Chapter 10

Transport

Policy T1 Strategic approach to transport

A Development Plans and development proposals should support:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

10.1.1 The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an **ambitious aim to reduce Londoners' dependency on cars** in favour of increased walking, cycling and public transport use. Without this shift away from car use, London cannot continue to grow sustainably.

10.1.2 A shift from car use to more space-efficient travel also provides the only long-term solution to the road congestion challenges that threaten London's status as an efficient, well-functioning globally-competitive city. Reliable deliveries and servicing, and easy access to workplaces and key attractions are dependent on an **increasingly-efficient transport network**. Roads will continue to play a vital role in this, and greater priority needs to be given to making them more efficient for those activities that depend on them the most.

10.1.3 The Mayor will work with partners to minimise servicing and delivery trips on the road network including through consolidation. He will promote **efficient and sustainable essential freight** functions, including by road, rail, water and, for shorter distances, bicycle.

10.1.4 **Rebalancing the transport system** towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-

quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing.

10.1.5 The **Mayor's Transport Strategy** provides more detail on the holistic approach that needs to be taken by all stakeholders to achieve these aims

Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active and public transport travel. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

10.2.1 Streets account for 80 per cent of London's public spaces. **High quality streets** are fundamental to the character and efficient functioning of the city, and play a fundamental role in moving people around safely, improving public realm and providing spaces for people to come together. Successful streets are inclusive and provide for the various requirements of their users.

10.2.2 This Plan supports the implementation of the Mayor's Transport Strategy which aims to deliver the infrastructure and public realm required to **significantly increase levels of walking, cycling and public transport use** throughout London. It aims to make the city more accessible and welcoming to all, so that every Londoner can be active every day, creating a healthier city, inclusive of people from all backgrounds, ensuring inequalities are reduced.

10.2.3 The **Healthy Streets Approach** is an evidence-based approach to improve health and reduce health inequalities, which will help Londoners use cars less, and walk, cycle and use public transport more. It supports the delivery of the Mayor's aim that by 2041 all Londoners will be able to undertake at least the 20 minutes of active travel each day needed to stay healthy. It also requires better management of freight so the impact of moving goods and delivering services on London's streets is lessened. To deliver the Healthy Streets Approach, changes are required at strategic, network and street level.

10.2.4 Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. The Healthy Streets Approach aims to bring about **positive changes to the character and use of the city's streets**. High-quality, pleasant and attractive environments with enough space for dwelling, walking, cycling and public transport use must be provided. The dominance of vehicles should be reduced by using design to ensure slower vehicle speeds and safer driver behaviour. Measures which improve Londoners' experience of individual streets, including greening, to encourage them to live active lives should be embedded within new development.

10.2.5 How the city's streets are planned and used at a larger scale also has a big impact on individual streets around London. The Mayor will work with partners to deliver appealing local street environments and to **plan the capital at the network level** so that it functions better. This should be supported through development which facilitates opportunities to improve route choice and capacity for walking and cycling as well as linking to bus networks. As part of this, the Mayor will work with the freight industry, its

customers and London's boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of London's streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring shops and services continue to thrive.

10.2.6 London's rapid growth means people need to travel more efficiently to keep the city functioning and to maintain and improve the quality of life for residents. **Strategic-level planning** to ensure walking, cycling and public transport are the first choices for travel is the only way to achieve this. Developing new housing around stations and improving connections to town centres will mean more people have the things they need within walking or cycling distance, while destinations further afield will be easily accessible by public transport.

10.2.7 The Healthy Streets Approach uses 10 indicators that reflect the experience of being on streets. These indicators are based on evidence of what is needed to create a healthy, inclusive environment in which people choose to walk, cycle and use public transport. New developments and public realm schemes should deliver improvements against the Healthy Streets Indicators.

Figure 10.1 - The Ten Healthy Streets Indicators

Source: Lucy Saunders

10.2.8 The Mayor has a long-term vision to reduce danger on the streets so that no deaths or serious injuries occur on London's streets. This **Vision Zero** will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source.

