

## SECTION 5 - TRANSPORT

- 5.1 The relationship between homes, workplaces, shops, services and leisure facilities influences whether people need to travel and the form of travel they use - car, public transport, cycling and / or walking. It affects the amount of traffic on roads and the number of people on buses and trains, which in turn affects health, safety and the environment. It also affects the ability of individuals and businesses to access the goods, facilities and customers they need. As a result, the links between transport and land-use planning are central to achieving sustainable development in terms of reducing pollution and greenhouse gases, promoting social inclusion, increasing community safety, improving health and promoting prosperity.
- 5.2 The Council has developed an integrated Green Transport Strategy: 'Taking steps for a people friendly Camden'. A major theme of this is to reduce dependence on private vehicles, and maximise the potential of walking, cycling and public transport as alternative methods of travel. Development in Camden should be located to promote this change. Business locations should be selected with the environmental impact of transport particularly in mind, so that development dependent on goods movement is guided towards places with access to the Borough's main roads or to transport by rail or water. Locational policies for specific land uses are included throughout the UDP.
- 5.3 Locational decisions will be backed up by guiding investment into appropriate infrastructure, such as:
- safe, convenient and attractive routes for walking and cycling;
  - space for secure cycle parking and storage;
  - high quality accessible and affordable public transport services;
  - sufficient car parking for those people with disabilities who are unable to travel in other ways;
  - a limited number of car parking spaces for other users; and
  - measures to restrict speeds and reduce the impact of motor vehicles on residential areas and areas with poor air quality.
- 5.4 This section contributes towards meeting the Community Strategy aims of reducing deaths and injuries from road accidents, improving transport services for people with mobility difficulties, implementing Clear Zones that improve air quality, establishing areas with a 20 mph speed limit, and helping to reduce carbon dioxide emissions. The Council is also committed to working with the Mayor of London to reduce traffic, especially the number of vehicles that pollute our atmosphere. Camden also needs more, better quality public transport.
- 5.5 The aims of this section are:
- to reduce the need to travel;
  - to increase the attractiveness of walking, cycling and public transport;
  - to reduce use of private cars;
  - to maximise accessibility of transport to all; and
  - to minimise harm to community safety, health and the environment from transport.

## TRANSPORT AND DEVELOPMENT

### **T1 - Sustainable transport**

#### **A - Sustainable transport development**

The Council will grant planning permission for development that would encourage travel by walking, cycling and public transport. The Council will not grant planning permission that would be dependent on travel by private motor vehicles.

#### **B - Transport Assessments**

The Council will require applicants to provide a Transport Assessment in support of any development that significantly increases travel demand or would otherwise have a significant impact on travel or the transport system.

#### **C - Travel plans**

The Council will require applicants to provide a Travel Plan to manage travel arising from any development that significantly increases travel demand or would otherwise have a significant impact on travel or the transport system.

#### **D - Clear Zone Region**

In the Clear Zone Region, the Council will only grant planning permission for development that significantly increases travel demand where it considers that appropriate measures to minimise the transport impact of development are incorporated.

- 5.6 Land use planning has a central role to play in promoting sustainable transport patterns. The location of development, the mix of land-uses, the design of development and the funding of facilities by developers can all be used to make it easier for people to access employment, services and facilities close to their home and without needing to use a car.

### **Sustainable transport development**

- 5.7 The Council requires development to provide for travel by walking, cycling and public transport as these are the most sustainable ways to travel in terms of their environmental impacts. In this way, the Council can also ensure that people who do not have access to a car can visit new developments.
- 5.8 The Council considers the impact of development on the way people travel in decisions on both the location and design of development. Concerns include the linkages between the development and existing travel networks, the stations, bus and tram stops, the car parking that will be used, and management arrangements such as Travel Plans. The Council will require a Transport Assessment to provide evidence on the likely impact of development on travel under the circumstances set out in policy T1B and Appendix 2.
- 5.9 This Plan's key policy on the location of development with significant travel demand is policy SD5 in chapter 3 - Sustainable Development. Policies on the location of specific land-uses are in the chapter dealing with that use. Policies T3 - T6 cover walking, cycling and public transport. Policies T7 - T11 deal with parking provision.

### **Transport Assessments**

- 5.10 Transport Assessments provide evidence on the likely impact of a proposal on the way people travel and the existing capacity of the transport system to

support the development alongside the cumulative impact of other developments. Appendix 2 gives more detailed guidance on developments that will be required to provide a Transport Assessment.

- 5.11 Transport Assessments provide detailed information on a range of transport conditions both before and after a development has been built. This will generally consider all aspects of travel to, and the servicing of, the development, including demolition and construction phases in some cases. Where the existing capacity of the transport system will not support the development, the Assessment should either:
- demonstrate that planned transport provision will create the capacity needed; or
  - set out measures the developer will take to secure the necessary capacity; or
  - set out measures the developer will take to manage demand to remove the need for extra capacity; or
  - set out a combination of planned provision and developer measures that will match capacity to demand.

Where a Transport Assessment is sought, a developer will generally also be required to produce a Travel Plan as set out in policy T1C.

- 5.12 Applicants should discuss the scope of the Transport Assessment with the Council at an early stage so that the Council can advise on the most appropriate methods to use, for example, in estimating trip generation. Supplementary guidance gives more detailed information on the content of Transport Assessments. In some circumstances, a Transport Assessment should be accompanied by an acoustic report and/or an air quality assessment (see policies SD7B and SD9A and paragraphs 1.50 and 1.57).

### **Travel Plans**

- 5.13 The Council encourages the introduction of Travel Plans by all employers, services and facilities that attract large numbers of staff, visitors or vehicle movements. Where a Transport Assessment is required in connection with a development proposal, a Travel Plan is also required wherever demand management measures are needed to prevent a shortfall in the planned capacity of the transport system. Appendix 2 gives more detailed guidance on developments that will be required to provide a Travel Plan.
- 5.14 A Travel Plan is a site-based package of measures to encourage walking, cycling and public transport and reduce travel by motor vehicles connected with the site. It promotes green travel by employees and visitors, and also green servicing techniques, such as cycle deliveries and electric pool and servicing vehicles. A Travel Plan includes targets for the proportion of trips and deliveries made by each form of transport. Travel Plans are formulated by applicants and/or occupiers, in partnership with the Council and/or public transport operators where appropriate. Implementation of Travel Plans will be through a planning obligation secured under policy SD2. Supplementary guidance includes further information on the content of Travel Plans.

### **Clear Zone Region**

- 5.15 The Central London Area has been designated as a Clear Zone Region to address the particular transport-related problems associated with the large number of people attracted to the area, traffic congestion and related pollution, and physical constraints, such as narrow roads.

- 5.16 The objective of the Camden Clear Zone Region is to improve the quality of life by:
- reducing the impact of traffic;
  - reducing the number of motor vehicles and the pollution from their exhausts;
  - promoting the use of vehicles (including public transport and goods vehicles) which use greener fuels and reduce the amount of pollution from exhausts; and
  - reducing the overall demand for transport.
- 5.17 The Council will aim to meet these objectives as far as possible by using planning conditions and obligations to secure Clear Zone measures directly related in scale and kind to each development proposed in the Central London Area. Other policies in the Plan are relevant to Clear Zone objectives, such as T1C on Travel Plans, T8 on car free housing, and T7 on city bike and car clubs and electric vehicle charging equipment. Walking, cycling and public transport are covered in policies T3 - T6. Policy SD9 covers air quality and energy efficiency in buildings. Further guidance on the Clear Zone Region is provided in supplementary guidance.

