

- 4.143 **Many of the borough's roads suffer from high levels** of traffic congestion over much of the working day. With demand for more housing and increases in employment the impact of such growth on the highway and public transport networks needs to be minimised. Measures such as travel plans and car clubs which reduce car ownership and usage can support this policy.
- 4.144 The provision of a safe walking and cycling environment is critical to encouraging the uptake of sustainable modes of transport. Measures such as cycle routes and cycle parking can support sustainable development.
- 4.145 The Council will require a Travel Plan or Transport Assessment in line with thresholds set out within Transport for London Travel Planning Guidance. In accordance with this guidance, the Council may still require a Transport Assessment and a Full Travel Plan to accompany applications for new developments that do not meet these thresholds, where a transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity.

Policy DM43 Parking

- A. Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.
- B. The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking
- C. The Council will support proposals for new development with limited or no on-site parking where:
- a. There are alternative and accessible means of transport available;
 - b. Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;
 - c. A controlled parking zone exists or will be provided prior to the occupation of the development;
 - d. Parking is provided for disabled people; and
 - e. Parking is designated for occupiers of developments specified as car capped
- 4.146 The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.
- 4.147 The Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles. Levels of provision are detailed within chapter 6 of the London Plan.

- 4.148 The availability of car club vehicles has been shown to reduce the level of car ownership and usage. The Council considers this would contribute to sustainable development in the Borough. Car club bays can be placed on-site if they would be accessible to the public as well as for the occupants of the site or on the public highway close to the development.
- 4.149 The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport. However, residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility [PTAL rating of 4 or above] and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale of the proposed development.
- 4.150 Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking spaces. However, occupiers of defined car free or car capped developments would be eligible for visitors permits. The Council will use legal agreements to require landowners to advise occupiers of the car free or car capped status of a development. For family sized dwellings [3 or more bedrooms] the Council would expect car parking provision in line with its car parking standards.
- 4.151 Although residents of car-free housing are less likely to park a long distance away from their home, the Council will seek, in the longer term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development, the Council may seek to augment provision through a section 106 or other legal agreement. The Council will require a section 106 or other legal agreement for all new car-free developments of more than 4 residential units.
- 4.152 For larger developments the parking requirement will be assessed on an individual basis as part of the Transport Assessment or Statement.

Policy DM44 Crossovers and Vehicular Accesses

- A. The Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in:**
- a. A reduction in pedestrian or highway safety;**
 - b. Increased surface water runoff due to impermeable hard standing**
 - c. A reduction of on-street parking capacity within a Controlled Parking Zone; or**
 - d. A visual intrusion to the street scene.**
- 4.153 Creating private off-street parking frequently involves the loss of on-street spaces and offers potential for increased pedestrian safety concerns, for example where