Policy T3 Transport capacity, connectivity and safeguarding

A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for transport or support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites and route alignments, as well as supporting infrastructure, in order to provide transport functions and planned changes to capacity, including proposals identified in Table 10.1

3) safeguarding the Walk London Network, protecting access to and improving the Thames Path and, where relevant, improving its alignment with the Thames.

C Development proposals that do not provide adequate protection for the schemes outlined in Table 10.1 or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

D In Development Plans and development decisions, priority should be given to delivering upgrades to Underground lines, securing Crossrail 2,

the Bakerloo Line Extension, river crossings and an eastwards extension of the Elizabeth Line.

E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

Table 10.1 - Indicative list of transport schemes

Scheme	Cost	Timescale
Healthy Streets and active travel		
Accessibility and inclusivity embedded in the planning and design of Healthy Streets	low	2017-2041
Borough-led traffic reduction strategies (including workplace parking levies)	low	2017-2030
Cycle Hire network development	medium	2017-2041
Cycle network development (London-wide)	medium	2017-2030
Electric vehicle charging infrastructure	low	2017-2041
Freight consolidation programme	medium	2017-2041
Freight fleet emissions reductions	low	2017-2041
Highway decks to release land for housing (subject to further assessment)	high	2017-2030
Personal safety and security improvements on London's streets	low	2017-2041
Road pricing: existing schemes reviewed	low	2018-2020
Road pricing: next generation charging (subject to further assessment)	med/high	2022-2041
Street tree increases	low	2017-2041
Sustainable drainage system improvements on railway land	low	2017-2041
Sustainable drainage system improvements on streets	low	2017-2041
Transformation of Oxford Street	low	2017-2022
Transformation of Parliament Square (subject to further assessment)	low	2020s
ULEZ in central London	medium	2017-2020

Scheme	Cost	Timescale
ULEZ in inner London	low	2020-2030
ULEZ London-wide for buses, coaches and HGVs	low	2020-2030
Vision Zero (safer road user behaviours through education, engagement and enforcement, and improved vehicle safety including banning most dangerous HGVs/HGV Direct Vision)	low	2017-2041
Walk and cycle bridge between Battersea and Fulham	low	2017-2020
Walk and cycle bridge between Nine Elms and Pimlico	low	2020-2030
A new river crossing for pedestrians and cyclists between Rotherhithe and Canary Wharf	medium	2017-2030
Walk and cycle to school schemes	low	2017-2041
Walk and cycle to work and in local communities schemes	low	2017-2041
Walk and cycle wayfinding improvements	low	2017-2041
Walk London Network enhancements	low	2017-2041
Walking: improved local routes	low	2017-2030
Public transport		
Bakerloo Line Extension	high	2020-2030
Brighton Mainline Upgrade (higher frequencies)	high	2020-2030
Bus network: demand-responsive bus services (subject to further assessment)	medium	2017-2041
Bus network: enhancements to meet existing and future demand	medium	2017-2041
Bus network: Low Emissions Bus Zones (including bus priority)	low	2017-2030
Bus network: retrofitting and procuring cleaner buses	medium	2017-2041
Bus network: Silvertown Tunnel and associated bus services	medium	2017-2030
Bus network: wheelchair accessible bus stops	low	2017-2020
Bus priority network and supporting infrastructure	medium	2017-2030
Bus transit pilots in Opportunity Areas	low	2020-2041
Coach hub(s) re-provision	medium	2020-2030
Crossrail 2 (including West Anglia Main Line 4-tracking)	high	2020-2041