**T2 - Capacity of transport provision**

The Council will only grant planning permission for development where it considers that all forms of travel associated with the development can be accommodated by:

- a) the capacity of the existing transport provision; or
- b) the capacity of planned transport provision that has fully secured funding and a firm start date; or
- c) additional capacity and/or demand management measures directly related in scale and kind to the development, to be funded by the developer, and designed to cause minimum environmental harm.

The Council will consult Transport for London where appropriate and will consider capacity taking into account the cumulative effect of all development proposals on transport provision.

- 5.18 Much of the transport system operates at or beyond capacity at some times of the day, both within Camden and elsewhere in Inner London. This does not only apply to main roads, but also smaller roads that experience parking pressure and rat-running, bus and train services, and occasionally overcrowding of pavements. Where one element of the network is operating beyond capacity, this can affect the capacity of others, for example traffic congestion delaying buses and causing difficulties for cyclists.
- 5.19 The Council will therefore need to assess planning applications with regard to the capacity for all forms of transport, both existing, proposed as part of another project, or proposed as part of the development. Considered in isolation, only the largest proposals may seem to have an adverse impact on the transport system but several smaller developments can also have an impact. Individual applications will therefore be considered in the context of other developments and proposals (including permissions with potential to be implemented) and their combined impact on the transport system.
- 5.20 Where the capacity of the existing system is not adequate to support the development (or cumulative impact of developments), the capacity of planned transport provision will be taken into account where the works are funded and programmed. Where appropriate, the Council will negotiate planning

obligations with developers to secure increases in transport capacity made necessary by the development, either directly or through a financial contribution. However, the Council will wish to ensure that increases in capacity do not cause more than minimum harm to the environment or encourage the use of the private car as an alternative to more sustainable forms of transport.

- 5.21 At certain times, the travel demand at some underground stations in the Borough is greater than their capacity for passengers. This causes acute congestion, and some stations are frequently closed to maintain passenger safety. In the catchment area of congested stations, the Council will only permit development that generates large numbers of passengers, if there are identified relief works and funding has been secured. Where there is no programmed relief work development will only be permitted if measures to secure use of alternative public transport are provided. Further information is contained in supplementary guidance.
- 5.22 The Council acknowledges that matching transport demand to capacity is not a simple mechanistic exercise. Peak hour congestion of strategic elements of the network where capacity cannot be increased without major infrastructure investment, such as the mainline train and underground network, is not likely to justify preventing modest developments. Measures other than capacity increases may reduce the impact of development, such as Congestion Charging, improved efficiency of bus and cycle lanes, and peak spreading. Where transport capacity to accommodate development without harm to the transport system cannot be secured, planning permission will be refused unless there are other over-riding considerations. Where proposed capacity justifies granting permission, conditions may be used to ensure that the development is phased where appropriate, and no part of the development comes into use before the necessary capacity is available.
- 5.23 Where development would have a significant impact or significantly increase travel demand, the Council will require a Transport Assessment to provide evidence on the ability of the transport system to accommodate development as set out in policy T1B and Appendix 2, including evidence on cumulative impacts in association with other proposals.

### **WALKING, CYCLING AND PUBLIC TRANSPORT**

- 5.24 The Council aims to increase the attractiveness of walking, cycling and public transport. Key factors in encouraging these will be the creation of continuous routes that make people feel safe, links to all parts of the Borough, facilities to enable the use of walking routes and public transport by people with mobility difficulties, and facilities to make it easy to change between one form of transport and another (such as catching a bus from an underground station).

#### **T3 - Pedestrians and cycling**

The Council will only grant planning permission for development that it considers to make satisfactory provision for pedestrians and cyclists. In assessing development, traffic management and highway alterations, the Council will consider:

- a) improvements to conditions for the convenience and safety of pedestrians and cyclists, the walking and cycling environment, including design, access and security;

- b) the need for developments to cater for the walking and cycling demand they create on- and off-site where it cannot be accommodated by the capacity of existing and planned provision,
- c) the need to link all development to safe, convenient and attractive pedestrian routes and the London Cycling Network, and to add to the Cycling Network where justified by predicted use or safety concerns;
- d) the need to prevent severance of existing pedestrian links and the London Cycling Network, and to reinstate previously severed links;
- e) the particular needs of wheelchair users and other people with mobility difficulties, visually impaired people, children, elderly people and other vulnerable users;
- f) the benefits of facilities for leisure cycling, particularly to less experienced cyclists;
- g) the need for safe road crossings for pedestrians and cyclists;
- h) the width of footways and cycle routes;
- i) the need to thoroughly reinstate all highway surfaces following works to the highway or damage from construction work;
- j) the need for secure cycle parking in accordance with the Council's Parking Standards, shower facilities and lockers at workplaces, and cycle storage in dwellings; and
- k) planning obligations that secure measures directly related in scale and kind to the development.

5.25 Walking and cycling are healthy, efficient and environmentally friendly ways to travel, which are important for many trips. Many people make most of their journeys by foot, and most car and public transport journeys include walking at one or both ends. The Council wishes to see improvements in conditions for pedestrians to increase the safety and convenience of walking and reduce car use by making walking a more attractive way to travel. The Council also wishes to encourage cycling as an alternative to the car and therefore seeks to improve the convenience and safety of cycling.

5.26 Development and other work affecting highways (including traffic management and calming, bus priority measures, and environmental schemes) can create opportunities and obstacles to pedestrians and cyclists. All such work will be assessed in terms of its impact on the attractiveness of walking and cycling, particularly whether the work maintains and improves accessibility and safety, and whether the measures avoid potential for conflict between pedestrians and cyclists.

5.27 The Camden Walking Plan and the Camden Cycling Plan, which are central parts of the Council's Green Transport Strategy, set out how the Council is proposing to encourage walking and increase the use of bicycles in the Borough. The Council has adopted the London Cycle Network, which is a strategic cycle route network for the capital, and the London Cycle Network Plus, which sets out priority routes for implementation. Map 4: Strategic Cycle Routes in Camden shows the Borough's part of the priority London Cycle Network Plus. Many other links already exist or are proposed, but the precise routes have not all been fixed. The Walking Plan does not set out a comprehensive network of pedestrian routes, as any highway, footpath, passageway or alley which passes entrances to premises makes some contribution to the pedestrian accessibility of the Borough. However, the UDP does show four Metropolitan Walks which provide routes across London in a safer and pleasant environment (see policy N3). The Council will safeguard



#### Map 4 Strategic Cycle Routes in Camden

- Proposed London Cycle Network Plus
- Completed London Cycle Network Plus

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all existing walking and cycling routes, will implement new routes where the necessary land is in its control, will seek to connect the routes to new development, and will seek to extend them where development makes this possible.

