehicular methods of transport cause air pollution and contribute towards climate change. Congestion in the borough is high and any increase in vehicle numbers will exacerbate this. In addition, vehicles can cause safety risks to walkers and cyclists, as well as to other drivers. Accident statistics show that between 2007 and 2009 there were 14 fatal road accidents in Islington, 250 serious accidents and 1,895 slight accidents. In this period, 60 cyclists were killed or seriously injured on Islington's roads. Investment in improved facilities for cyclists will help to address this issue and to encourage cycling over vehicle use.
- 8.22** The minimum cycle parking requirements set out in **Appendix 6** are based on the projected increase in cycling anticipated in Islington over the plan period. Trip data produced by Transport for London enabled the council to establish the number of trips at present, and projected to 2026, made by bicycle. This was combined with data on mode share, visitor numbers and employee densities for different uses. Cycle parking standards for housing (Use Class C3) are not based on this methodology, but are based on the council's aims to provide all occupants with an opportunity to own and store a bicycle, to support sustainable transport methods.
- 8.23** The design of new development is required to provide good access for pedestrians and cyclists, and users of public transport. The needs of all users, including disabled people, shall be a central consideration in the design of development in order to meet the council's policies and aims in relation to inclusive design. The council's *Inclusive Landscape Design SPD* provides further details.
- 8.24** Connectivity is important for promoting active lifestyles and increasing social cohesion. All development proposals are required to provide good public connectivity for pedestrians and cyclists, and good permeability through the site where relevant. This shall include new and/or improved connections of the site to existing pedestrian and cycling infrastructure within the vicinity of the site and new and/or improved connections through and within the site, where relevant. Connections are required to be high quality and inclusive in accordance with best practice, including pedestrian and cycle routes segregated from traffic and each other, where appropriate.
- 8.25** Public routes must meet the principles set out in *Safer Places (2004)* and *Secured by Design* through consultation with Islington's crime prevention design advisor, and achieve Inclusive Design as set out in Policy DM2.2 (Inclusive Design). Policy DM8.3 will also be applied with regard to Islington's *Streetbook SPD*.
- 8.26** The borough cycle network is identified in **Appendix 6**. This includes existing and proposed routes. This network is the priority for any off-site investment in cycling infrastructure. The council also aims to invest in roads that are unallocated as cycle routes, to ensure that all roads are suitable for cycling and have good facilities for pedestrians. In addition, the Regent's Canal and other waterways are valued and supported as a route for cyclists and walkers, where appropriate, as well as a recreational space.

- 8.27** All pedestrian and cycling infrastructure and facilities are required to be designed to best practice standards. Current best practice guidance includes TfL's *London Cycling Design Standards*, the council's *Inclusive Landscape Design SPD* and *Streetbook SPD*, and the Department of Transport document *Inclusive Mobility*. Best practice should be defined at the time of submission of the planning application, based on up-to-date guidance from recognised organisations.
- 8.28** Contributions secured through a section 106 legal agreement will be sought in relation to infrastructure not included on the CIL Infrastructure List and in relation to non-chargeable floorspace and non-chargeable developments that have a significant impact. These will fund specific named projects related to improving infrastructure and facilities such as cycle parking, cycle routes, footways, and wayfinding boards. The contribution will be based on the net change in occupancy of the development and the costs of implementing projects specified in the council's Sustainable Transport Strategy, or a subsequent assessment of transport needs. Refer to Policy DM9.1 (Infrastructure), which outlines the relationship between CIL and Section 106 obligations.

Policy DM8.5

Vehicle parking

A. Residential parking (for Use Class C3)

Applications for vehicle parking within the curtilage of existing residential properties will be refused. No provision for vehicle parking or waiting will be allowed for new homes, except for essential drop-off and wheelchair-accessible parking. In line with the Core Strategy, all additional homes will be car free. Unless exceptional circumstances can be demonstrated, no parking permits will be issued to occupiers of these new homes.

B. Non-residential parking (for all uses not falling within Use Class C3)

i) Parking will only be allowed for non-residential developments where this is essential for operational requirements and therefore integral to the nature of the business or service (e.g. car hire, Use Class B8 storage and distribution uses). In such cases, parking will only be permitted where an essential need has been demonstrated to the satisfaction of the council and where the provision of parking would not conflict with other council policies. Normal staff parking will not be considered essential and will not be permitted.

ii) Any permitted parking is required to be off-street and located to be accessible and convenient in relation to the development and to provide an accessible route from the parking space to the development. Where on-street drop-off, wheelchair accessible parking or other essential parking is proposed details must be submitted to demonstrate the need for on-street provision and to show that arrangements will be safe and will not cause a traffic obstruction or nuisance.

