

Policy 72**Managing Vehicle Travel Traffic**Car Parking Standards

Development will be supported where:

- A. It is car free in South Area, Central Area, and locations that are, or planned to be, well-connected to public transport, active travel networks, and amenities within the North Area of the borough;
- B. Car parking ratios outside the car-free area are within maximum parking ratios to be proposed in future Local Plan consultation. This will be based upon levels of current or future public transport connectivity;
- C. Disabled parking is provided for all development, including car-free proposals, in line with standards set out within the Draft London Plan.

Operational parking for business and industry uses will be permitted when need is clearly demonstrated within the Transport Assessment, and measures have been applied to minimise number of vehicles, frequency and impact of trips. All operational vehicles should use Electric vehicles.

Development will be resisted where anticipated car parking and vehicle use will impact the delivery of liveable neighbourhoods, or increase congestion and parking stress.

Parking Management

Where parking is provided as part of a development, it will be expected to:

- A. Submit a Car Parking Management Plan detailing mechanisms for leasing spaces, providing disabled parking to meet future demand, and activating passive electric charge points.
- B. Include a car-free agreement within Section 106 agreements, restricting new residents from accessing parking permits within controlled parking zones.
- C. Where appropriate, provide financial contributions to delivery of controlled parking zones where roads in close proximity to the site are not managed, or adequately managed by parking controls.

Estate Regeneration

- A. Where car parking is re-provided as part of Council housing estate regeneration schemes, car parking should be reduced to meet the minimum need of returning residents. Where car parking exceeds Council parking standards, evidence of parking need should be provided.
- B. Re-provided car parking spaces for existing residents should at no point be offered to new residents.

Car Clubs

- A. Where appropriate, development will be required to contribute to the borough's public car club network, by providing spaces on site or contributions to deliver bays on-highway. Residents should be supported to use schemes by free membership and active promotion.



15.21 As outlined in the TfL Healthy Streets for London Report, car ownership is a key determinant of transport choice and car use across London. Effective management is essential to reducing private car travel, and realising the health and wellbeing benefits of improved air quality, decreased noise disturbance and local congestion, and increased physical activity.

15.22 Following the objectives of the London Borough of Waltham Forest's Transport Growth and Investment Strategy and LIP3, Waltham Forest is committed to accelerating London-wide trends towards car-free and low-car development, and have set maximum car parking standards to reflect this.

15.23 Car-free lifestyles are a viable option for development within areas that are well connected to public transport, active travel networks, and local amenities. Between 2016 and 2018, 48 car-free developments in Waltham Forest were secured through Section 106 agreements, delivering an average parking ratio of 0.1 spaces per unit across 3,043 new homes. This follows an upwards shift in people travelling by foot, bicycle and public transport in Waltham Forest, and a five per cent reduction in the number of car kilometres driven on borough roads since 2016 (the third highest decrease across all boroughs).

15.24 The Council recognises that less-well connected areas may require some levels of car—parking within new development, and this will be reflected within forthcoming maximum parking standards, supported by a robust evidence base.

15.25 Car clubs also provide an important role in supporting people to transition away from car ownership, especially when paired wider incentives, such as management of residential parking, improvements in public transport, and new cycling and walking facilities. It is shown by CarPlus, which car club members are more likely to walk, cycle or take public transport, and that 28% of car club members based in London have reduced the number of vehicles owned by their household since joining a car club.

Policy 73

Electric Vehicles

Where development provides car parking or increased vehicles on borough roads, it should accelerate uptake of electric vehicles by:

- A. Providing infrastructure for electric vehicle charging, including a minimum of 20 per cent of spaces to have active charging facilities, with passive provision for all remaining spaces;
- B. Demonstrating within car parking management plans how occupants using electric vehicle charge points will be charged fairly and consistently, and how the number of EV charge points will be increased to meet demand;
- C. Incentivising ownership and use of electric vehicles, including permitting only electric vehicles at new residential development, reduced rate parking charges or leases for spaces, or subsidised electricity;
- D. Contributing the boroughs publicly accessible rapid charging and on-street charging network, especially where development is served by electric vehicles or deliveries and servicing.

15.26 Despite a reduction in kilometres driven, vehicle emissions continue to be the primary pollution source in Waltham Forest. The highest pollution concentrations are seen on the two TfL Strategic Road Network roads, the A12 and A406 North Circular Road, however pollution remains high on many local roads, impacting residential streets, town centres and services such as schools and leisure centres, which surround them. It is estimated that 50 Waltham Forest residents a year are admitted to hospital as a result of exacerbation of asthma due to air pollution from vehicle emissions (including 13 children and 27 people aged over 65).