- 5.28 In order to maintain pedestrian and cyclist safety, footways and cycle routes must be wide enough to accommodate the number of people likely to use them. Otherwise, users may be forced into conflict with motor vehicles or with each other. When new development will increase demand for walking and cycling activity, new facilities should be sufficiently wide, and existing pavements and cycle routes should be widened where necessary. Development may also provide the opportunity for new pedestrian links that will increase accessibility for pedestrians. Consideration of the needs of pedestrians with mobility difficulties will be particularly important in areas of high pedestrian activity, such as routes to local schools, shopping streets and public transport interchanges. Further information on pedestrian access and footway design can be found in supplementary guidance.
- 5.29 Poor design or maintenance of highway surfaces (including roadways and footways), can be dangerous where it produces cracks, unevenness and potholes, particularly for cyclists and people with mobility difficulties. The Council will promote and implement well-designed streetworks and a high standard of maintenance to assist vulnerable road users, including the provision of dropped kerbs and textured paving where appropriate.
- 5.30 Cyclists need secure cycle parking or storage both at their homes and at their destinations. At their workplaces, cyclists also need facilities to wash and change. Facilities for cyclists are particularly important at shops, businesses, educational and leisure facilities, and railway and underground stations. Standards for cycle parking are set out in Appendix 6 - Parking Standards. Details of the types of provision appropriate for different purposes and in different locations are given in supplementary guidance.
- 5.31 Measures to support walking and cycling will be sought through planning obligations in accordance with policies T2 and SD2. Planned provision will be considered where it has fully secured funding and a firm start date.

#### **T4 - Public transport**

##### ***A - Public transport and development***

Where development creates a need for additional public transport capacity, the Council will only grant planning permission for that development when arrangements for satisfactory provision have been made. The Council will consider:

- a) the need for developments to ensure that public transport capacity is available to cater for the public transport demand they create on- and off-site;
- b) the effect of the proposal on existing public transport services and facilities, and the demand created for new services and facilities, including bus priority measures and signalling, bus-stops, tram-stops, boarding areas, shelters, seating and timetable information;
- c) the ease, safety and convenience of pedestrian movements to and around boarding points;
- d) the accessibility of the services and facilities to people with mobility difficulties;

- e) the need to provide for public transport vehicles on the site; and
- f) the need to prevent severance of the bus network.

***B - Provision for public transport***

The Council will use planning conditions and planning obligations to ensure that, where planning permission is granted, the development will provide for the public transport needs it generates if they cannot be met by existing transport or planned transport provision. Where development is to be served by planned services or service improvements with a boarding point within walking distance, the Council will require a development to contribute to those elements directly related in scale and kind to the development.

Contributions may be sought to fund:

- a) improvements to the network and frequency of public transport services, interchanges and the passenger environment;
- b) developing and improving traffic management and signalling schemes that give priority to buses, pedestrians and cyclists;
- c) making public transport systems fully accessible for all, including people with disabilities;
- d) developing and enhancing travel information services;
- e) enhancements to relieve congestion on the London Underground network and stations within Camden;
- f) establishing and re-establishing additional boarding points and stations for public transport services;
- g) enhancing local rail and tram networks serving Camden.

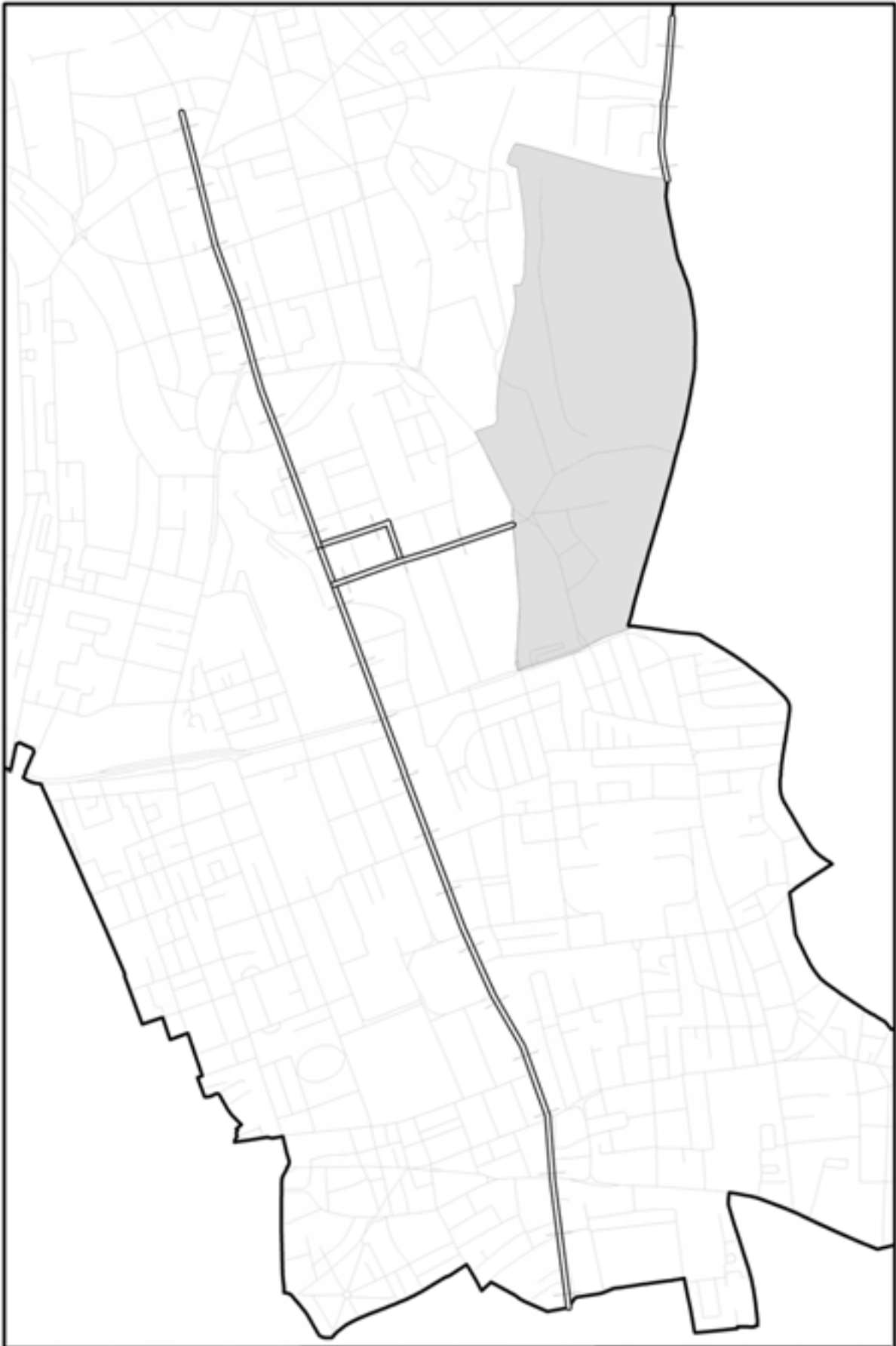
***Public transport and development***

5.32 The Council will assess the capacity of public transport systems, as indicated by policy T2, taking into account planned transport provision where this has fully secured funding and a firm start-date. In addition to capacity, other elements influence the adequacy of public transport provision for a development. For example, frequency and reliability of services, passenger comfort at boarding points, and physical accessibility of vehicles can be critical to promoting public transport use. Where additional public transport measures are needed to support an application, planning conditions and obligations may be used to assist provision and co-ordinate provision with development.