Scheme	Cost	Timescale
Devolved suburban rail services to enable London suburban metro	high	2020-2030
DLR extension from Gallions Reach to Thamesmead (subject to further assessment)	medium	2017-2030
DLR station upgrade programme	low	2017-2041
DLR upgrades	high	2020-2041
Elizabeth line	high	2017-2020
Elizabeth line extension east of Abbey Wood	high	2020-2041
Heathrow Airport Southern Access (required for airport expansion)	medium	2020-2041
Heathrow Airport Western Access (required for airport expansion)	medium	2020-2041
HS2 and associated National Rail changes, including mitigation of impacts at street level	high	2020-2041
London Overground extension to Barking Riverside	medium	2017-2030
London Overground extensions (subject to further assessment)	medium	2030-2041
London Overground frequency upgrades (network-wide)	high	2017-2041
London Overground station upgrade programme	medium	2017-2041
London Overground strategic interchanges at Clapham Junction, Lewisham, Stratford and Old Oak Common and improved accessible interchange facilities across inner and outer London	low	2017-2030
London Underground air quality improvements	low	2017-2041
London Underground station capacity programme	high	2017-2041
London Underground step-free stations and more accessible vehicles	medium	2017-2041
London Underground upgrades - various (e.g. Deep Tube programme, Four Lines Modernisation programme etc)	high	2017-2041
National Rail capacity increases (other lines)	medium	2020-2030
National Rail freight upgrades, especially to enable freight to bypass London	low	2017-2041
National Rail station capacity and step-free access upgrades	medium	2017-2041
Night Overground	low	2017-2020

Scheme	Cost	Timescale
Night-time services on the DLR	low	2020-2030
Night Tube extensions	low	2017-2030
Northern Line Extension	high	2017-2020
River crossing at Gallions Reach and/or Belvedere (subject to further assessment)	medium	2030-2041
River crossings (public transport) in East London (subject to further assessment)	medium	2017-2041
River services extensions to the east (subject to further assessment)	low	2017-2030
Stratford to Angel Road enhancements	medium	2017-2020
Thameslink Programme	high	2017-2020
Tram extension to Sutton (subject to further assessment)	medium	2020-2030
Tram upgrades	medium	2017-2041
Walk and cycle ferry between North Greenwich and Canary Wharf (subject to further assessment)	low	2017-2020

10.3.1 The Mayor recognises the vital importance of working collaboratively with a wide range of strategic partners to achieve **good transport connectivity** within London, and also between London and the Wider South East, the rest of the UK and a global network of other cities. Public transport is the most efficient means of moving people over distances that are too long to walk and cycle. London has one of the most extensive public transport networks in the world, with more than nine million trips made every day by bus, tram, tube, train and river. Use of the public transport system has increased by 65 per cent since 2000 largely because of enhanced services and an improved customer experience.

10.3.2 By 2041, London's transport networks will need to cater for over five million additional trips every day. There is therefore an urgent **need to improve public transport capacity, connectivity and quality of service** to ensure that it continues to cater for London's growth. Particular attention should be paid to how the complementary modes of walking, cycling and public transport interconnect at transport hubs and on streets across London.

10.3.3 **The Elizabeth Line**, due to open in 2019, will increase capacity within central London by about ten per cent, relieving crowding on the Tube

network, reducing journey times from east and west London to central London and the Isle of Dogs, and reducing congestion at Paddington, Liverpool Street and in the West End. This will mean that an extra 1.5 million people will be within 45 minutes' commuting distance of central London. The Elizabeth Line has been designed to allow for future increases in capacity, given the expected demand associated with an increasing population and growing employment in the areas it serves.

10.3.4 **Crossrail 2** is essential to London's future. Linking National Rail networks in Surrey and Hertfordshire via new tunnels and stations between Wimbledon and Tottenham Hale, this major new line will provide capacity for 270,000 people to travel into and across central London each morning. The additional capacity will also help to reduce some of the crowding on the rest of the network that threatens to bring some major stations to a standstill. It will also unlock around 200,000 new homes, and support up to 200,000 new jobs. Working with partners, the Mayor aims to open Crossrail 2 by 2033.

10.3.5 **Extending the Bakerloo Line** is also necessary to provide extra capacity on the Tube in south east London, enabling capacity for up to for 65,000 passenger journeys during the morning and evening peak. Increasing connectivity and reducing journey times will enable the Bakerloo Line Extension to support more than 25,000 new homes and 5,000 jobs.

10.3.6 **The bus network** also has an increasingly important role to play in the development of London, particularly delivering orbital connections. Therefore, the Mayor will work with partners to continue to develop a comprehensive network of frequent, high quality bus routes.

Policy T4 Assessing and mitigating transport impacts

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance[142].

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger.