15.27 Accelerated uptake of electric and ultra-low emission vehicles is essential to delivering improvements to air quality and a zero-emission transport network in Waltham Forest. Electric Vehicle (EV) ownership in Waltham Forest is expected to rise by 700% by 2025, (177 to 2,457), and the Council aims to deliver full coverage of charging infrastructure by 2022. Although new development is expected to minimise vehicle travel, when it increases resident and servicing vehicles on the road network, development will be expected to contribute to the uptake of EVs, and delivery of charging infrastructure.

Policy 74**Assessing, Mitigating and Monitoring Transport Impacts**

To effectively assess the impacts of development and agree suitable mitigations, where appropriate development should submit the following documentation:

- A. A Transport Assessment showing how the development will contribute towards meeting local and London-wide transport objectives, and detail measures to achieve this (including street improvements, on-site facilities, and engagement).
- B. A site Travel Plan detailing how development will enable walking, cycling and public transport use amongst users, including agreed targets, implementation and funding, and monitoring regime.
- C. Construction Logistics Plan (CLP) setting out the potential impacts of construction traffic, and how this will be reduced. An Outline CLP should be submitted at application stage, followed by a Detailed CLP at the pre-construction phase.

15.28 Where improvements are identified through the Healthy Street Transport Assessment, major developments will be expected to make financial contributions to improving local walking networks between development and local trip generators (public transport hubs, schools, GP surgeries, district centres), and local and strategic cycle network in Waltham Forest.

15.29 In order to fully assess the impacts of new developments on the transport network and to ensure development contributes to encourage walking, cycling and public transport use, Transport Assessments, Travel Plans and Construction Logistics Plans will be required in support of planning applications. These should be prepared in accordance with current best practice guidance, including the Transport for London Healthy Streets Transport Assessment (2019), Travel Plan Guidance (2019), and Construction Logistics Plan Guidance (2017).

Utilities and Digital Connectivity

15.30 Utilities have a vital role to play in facilitating sustainable growth in the borough as quality of life and social well-being vitally rely on the supply of high quality, reliable and affordable utilities, including digital connectivity.

15.31 High speed digital connection is now widely seen as an everyday essential alongside traditional utilities such as water, gas and electricity. There has also been a strong shift away from traditional models of working, retail and service delivery; with many residents in the borough operating businesses, working remotely and ordering goods and services from home. This highlights the importance of fast, reliable and affordable digital connection to the local economy. Creative businesses in particular are especially reliant on fast and reliable digital connectivity.

15.32 The benefits of digital technology extend further. Employing a Smart Cities approach, enhanced digital infrastructure can deliver many further benefits and solutions to residents and businesses in the borough; such as reducing the need to travel - thereby reducing demand on public transport and improving air quality whilst at the same time promoting productivity and the overall economy.

15.33 This policy seeks to ensure that all new developments incorporate next generation mobile technology (such as 5G) and to ensure that full fibre broadband connections are incorporated into new developments.

15.34 The Council has strong links with the various infrastructure providers that service the borough, including Thames Water, UK Power Networks, Cadent (Gas), National Grid and various digital connectivity providers. The continuation of this cooperative working relationship is key to ensuring delivery of this policy. Developers, landowners and building occupants also have a role to play in demand management, early engagement with utility providers and co-operative working to avoid disruption.

15.35 Further information on necessary and planned utility infrastructure improvements will be set out and updated annually in the Council's Infrastructure Delivery Plan (IDP).

Policy 75

Utilities Infrastructure

Development proposals will be expected to:

- A. Submit infrastructure delivery plans to demonstrate sufficient infrastructure capacity to support the proposed development from commencement. Where there will be a deficit, the developer will be expected to ensure that relevant infrastructure will be provided as part of the proposals;
- B. Utility infrastructure and connections must be designed into the development wherever possible. As a minimum, developers should identify and plan for:
 - i. Electricity supply should be identified with providers as part of development proposals
 - ii. Gas and water supply considering the need to conserve natural resources; and
 - iii. Heating and cooling demand and the viability of its provision via decentralised energy (DE) networks.
 - iv. Have entry and connection points within them from utility providers

15.36 Early engagement with infrastructure providers is essential to ensure that sufficient capacity is available in the wider infrastructure network to service the development in both the construction and operational phases, and that suitable connection layouts and future-proofing are considered early in the design stage. In