5.33 Some developments may need to be designed specifically to provide for public transport provision, e.g. those with an internal road layout likely to be used by buses and developments that adjoin, or are above, public transport routes. Where a facility is proposed at an interchange between public transport services, the Council will seek particular design features, as set out in policy T5 below. The Council will be concerned to maintain the continuity of existing routes and maximise public transport accessibility throughout the Borough. The Schedule of Transport Proposals gives details of a number of schemes which will increase public transport capacity, such as the Crossrail proposals and the Cross River Tram. The indicative route of the tram is shown on Map 5.

***Provision for public transport***

5.34 In many instances, the public transport measures needed to support a development will be off-site. These will generally be secured by planning obligations, negotiated to fund specific facilities or services. Contributions will be sought to enhance existing and planned services so that the public



**Map 5 Cross River Tram**



Kings Cross Opportunity Area



Proposed Cross River Tram Route

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transport needs of the development site are met, rather than to directly fund strategic transport proposals. However, the Council may seek contributions to implement or enhance schemes set out in the Schedule of Transport Proposals. The Plan's key policy on planning obligations is policy SD2; policy T4B sets out a number of specific priorities for contributions to public transport.

- 5.35 The Council will require public transport contributions where an existing or planned boarding point is within walking distance of the proposal site. Acceptable walking distances depend upon the character of the public transport service to be used. Supplementary guidance sets the framework for contributions to public transport, including the radius around each type of stop where a contribution will be sought. In general terms, an acceptable walking distance to an underground station is considered to be 800 metres (approximately 10 minutes' walk), but shorter distances will be applied when seeking contributions related to some other forms of public transport. The contribution sought will be directly related in scale and kind to the development. The framework for contributions to public transport provision will be set out in supplementary guidance.

#### **T5 - Transport interchanges**

The Council will not grant planning permission for development that would prejudice the safe and efficient operation of transport interchanges. The Council will grant planning permission for transport interchange facilities where it considers the proposals to maximise travel benefits and cause minimum environmental harm. The Council will consider:

- a) access to the facilities for pedestrians, cyclists, public transport (including bus priority measures), taxis and picking-up / setting-down by private vehicles;
- b) secure cycle parking;
- c) provision for the needs of people with disabilities and mobility difficulties;
- d) passenger circulation and waiting facilities;
- e) co-ordination of arrival / departure of different services;
- f) provision of timetable information; and
- g) provision of refreshments, toilets, showers and baby changing facilities.

- 5.36 Most journeys involve an interchange between one form of travel and another, e.g. people often walk to a bus stop or station. The creation of convenient and pleasant interchanges will encourage people to use alternatives to the car.
- 5.37 There are a number of stations in the Borough where interchange between local and national services occurs. Many are subject to development pressures. Significant interchange sites in Camden include King's Cross/St Pancras, Euston, Camden Town, West Hampstead, Tottenham Court Road (part in Westminster), Holborn, Kilburn/Brondesbury and South End Green. Where an interchange is proposed, the Council will seek inclusion of a range of facilities, as indicated in policy T4B. Development in these locations that is not transport related will be assessed against policies for individual land-uses and mixed-use throughout the Plan.

**T6 - Maintenance and storage of public transport equipment**

The Council will not grant planning permission for development that would prejudice long-term public transport provision through the loss of facilities for the storage and/or maintenance of public transport vehicles and equipment. Wherever possible, the Council will identify and safeguard existing and proposed facilities to support public transport services.

- 5.38 Public transport provision depends on the availability of premises that house vehicles and equipment, such as bus garages and train depots. These are needed not only for storage of public vehicles that are not in service, but also for the repair and maintenance of these vehicles and for equipment for servicing. Given the high value of land in London and competition between land uses, there has been pressure to redevelop such facilities for alternative uses. In addition, new public transport initiatives serving the Borough such as the proposed Cross River Tram, will create a need for new storage and maintenance facilities at locations accessible from their routes. As a result, the Council will not permit the loss of existing facilities unless alternative facilities have been secured or the provision is shown to be unnecessary. Where a site has been identified, for public transport storage and maintenance, through a formal planning process under the Town and Country Planning Act 1990 or the Transport and Works Act 1992, the Council will not grant planning permission for an alternative use.

**PARKING**

**T7 - Off-street parking, city car clubs and city bike schemes**

The Council will only grant planning permission for development that complies with the Council's Parking Standards.

Where off-street parking is permitted in accordance with the standards, the Council will encourage the provision of electric vehicle charging equipment.

The Council will encourage the provision of city car clubs and city bike schemes as an alternative to private off-street parking.

- 5.39 The availability of parking is a major influence on how people decide to travel. Encouraging walking, cycling and public transport and reducing car parking levels at all types of development are some of the ways in which the Council can directly influence the use of transport in the Borough. However, these are accompanied by positive measures intended to increase accessibility, and are complemented by locational policies such as SD5 in section 1 - Sustainable Development.
- 5.40 Key elements of the Council's parking policy include direct management of on-street parking; reducing the supply of off-street parking through planning decisions; and requiring parking for cycles and people with disabilities.
- 5.41 Development should provide off-street parking and servicing in accordance with the Parking Standards set out in Appendix 6. Supplementary guidance gives further information on the physical details of parking spaces such as dimensions of parking spaces for people with disabilities and design of cycle stands.

- 5.42 Standards in Appendix 6 have been set to:
- encourage development to meet travel demands by means other than the private car;
  - meet the needs of people with disabilities;
  - prevent nuisance from servicing; and
  - minimise the impact of motor vehicles.
- 5.43 Appendix 6 therefore contains minimum standards for off-street parking for cyclists and people with disabilities, minimum standards for on-site servicing, and maximum parking standards for other vehicles. Appendix 6 is not intended to permit parking space for commuters except for:
- (i) people with disabilities;
  - (ii) jobs that cannot practically be carried out without use of cars; and
  - (iii) firms operating at sites or during hours when public transport services are severely limited.
- The Council will expect car parking to be managed to prevent other commuting, and will promote the use of pool cars for jobs where a car is not used continuously.
- 5.44 The standards apply to all development, whether involving new construction or changes-of-use; however, site constraints will be considered. For mixed-use development, the standards for each part of the scheme will generally apply separately. However, the opportunities for sharing spaces will be considered - for example, where a space for an employment use can be used for a leisure use in the evening.
- 5.45 In most cases, the maximum standards in Appendix 6 include separate figures for a "low provision area" and the rest of the Borough. These are set to reflect the varying availability of public transport and level of traffic impact across the Borough, with a lower maximum applied where public transport is good and traffic impact is high. Initially, the low provision area is defined as the Clear Zone Region (the Central London Area, see policy T1D), and the King's Cross Opportunity Area (see paragraph 9.56). The Council will consider extending the low provision area bearing in mind issues of air quality, traffic congestion and public transport accessibility.
- 5.46 The use of non-motorised transport and public transport offers the best prospect for reducing the impact of vehicles on the environment. However, where the use of private motor vehicles is unavoidable, the Council encourages the use of vehicles that minimise exhaust emissions ("low emission vehicles") because they can help to conserve natural resources, reduce pollution and improve air quality. The widespread use of electric vehicles is dependent on the availability of charging equipment and, therefore, the Council encourages the installation of charging points for off-street parking. Parking for electric vehicles should be included within the number of spaces allowed under the parking standards in Appendix 6.
- 5.47 A city car club (or a pay-as-you drive car scheme) is a bookable service where users pay an annual membership fee plus a rental and/or mileage charge for usage. City car clubs differ from traditional car hire because a car can be booked shortly before use and the vehicles are locally based. A city bike scheme provides local bicycle rental.
- 5.48 City car clubs and city bike clubs are appropriate where businesses, services or residents do not require constant access to a vehicle. They form a pooled