142 https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications

10.4.1 It is important that the impacts and opportunities which arise as a result of development proposals are identified and assessed so that appropriate mitigations and opportunities are secured through the planning process. **Transport assessments** are therefore necessary to ensure that planning applications can be reviewed and assessed for their specific impacts and for their compatibility with the Healthy Streets Approach.

10.4.2 Transport assessments should include an assessment of demand arising from personal travel as well as from potential servicing and deliveries, taking into account the impacts both on all modes of transport including walking and cycling, and on streets as social spaces. For developments of strategic importance (development proposals that are referable to the Mayor), applicants are strongly advised to engage early with Transport for London through the **pre-application process** in order to ensure that all necessary elements are covered[143].

10.4.3 It is important that development proposals **reduce the negative impact of development on the transport network** and reduce potentially harmful public health impacts. The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. Where adverse transport impacts have been identified from development proposals, mitigation will be sought in the form of financial contributions – to improve network service levels for example – or through directly providing infrastructure such as additional bus stops and street improvements.

10.4.4 Ideally, new development that will give rise to significant numbers of new trips should be located in places well-connected by public transport, with capacity adequate to support the additional demand, or where there is a realistic prospect of additional access or capacity being provided in time to meet the new demand. The ability to absorb increased travel demand through active travel modes must also be considered. **Funded proposals by applicants to improve transport access, capacity or connectivity are encouraged**.

143 https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications

Policy T5 Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards[144].

B Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

C Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

D Where flexible commercial uses are proposed and exact uses are not determined at the point of application, the highest potential applicable cycle parking standard should be applied.

E Where the final land use of a development is not determined at the point of application, the highest potential applicable cycle parking standard should be applied.

F A minimum of two short-stay and two long-stay cycle parking spaces must be provided for all land uses in all locations with the exception of

144 The London Cycling Design Standards can be found in TfL's online Streets Tookit at https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2

Class C3-C4 uses and Class A uses where the size threshold specified in Table 10.2 has not been met.

