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New London Plan Consultation

Wood, Hall & Heward Ltd – canal barge operators

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2nd March 2018

The London Plan appears to be weak in recognising the strategic importance of an efficient and effective transport infrastructure to support London's growing economy. Without GLA intervention the preferred option will always be road and given the growth projections for London the road network will run out of capacity at certain time of the day within about 5 years as it will be gridlocked. Without specific intervention to make better use of the rail and waterways networks the movement of goods and services around the capital will go by road. A gridlocked road network will have a serious detrimental effect on London's economy. All effective economies have one thing in common – an efficient and effect transport system.

P GG2 – there is no mention of the need for freight transport infrastructure to support London's economy by encouraging mode shift from road to rail or water and the conflict between housing and commercial/freight activity.

P GG3 – makes no mention of the benefits of shifting freight/goods transport from road to rail or water in terms of reduced pollution and congestion and improved air quality.

1.4.11 the plan recognises the importance of efficient transport infrastructure to support a growing economy in London, however P GG5 is weak in terms of how this transport infrastructure will be achieved particularly in relation to the movement of goods and services.

P SD1 Opportunity Areas – the policy does not acknowledge that much of the identified Opportunity Areas and Growth Corridors follow the industrial heritage of London most of which were either rail or waterway connected and this is the reason they were key industrial areas. Many of the Opportunity Areas are seen as potential for new homes. However this is in direct conflict with the aim of increasing the use of London's rail and waterways networks as residential housing will not tolerate commercial/freight transport activity. This reduces/excludes the option for greater us of the rail and waterways networks. Suitable 'buffer' zones need to be established to protect access to the rail and waterway networks.

2.1.3 there has been very little evidence, if any at all, of the Mayor intervening in the past to protect strategically important rail and waterway transport interchange infrastructure to ensure there is an alternative to the road option. London currently has a predominately road based

economy and without intervention from the GLA this will continue until London is gridlocked which will have a severe and detrimental effect on London's economy.

2.1.59 the plan recognises the strategic importance of Park Royal as an industrial estate for the functioning of London's economy which should be protected, strengthened and intensified. However the Northfield's Trading Estate has been sold to Berkeley Homes and St George will probably build housing on that side. This will result in the power of the residents curtailing the activity of businesses in Park Royal on the other side of the canal. This would not seem to support the idea of protecting or strengthening Park Royal as an industrial estate.

P E4, A 5) & D 1) it is not clear how this will be implemented given the pressure to provide housing at the local level.

P T2 B 1) it is not clear how the freight facilities will be implemented.

P T7 – greater intervention is required to ensure a multi-modal transport infrastructure can operate effectively in London. Left to the 'market' the preferred option will always be road until there is gridlock on the road network.

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