resource and, therefore, may reduce the need for private car ownership and reduce the amount of space needed for parking. They can also be used to promote the use of bikes and low emission vehicles by providing servicing, fuelling or charging facilities that could not be supported by an individual or single firm. The Council therefore encourages the creation of city car clubs and bike schemes. These clubs may use a dedicated parking facility, bays within an existing car park or on-street parking. As an option for developers, the Council encourages provision of parking spaces for these instead of general residential and non-residential parking intended to meet the Parking Standards, but not instead of parking for people with disabilities.

**T8 - Car free housing and car capped housing**

The Council will grant planning permission for car free housing in areas of on-street parking control. The Council will particularly seek car free housing or car capped housing in the following locations:

- a) the Central London Area;
- b) the King's Cross Opportunity Area;
- c) Town Centres; and
- d) other areas within Controlled Parking Zones that are easily accessible by public transport.

For car free housing and car capped housing, the Council will:

- e) not issue on-street residential parking permits;
- f) use planning obligations to ensure that future occupants are aware they are not entitled to on-street parking permits; and
- g) not grant planning permission for development that incorporates car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car capped housing in accordance with Council's Parking Standards.

- 5.49 The Council aims to reduce the use of the private car, and has therefore promoted the development of car free housing. Car free housing is housing with no parking spaces on-street or on the site other than for people with disabilities. Car free housing can encourage people to consider car-free lifestyles and, in association with other initiatives, contribute to traffic reduction. In contrast, the inclusion of on-site car parking space can increase development costs and reduce the potential for high quality urban designs and layouts, for example by reducing the density of development and reducing the amount of amenity space. The Council also promotes car capped housing, which is housing with a limited number of spaces on the site. No parking is allowed on-street. For car free and car capped housing, a planning obligation is needed to ensure that future occupants are aware they are not entitled to on-street parking permits.
- 5.50 Car free housing and car capped housing can be designated where additional housing is newly built, converted from another use, or created by subdividing an existing unit. However, they can only be designated in areas where on-street parking is controlled. If long stay parking is available on-street, policies limiting parking on the site will not reduce car use.
- 5.51 Camden particularly promotes car free housing in areas that have good public transport and suffer worst from the effects of traffic. These areas are listed in policy T8.

- 5.52 The part of the Central London Area within Camden has been designated as the Camden Clear Zone Region to address transport related problems (see policy T1D). It represents the part of the Borough with the best opportunities for travel by public transport and for accessing a range of goods, services and jobs close to home. Parking Standards in the Clear Zone Region are intended to restrain car-use, and the Council therefore generally expects most residential development in this area to be car free, in accordance with policy T8. However, off-street parking may be acceptable where it is compatible with the good design of street frontages and the safety of pedestrians and other highway users, for example on larger sites that can accommodate basement parking with safe ramped access. Development with off-street parking in the Clear Zone Region will usually be designated as car capped.
- 5.53 In addition to Central London, traffic pollution affects all other parts of the Borough to some extent, and this has been a factor in designating the Borough as an Air Quality Management Area. Much of the Borough has, or by 2016 will have, sufficient access to transport and facilities to provide for car free lifestyles. Specifically, where parking controls are in force, car free housing will be promoted in the King's Cross Opportunity Area, accessible town centres, and locations that are within walking distance of a train station, an underground station, or a tram stop.
- 5.54 Policy T7 and Appendix 6 dealing with parking standards will generally be applied to require sufficient cycle parking and parking for people with disabilities within car free housing and car capped housing. People with disabilities who are Blue Badge holders may also park in on-street spaces without a parking permit.
- 5.55 Where car free housing cannot be negotiated, residential parking for general use will be limited to the level permitted by the maximum parking standard in Appendix 6. In Controlled Parking Zones where on-street parking demand exceeds supply, and development with off-street parking would also add to on-street parking, the Council will seek to comply with policy T9 by designating car capped housing. More details of car capped housing are given in supplementary guidance.
- 5.56 The Council welcomes the provision of parking spaces for city car clubs and/or city bike schemes instead of parking spaces for general use, in accordance with policy T7.

**T9 - Impact of parking**

***A - Impact of on-street parking***

The Council will not grant planning permission for development that would harm on-street parking conditions or add to on-street parking where existing on-street parking spaces cannot meet demand.

***B - Impact of off-street parking***

The Council will not grant consent for off-street parking that it considers causes harm to highway safety, requires detrimental amendment to existing or proposed Controlled Parking Zones, or harms the setting of a building or the surrounding area. The Council will consider:

- a) any likely obstruction of the pavement;
- b) sightlines for emerging vehicles;
- c) the impact on demand on Controlled Parking Zones and on-street parking;

- d) the contribution the existing forecourt, garden, trees and means of enclosure make to the visual appearance of the area;
- e) the cumulative visual impact of on-street and off-street parking in the area; and
- f) the nature and extent of any landscaping, surfacing or other improvement works which may be proposed to offset any adverse visual impact.

#### **Impact of on-street parking**

- 5.57 The Council manages on-street parking to minimise the impact of cars. However, where the overall level of parking available in an area is less than the demand, limits on car parking can cause queuing on the street and illegal parking. This may in turn harm road safety, create noise and pollution, and harm the appearance of an area. The Council will, therefore, consider the impact of all development proposals on on-street parking.
- 5.58 The Council guides developments with a high level of travel demand to locations where there is good public transport (see policies SD5 and T2), and this will help to control the demand for more on-street parking. However, people tend to use cars to reach some destinations because a car seems more convenient, for example going to places of worship or hospitals, or taking children to school. The Council will use Transport Assessments and Travel Plans to assess and manage parking (under policies T1B & C). If neither public transport nor on-site parking provision can serve a development without adding more demand on-street than is safely and legally available, an application will be refused.
- 5.59 There is a high demand for on-street parking for residents in the Borough, especially where there are lots of flats and few drives or garages, and this demand can often not be met without damage to safety or the environment. Consequently, there will be parts of the Borough where it will not be appropriate to permit additional residential development that would add to parking on the street, including dividing dwellings to provide flats.
- 5.60 As indicated in the reasoned justification to policy T8, the impact of transport on the Borough has contributed to the designation of the Camden Clear Zone Region covering Camden's part of the Central London Area (see policy T1D), and an Air Quality Management Area covering the entire Borough. Policy T8 promoting car free housing is one mechanism for reducing use of the private car.
- 5.61 In the Central London Area, the Clear Zone Region designation, high levels of congestion and pollution, and low car ownership for all types of household, are considered to warrant the application of policy T8, and therefore the Council generally expects most residential development to be designated as car free. In other parts of the Borough, the demand for on-street parking will be monitored, for example by producing a survey of streets that are heavily parked overnight. Monitoring showing areas where demand cannot be met will be adopted as supplementary guidance. In areas of parking control, where on-street parking demand cannot be met and residential development is proposed without off-street parking, the Council will also seek to designate the development as car free housing.