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iii) Planning applications for uses that require coach parking ancillary to another use will not be permitted where the coach parking would give rise to adverse impacts on road safety and congestion. Coach parking should be provided on-site, unless the applicant can identify an alternative location which satisfies the council in terms of road safety and congestion and other relevant planning matters.

iv) Planning applications for commercial developments where ongoing use of a vehicle fleet will be required during the operational phase of the development (such as minicab offices, delivery restaurants and couriers) will only be approved if the applicant can demonstrate that the transport impacts of the development have been satisfactorily mitigated. Only the minimum necessary provision shall be permitted in the above circumstances.

C. Wheelchair-accessible parking

Wheelchair-accessible car parking is required to be provided in accordance with best practice standards, as set out in the council's *Planning Obligations SPD* and *Accessible Housing SPD*, and *BS8300:2009*. Developments are also required to provide adequate provision for mobility scooter storage and charging. The council will require accessible parking bays to be located on-street where practical; such spaces should be identified and the cost of provision secured by a Section 106 legal agreement to enable the council to install the accessible parking spaces.

D. Car clubs

The council will support the provision of car clubs, including the provision of wheelchair accessible car club parking bays, where appropriate. Major residential developments will be required to contribute towards the provision of car clubs in the vicinity of the development, through CIL and/or Section 106, as appropriate.

E. Public car parks

Proposals for, or including, new public car parks (and other motor vehicle public parking, including for coaches) will be refused. Proposals for the redevelopment of existing car parks for a different use shall be subject to the car-free restriction within this policy and the Core Strategy.

8.29 The Core Strategy establishes that developments will be car free, which means no parking provision will be allowed on site and occupiers will not have the ability to obtain parking permits, except for required wheelchair accessible parking. However, delivery, servicing, drop-off / collection and wheelchair accessible parking may be required. This policy does not affect the ability of disabled people to apply for parking permits. Other motor vehicles such as vans, lorries and motorcycles are covered by the term 'car free'.

8.30 The car free policy will apply to any housing units created through new build, change of use, conversion and subdivision of existing residential properties. However, some residents moving into car-free homes might face exceptional circumstances. For instance, existing residents with a parking permit, that return to a site after the development has been completed (such as with estate redevelopment or house conversions). Where occupiers

are able to demonstrate exceptional circumstances, they may be allowed the right to keep a parking permit. The council's parking service will determine parking permits for existing properties according to their own policies.

- 8.31** Parking within the curtilage of residential properties has negative impacts on biodiversity, flood risk, visual amenity, healthy lifestyles, air quality, traffic congestion and highways safety. Such applications will normally be refused; however, the needs of disabled people will be taken into account and exceptions may be made where appropriate.
- 8.32** On-street wheelchair accessible parking is encouraged, where appropriate, in preference to on-site spaces. The developer shall identify, negotiate and pay for the conversion of suitable bays. The amount payable will be determined based on a standard cost of conversion. Where there is insufficient space to accommodate on-street or on-site spaces a financial contribution shall be made towards investment in accessible transport initiatives, where it is considered that this would make development acceptable in planning terms. Such a contribution may be made through CIL or Section 106, as appropriate. (See also Policy DM9.1 (Infrastructure).)
- 8.33** Accessible transport initiatives may include the provision of wheelchair accessible parking, and a range of inclusive alternatives.
- 8.34** Mobility scooters and charging points shall be located in an appropriate place within the development, such as a ground floor space next to the lifts.
- 8.35** Car clubs provide an alternative to car ownership that helps to reduce traffic and parking congestion, reduce air quality and climate change impacts from transport, allow more equitable and efficient use of public space and increase travel options for all social groups. Car clubs can be particularly helpful for families. Car clubs support the council's car free policy and help to mitigate the transport impacts of a development compared with private car ownership. Developer contributions are required to include a financial contribution towards car club infrastructure, such as car club parking bays and other car club enabling measures, such as membership subsidy. Such a contribution may be made through CIL or Section 106, as appropriate. (See also Policy DM9.1 (Infrastructure).)
- 8.36** The provision of off-street car club bays within developments as an alternative to on-street provision will only be accepted where it has been demonstrated by the developer, to the satisfaction of the council, that on-street parking is not appropriate or possible. Should the council accept the need for off-street car club parking bays instead of on-street bays these must be publicly accessible at all times (with no need for a key or other security measures to access the spaces) and located in order to allow for accessible and convenient access.
- 8.37** The redevelopment of existing car parks, for alternative uses, will be subject to the car free policy. The number of car parking spaces existing on-site will not be accepted as a justification to provide car parking in contravention to the car-free policy, or to provide delivery, servicing, drop-off and wheelchair accessible parking above requirements identified in the submitted Transport Assessment and agreed by the council. The artificial separation of sites to remove parking areas from the boundary of an application for the purposes of