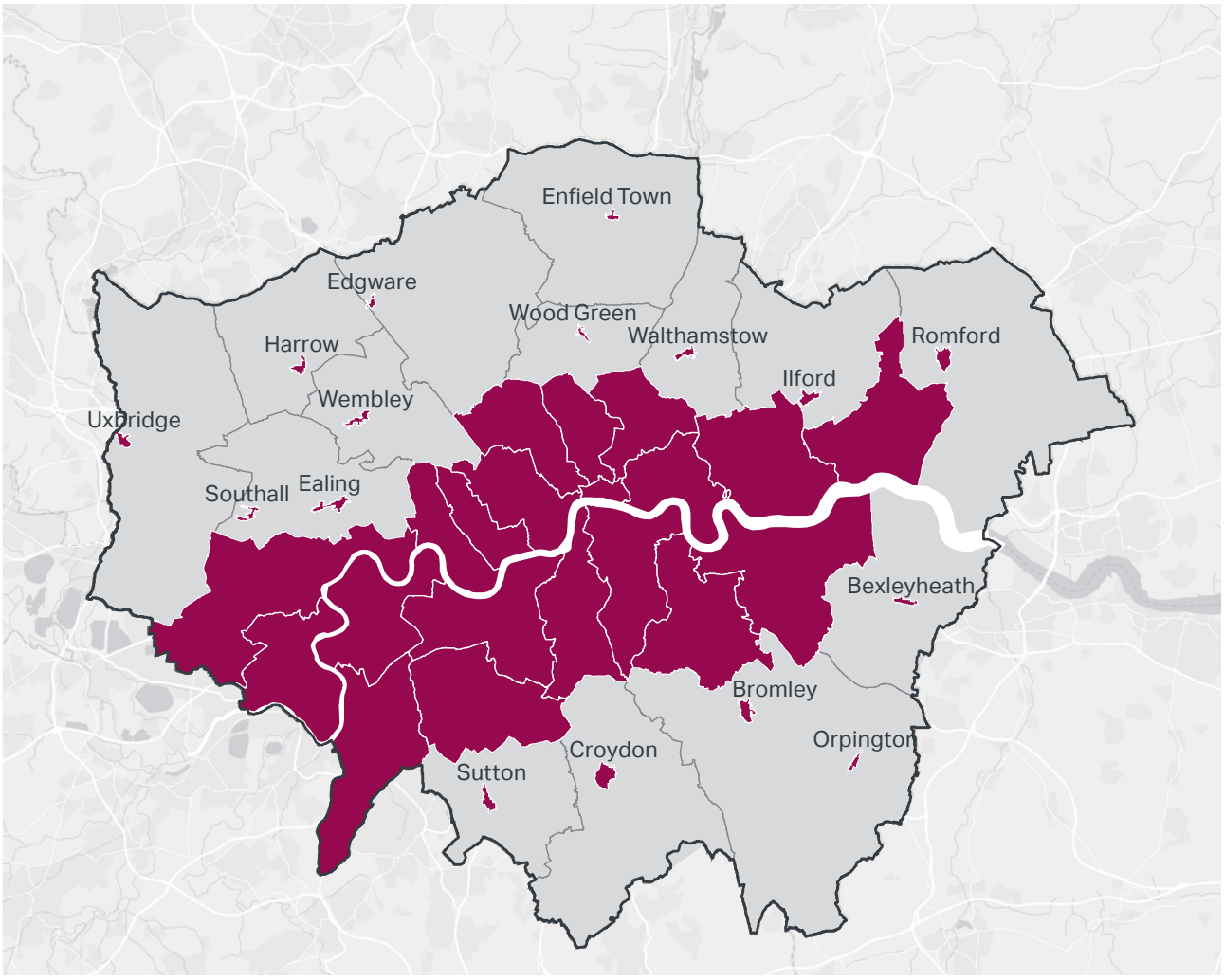
Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A1	Food retail	From a threshold of 100 sqm: 1 space per 175 sqm gross external area (GEA)	From a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): First 750 sqm: 1 space per 20 sqm; thereafter: 1 space per 150 sqm (GEA) Rest of London: first 750 sqm: 1 space per 40 sqm; thereafter: 1 space per 300 sqm (GEA)
	Non-food retail	From a threshold of 100 sqm: first 1,000 sqm: 1 space per 250 sqm Thereafter: 1 space per 1,000 sqm (GEA)	From a threshold of 100sqm: areas with higher cycle parking standards (see Figure 10.2): First 1,000 sqm: 1 space per 60 sqm; thereafter: 1 space per 500 sqm (GEA) Rest of London: first 1,000 sqm: 1 space per 125 sqm; thereafter: 1 space per 1,000 sqm (GEA)
A2 - A5	Financial / professional services; cafés & restaurants; drinking establishments; takeaways	From a threshold of 100 sqm: 1 space per 175 sqm (GEA)	From a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): 1 space per 20 sqm (GEA) Rest of London: 1 space per 40 sqm (GEA)

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
B1	Business offices	Areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm Rest of London: 1 space per 150 sqm (GEA)	First 5,000 sqm: 1 space per 500 sqm Thereafter: 1 space per 5,000 sqm (GEA)
	Light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1,000 sqm (GEA)
B2-B8	General industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1,000 sqm (GEA)
C1	Hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
C2	Care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4	Dwellings (all)	1 space per studio 1.5 spaces per 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
D1	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	Primary schools / secondary schools / sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
	Universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
	Health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	Other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
	Sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
Sui generis		As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living or student accommodation = studio C3.	
Stations		To be considered on a case by case basis through liaison with TfL. The level of provision should take into account the type and location of the station, current and future rail and cycle demand and the potential for journey stages to and from the station to be made by cycle. A Future growth, though a step-change in provision is expected, especially at termini, in order to meet the Mayor's mode share target.	

Figure 10.2 - Areas where higher minimum cycle parking standards apply



Areas where higher minimum cycle parking standards apply

see table 10.2

● Higher minimum cycle parking standards

Source: Transport for London (TfL)

10.5.1 Development should facilitate and encourage cycling, and reduce car dependency and the health problems it creates. Cycling is a space-efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and spending time in the city. The Mayor will deliver, in partnership with boroughs, a new London-wide **network of strategic cycling routes** which will transform the convenience and experience of cycling for all types of trips.