- 5.62 In all of these locations, where car free housing cannot be negotiated, but development with off-street parking would also add to on-street parking, the Council will seek to comply with policy T9A by designating car capped housing in accordance with policy T8. Where the Council cannot prevent new residential development from creating an unacceptable demand for on-street parking, policy T9A will justify refusal of the proposal.

**Impact of off-street parking**

- 5.63 Vehicles emerging from off-street parking spaces can create problems for highway safety, particularly if pavements are obstructed or there are not clear views between travelling and emerging vehicles. The matters that will be considered include the size of the off-street space, sight lines and the operation of Controlled Parking Zones (CPZ), as set out in supplementary guidance.
- 5.64 Off-street parking can harm the setting of a building, as well as the surrounding area. It can involve the loss of forecourts, gardens and trees and can break the traditional form of enclosure in a street. This can deprive a building of its setting and harm the character of the surrounding area. Conservation areas are particularly sensitive to the loss of front gardens and their enclosures.
- 5.65 Where a person with a disability occupies the property, the Council will balance their needs, in line with policy SD1C, with the impact of the off-street parking on the Controlled Parking Zone and on the setting of the building and the surrounding area. Supplementary guidance, including Conservation Area Statements, gives advice on the appropriateness of off-street parking in particular circumstances.

**T10 - Public off-street and contract parking**

The Council will only grant planning permission for public off-street parking where it is supported by a Transport Assessment, shown to meet a need in the area that cannot be met by public transport, and the development is subject to planning obligations that:

- a) control the pricing structure, the users and the layout of the parking spaces; and
- b) secure removal of parking spaces in response to public transport improvements; or
- c) secure its use for a city car club.

- 5.66 Most of the public off-street car parks in Camden are commercially operated and offer contract spaces to commuters. The Council is therefore unable to control their charges to effectively deter unnecessary car use. Charges tend to be based on what the market will support, and do not mitigate the costs imposed by congestion and environmental damage. The Council will consider applications for public off-street parking, but will require the applicant to submit a detailed case for provision in the form of a Transport Assessment under policy T1B.
- 5.67 The case for provision of public car parking will have to be made in terms of the needs of a use or users in the area: speculative applications will not be allowed. It is accepted that public car parking may be provided at a charge in association with uses to which access by private car is desirable. Examples that may be considered are hospitals attracting visitors and patients who

would not be able to reach them by public transport, and shops selling bulky goods without the benefit of a delivery service.

- 5.68 The Council will seek to control pricing structure and level to favour short stay parking (up to two hours) and deter commuters by levying a punitive charge on long stay parking (over six hours). Applicants will be required to submit details of the hours of operation, proposed means of entry control, access arrangements and layout of spaces.
- 5.69 The Council will seek improvements to public transport and introduction of city car clubs that will reduce or remove the need for public off-street car parks (see policy T7). Accordingly, the Council will seek planning obligations that seek progressive removal of parking spaces as public transport is improved, or the use of spaces for a city car club.

**T11 - Alternative use of existing car parks**

The Council will grant planning permission for the redevelopment of existing car parking for alternative uses provided that:

- a) provision for cycles, people with disabilities, service vehicles, coaches and taxis is maintained in accordance with the Council's Parking Standards; and
- b) the parking removed is surplus to needs for public car parking, operational business parking and residents' parking.

- 5.70 Many older developments provide large amounts of private non-residential parking that is beyond local authority control. As these spaces are "free" to the driver, their availability has encouraged the continued use of cars for trips that could be made by other methods and has contributed to congestion and environmental deterioration throughout the Borough. Where these car spaces are in excess of those required to meet Parking Standards, the Council will generally welcome proposals to convert them to alternative uses. However, removal of parking spaces can cause difficulties for established users such as people with disabilities, shoppers, residents who are car-owners, businesses that cannot practically be carried out without use of cars, and employees operating at sites or during hours when public transport services are severely limited. Applicants will need to submit a Transport Assessment in accordance with policy T1B to show that these types of user are not disadvantaged.
- 5.71 Limiting the amount of off-street car parking can displace cars onto the highway, with a number of undesirable impacts through competition for spaces and queuing traffic. Proposals to remove off-street parking will therefore also be judged against policy T9 protecting on-street parking conditions, and policy T12 protecting road safety. Where these impacts cannot be alleviated, an application may be refused.

**MANAGEMENT OF THE ROAD NETWORK**

- 5.72 When managing the road network, the issues of road safety and the amount of traffic (with resulting congestion and pollution) are at the forefront of the Council's concerns. In this section, the term highway is used to include all the features of public road, for example, the pavement or footway, the road surface or carriageway, any separate cycleway or verge, and features such as signs and street furniture.

- 5.73 Policies in this section are concerned with the direct impact of development on a highway, works that developers or the Council carry out on the highway and adjustments of traffic signals designed to encourage particular vehicles to use particular routes. The Council is responsible for managing most of the road network in the Borough, but management is co-ordinated with Transport for London, which is the highway authority for the Transport for London Road Network (TLRN). Policy T12 and paragraph 5.84 explains the road hierarchy.
- 5.74 In managing the network, the Council will take into account and seek to balance the interests of affected groups, including residents and businesses. Other authorities are consulted through regular liaison meetings, for example the London Fire and Emergency Planning Authority (LFEPA) and the Metropolitan Police. Traffic management schemes and proposals are submitted in the Council's Borough Spending Plan.

**T12 - Works affecting highways**

The Council will only implement or grant consent for works that affect or create highway land where it considers the proposals:

- a) prioritise road safety and minimise accident risks;
- b) comply with the recommendations of a safety audit;
- c) maximise travel benefits;
- d) minimise harm to the environment; and
- e) avoid harm to the road network.

In consultation with Transport for London where appropriate, the Council will consider whether the works:

- f) give priority to the safety of vulnerable road users, including children, elderly people, cyclists, people with mobility difficulties and other pedestrians;
- g) address any history of traffic-related accidents on a site or area-wide basis;
- h) provide fully for the needs of emergency vehicles, pedestrians, cyclists, buses and people with mobility difficulties;
- i) meet any need for physical segregation between road users;
- j) meet the appropriate needs of residents and businesses in the affected area;
- k) are designed and controlled to respect the amenity, character and appearance of the affected area;
- l) encourage the use of the most appropriate roads by each form of transport and purpose of journey;
- m) discourage the use of local roads by through traffic;
- n) avoid direct vehicular access to the Transport for London Road Network (TLRN) and London Distributor roads, or provide purpose-designed junctions with them; and
- o) avoid the introduction of any additional capacity unless it is necessary to enable development to be accessed from an appropriate road, or a similar volume of traffic is removed from local roads.

- 5.75 One of the Council's Community Strategy targets is to reduce the number of deaths and serious injuries from road accidents, particularly accidents involving children. In considering proposals for highway works, including traffic management, the Council gives priority to schemes that improve road

safety. The Council's approach to reducing road casualties is set out in Camden's Road Safety Plan.




- 5.76 All highway works, including traffic management, will undergo formal safety audit checks at the planning, design and implementation stages. Safety audits provide a review of the implications of proposed works that is independent of the designer, and help to ensure that safety is not compromised by other objectives such as cost saving. They have shown positive results in reducing the number of traffic-related accidents.
- 5.77 The Council will give priority to works to improve conditions for vulnerable road users and address known accident hazard sites or areas. Area-based remedial measures focusing on schools, hospitals or areas of high traffic speed will often be the most effective. An area-based approach provides for a more comprehensive approach than individual schemes when considering issues such as rat-running, joy-riding and routes to schools, and also facilitates the co-ordination of physical works with education and training schemes.
- 5.78 In accordance with the Council's Green Transport Strategy, the Council seeks to limit the use of motorised vehicles and minimise their impact on the environment. Measures the Council uses may include:
- reducing traffic speed using physical devices such as speed humps;
  - introducing weight or width restrictions, and reduced speed limits;
  - prioritising particular routes and public or non-motorised vehicles at traffic signals; and
  - increasing the amount of highway land devoted to public transport and non-motorised forms of transport.
- 5.79 The Council recognises that measures intended primarily to restrain the private car can also have undesirable impacts on other forms of transport. The Council will therefore seek to ensure that works to highway land will also ease the use of other forms of transport and essential motorised vehicles. For example, the Council will try to ensure that speed humps do not hamper the passage of ambulances and buses, that cyclists are exempted from road closures, and pedestrian crossings are accommodated at junctions.
- 5.80 The Council will seek to reduce accidents by promoting schemes that reduce physical conflicts between motor vehicles and other road users. Footways should generally cater for pedestrians and carriageways for vehicles, although there will be potential for shared surfaces in some circumstances depending on traffic speeds and volumes, such as where traffic calming has been implemented (see policy T14). In some locations, conflict with motor vehicles and pedestrians and the volumes and vulnerability of cycle movements will justify development of segregated cycleways. However, shared footways and the designation of cycle lanes on the carriageway will often be the safest practicable options.
- 5.81 The Council recognises the importance of consultation on proposals to alter highway arrangements. The needs of local residents and businesses will be taken into account, particularly where proposals could affect dropped kerbs, crossovers, on-street parking, access to forecourts, access by goods vehicles and buses, and servicing. However, local requirements will need to be balanced against the need to reduce car use, minimise the impact of goods vehicles and increase road safety.

- 5.82 Works to highways can present opportunities and threats to an area's amenity, character and appearance. The Council will use the design of works and planning obligations to minimise environmental harm and maximise environmental benefits. To assist the assessment of environmental quality, the Council has issued design guidance on streetworks and the streetscape. In considering proposals, the Council will seek to control the timing of the works and the noise arising from the implemented works to limit harm to amenity, and will seek to improve character and appearance by improving planting, landscaping, paving materials and street furniture, and avoiding a confusing variety of signs and surfaces. The Council may seek to limit direct disruption to residents through controls on working methods, hours of working and the period during which works are undertaken. See also policy SD8B on disturbance from demolition and construction in section 1 - Sustainable Development.
- 5.83 The Council will seek to encourage safer and more effective use of the road network, and has established a four-tier road hierarchy of the Transport for London Road Network, London Distributor, Borough Distributor and Access Roads. The hierarchy is reviewed from time to time to reflect changing land-use patterns, travel patterns, and traffic characteristics. Currently, the growth of traffic within the Borough is causing severe congestion on many main roads for most of the day, which has negative impacts including the use of minor roads by through traffic. The road hierarchy is shown in Map 6 and set out in Appendix 7. The Council uses the hierarchy to pursue the following aims:
- limiting the number of routes available to through traffic;
  - removing goods vehicles from unsuitable routes;
  - improving conditions for pedestrians and cyclists;
  - enabling bus services to avoid long delays;
  - reducing accidents; and
  - reducing the adverse environmental impact of traffic.
- 5.84 Developments that attract motor vehicles need to be accessible from appropriate roads. The Council seeks to minimise the use of local roads by through traffic, and also to minimise direct accesses to the Transport for London Road Network and London Distributor Roads so that through traffic can use them without interruption. The major traffic role of the Transport for London Road Network and London Distributor Roads should normally take precedence over access requirements for individual development sites and premises. New accesses to these will only be permitted where a suitable junction can be provided as part of the development. Policy T2 requires developers to fund any additional capacity or demand management needed to accommodate their proposals.
- 5.85 The Council does not currently safeguard any land for road widening except for works in connection with the Channel Tunnel Rail Link included in the Schedule of Transport Proposals and shown on the Proposals Map. The Council does not generally seek to increase the capacity of roads as the additional capacity will attract additional traffic rather than reducing congestion. However, road construction and other works that increase capacity may be acceptable if they reinforce the road hierarchy by:
- ensuring that a development is accessed from an appropriate road; or
  - allowing similar capacity to be taken away from a local road.

- 5.86 Roads in the King's Cross/St. Pancras area will change with development of the Channel Tunnel Rail Link and the King's Cross Opportunity Area. Works include realignment of parts of Pancras Road, Goods Way and York Way.



### Map 6 Road Hierarchy

-  Transport for London Road Network
-  London Distributor
-  Borough Distributor

Reproduced from the O.S. map  
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There is no agreed scheme to reduce traffic congestion and intrusion in the area of the King's Cross intersection.

**T13 - Adoption of highways and other access routes**

The Council will require all new highways, roadways, footways, cycleways, footpaths and other access routes to be constructed to a standard it considers to be appropriate for adoption. The Council will seek the adoption, ownership and management of all such routes by the relevant Highway Authority as part of the public realm.

- 5.87 The Council wishes to ensure that all vehicular, cycle and pedestrian access routes are constructed to a standard which does not compromise safety or impose extra management and maintenance costs on a development in the future. Consequently, it will ensure that new routes are constructed to the standard required of highways for adoption, whether constructed by a Highway Authority or by a developer.
- 5.88 The Council expects design of new developments to be safe and accessible to all (see policy B1), and resists the design of new development as "gated communities". The Council will therefore seek to ensure that access routes are available to the public as rights of way, maximising levels of activity and permeability and contributing to natural surveillance. The Council considers that this can best be achieved where the relevant Highway Authority adopts access routes as part of the public realm. In most cases, the Highway Authority will be the London Borough of Camden, but Transport for London is the Highway Authority for the Transport for London Road Network (see Appendix 7 - Road Hierarchy).

**T14 - Local area transport treatments and traffic calming**

The Council will implement and give consent for local area transport treatments and traffic calming measures in appropriate parts of the Borough.

- 5.89 Traffic congestion can have a major impact on town centres and business areas, and displace through traffic onto local roads. Traffic calming involves measures designed to reduce the speed and impact of motor vehicles (examples include speed humps, textured surfaces and pavement extensions). Traffic calming measures can be used to improve the environment, road safety and the quality of people's lives.
- 5.90 The use of a co-ordinated set of traffic calming measures across an area can allow the designation of 20mph Zones and Home Zones, which are used to reduce conflict between residential uses and traffic. 20mph Zones allow speed limits to be lowered where physical measures are in place to slow vehicles down, and are being progressively introduced in Camden in line with the Community Strategy. Home Zones use physical measures to allow pedestrians and cyclists to take priority over motor vehicles. Camden is currently developing the concept of Home Zones with residents.
- 5.91 A local area transport treatment is a comprehensive scheme to address the full range of street and transport issues affecting an area. The purpose of local area transport treatments is to balance the amount of space allocated to different road users and reduce domination by the private car. Local area

transport treatments will generally include traffic calming measures. They may be used in town centres, business areas, residential areas and around transport interchanges. The Council will continue to implement existing local area transport treatments, and will develop schemes for additional parts of the Borough. Planning obligations may be used to fund traffic calming, designated zones and area transport treatments.

**T15 - Taxis, minicabs and coaches**

The Council will:

- a) require development likely to attract significant numbers of coaches, taxis and minicabs to make adequate provision for access, boarding and alighting without obstruction of the public highway;
- b) require development that significantly increases travel demand to make adequate arrangements for access by taxi for people with disabilities;
- c) seek to provide on-street facilities for the parking, picking-up and setting-down of coach passengers at appropriate locations close to existing tourist attractions; and
- d) resist the emergence of unplanned coach terminals, particularly on-street.

- 5.92 Taxis and minicabs can provide a vital public service by offering door to door travel for people without access to a car. This is particularly useful when transport services are limited, such as late at night, and for people who have disabilities that prevent them using other forms of transport. Currently, the Council contributes to the London Taxicard Scheme offering discounted travel by taxi for people with disabilities.
- 5.93 Coaches play an important role in long-distance travel, commuter services and supporting tourism in London. Currently, London's main coach terminal is Victoria station, but there is demand for coach picking-up, setting-down and parking at many locations, including locations in Camden. Taxis and minicabs also support tourism and the day-time and night-time economies of London.
- 5.94 However, large numbers of taxis, minicabs and coaches queuing, waiting or parking on street can be visually intrusive, harm the safety of passengers and other road-users, and cause nuisance from noise, pollution and congestion. Consequently, development likely to attract significant numbers of taxis, minicabs and coaches (for example, hotels) needs to be designed to incorporate provision for picking-up and setting-down passengers, and for waiting if more than one vehicle is likely to be present. Developments that significantly increase travel demand by various forms of transport (for example, superstores) need to be designed with particular attention to providing for people with disabilities to get safely in and out of taxis and minicabs.
- 5.95 The Council does not seek the introduction of coach terminals into Camden, but does consider that developments which will attract significant levels of coach traffic should make off-street provision for coaches. Where existing attractions create demands that cannot be met off-street, the Council seeks to manage on-street facilities to minimise disruption, and to prevent the emergence of on-street terminals without prior planning and management arrangements.

- 5.96 Provision for taxis, minicabs and coaches should be considered in the context of Transport Assessments and Parking Standards (policies T1B and T7). Policy R6 on the location of non-retail uses in town centres, applies to the development of taxi and minicab offices.

## GOODS

### **T16 - Movement of goods**

#### ***A - Movement of goods by rail and water***

The Council will seek to protect and promote facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and water, providing they will not harm the environment.

#### ***B - Movement of goods by road***

The Council will only grant planning permission for development that involves significant movement of goods vehicles provided that it:

- a) is designed to accommodate goods vehicles on site;
- b) it is located close to the Transport for London Road Network or London Distributor Roads; and
- c) does not involve movement of vehicles over 7.5 tonnes in predominantly residential areas.

- 5.97 The efficient movement of goods is vital to both the local and regional economy, but goods vehicles can damage residential and environmental amenity. The Council's policies seek to meet economic and environmental objectives by promoting the movement of goods by rail and water rather than road, seeking to locate non-residential and mixed-use development where it can be accessed from main roads, and requiring provision for goods vehicles within development sites.

### **Movement of goods by rail and water**

- 5.98 The Council recognises the problems that are caused by long distance movement of goods by road, and therefore supports the use of rail and water as an alternative. The construction of the Channel Tunnel and upgrading of the rail network could provide the opportunities for a shift to use of rail. Furthermore, transport by canal has minimal social and environmental costs, in stark contrast with the noise/vibration, air pollution and visual intrusion created by heavy goods vehicles, and the Regent's Canal has potential for the movement of certain types of goods. However, the Council notes that most goods moved by rail and water will be transferred from road at the beginning and/or end of the journey. Transfer facilities are therefore necessary for rail and water to be used to move goods, but they can harm rail and water environments and the road hierarchy. The Council will therefore protect and promote transfer facilities provided that they are compatible with policy T12 and other UDP policies that protect the environment.

### **Movement of goods by road**

- 5.99 Goods vehicles, especially when loading and unloading, can cause serious problems in narrow roads and roads designed primarily to serve residential properties. They may cause an obstruction, create danger and inconvenience to pedestrians and other road users, damage pavements and other vehicles, be a source of noise, vibration, pollution and visual intrusion. To help reduce the environmental impact of goods vehicles the Council supports the operation of the night-time and weekend lorry restrictions within London.

- 5.100 Many of these problems can be resolved by the incorporation of a loading and unloading bay within the development, particularly where the bay can be enclosed. Developments that will need to be serviced by vehicles other than cycles or cars should incorporate space within the site for goods vehicles wherever it is feasible to do so. The space required for service vehicles is set out in the Council's Parking Standards at Appendix 6.
- 5.101 The main roads considered to be most suitable for use by lorries and other heavy goods vehicles are those in the Transport for London Road Network and the London Distributor Roads (policy T12 sets out the Borough's policy for the road hierarchy, which is identified in Appendix 7). It may not be possible for development to access these roads directly, but new development that will be served by heavy goods vehicles should be sited to minimise the use of local roads for the movement of goods, particularly roads which provide primarily for access to residential properties.
- 5.102 Non-residential development and mixed-use development should only take place in predominantly residential areas if it can proceed without harm to residential amenity. Vehicles operating from a site or delivering to it are a fundamental part of the use, and therefore the need for a development to be serviced by goods vehicles will be an important factor in considering whether a proposal is suitable in a predominantly residential area.
- 5.103 The majority of service trips in central and inner London are made by freight vehicles of less than 7.5 tonnes gross vehicle weight, and this is therefore considered to set the maximum size of vehicle that should be accommodated in residential areas on a daily basis. Larger vehicles such as refuse vans and furniture vans are used in residential areas, but not usually more than once a week.
- 5.104 The effect of goods movements will often need to be considered through a Transport Assessment, and the type of vehicles used can be managed through a Travel Plan (see policies T1B and T1C and Appendix 1)