10.5.2 For some types of trip, the level of cycling is dependent on the **location of the destination**. For the boroughs identified on Figure 10.2 (the central and inner London boroughs, plus Richmond, Merton, Kingston, Hounslow and Barking & Dagenham), around 3.5 per cent of trips arriving at workplace, leisure and shopping destinations are made by cycle. This compares to around 1.5 per cent elsewhere in London.

10.5.3 The minimum standards for short-stay (for visitor / customer) cycle parking for Class A Uses and long stay cycle parking (for employees) for office use in the boroughs identified on Figure 10.2 are thus set at twice the level as elsewhere – though the Mayor will support other boroughs adopting these **higher standards** for defined areas through their Development Plan documents (such as existing Mini-Hollands, and Liveable Neighbourhoods or Opportunity Areas).

10.5.4 TfL have identified trips to outer London Metropolitan and Major town centres as having high potential for a switch to cycling. These higher standards should also apply in these locations to enable this increased level of cycling and contribute to Healthy Streets in town centres.

10.5.5 Cycle parking and cycle parking areas should allow easy access and provide **facilities for disabled cyclists**. This could include identifying and reserving specific spaces which provide step-free cycle parking and opportunities for people using adapted cycles, as well as providing facilities for other non-standard cycles such as tricycles, cargo bicycles and bicycles with trailers, for both long-stay and short-stay parking.

10.5.6 At **university** campuses and **schools**, cycle parking should be located in close proximity to the entrances of all buildings to provide convenience and choice for users. For nurseries and primary schools, an appropriate proportion of cycle parking provision may be met through scooter parking. **Nurseries** should meet the standard through an appropriate mix of long and short-stay parking to cater for staff, those dropping off children, and children's cycle and scooter parking.

10.5.7 **Staff cycle parking** should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather. In places of employment, **supporting facilities** are recommended, including changing rooms, maintenance facilities, lockers (at least two per three long-stay spaces are recommended) and shower facilities (at least one per ten long-stay spaces is recommended). Accessible facilities for disabled cyclists should also be provided.

10.5.8 **Short-stay cycle parking** must be available for shoppers, customers, messengers and other visitors, and must be convenient and readily accessible. It must have step-free access and be located within 15 metres of the main entrance wherever possible.

10.5.9 The provision of space for **folding bicycles** is not an acceptable alternative to conventional cycle parking, as these cycles are only used by a minority of cycle owners, tend to be less affordable and can present difficulties for some users. Provision of **cycle hire** caters for a different market of cyclist and also should not be accepted in lieu of cycle parking.

10.5.10 Where standards are based on floorspace, these have been calculated on the basis of the level of demand and potential growth in relation to Gross External Area (GEA). This calculation already takes into account that not all of the area covered by GEA will generate cycling trips.

Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

C The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

D Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

E Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles.

F Adequate provision should be made for efficient deliveries and servicing.

G A Car Park Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on car parking management and car parking design.

H Boroughs wishing to adopt borough-wide or other area-based car-free policies will be supported. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential land uses in any part of London.

I Where sites are redeveloped, existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.

10.6.1 To manage London's road network and ensure that people and businesses can move about the city as the population grows, new parking provision must be carefully controlled. The dominance of vehicles on streets is a significant barrier to walking and cycling and reduces the appeal of streets as public places. **Reduced parking provision** can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles. As the population grows, a fixed road network cannot absorb the additional cars that would result from a continuation of current levels of car ownership and use. Implementing the parking standards in this Plan is therefore an essential measure to support the delivery of new housing across the city.

10.6.2 **Maximum standards for car parking** take account of PTAL[145] as well as London Plan spatial designations and land use. Developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there. Opportunity Areas offer the potential to coordinate new

145 See the Glossary for an explanation of PTAL.

transport investment with development proposals to embed car-free or car-lite lifestyles from the outset. Differences in car use and ownership between inner and outer London are recognised, with trip distances and trip patterns sometimes making walking and cycling difficult in outer London.

10.6.3 When calculating general parking provision within the relevant standards, the starting point for discussions should be the highest **existing or planned PTAL** at the site, although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling. Disabled persons parking provision for Blue Badge holders, car club spaces and provision for electric or other Ultra-Low Emission vehicles should be included within the maximum provision and not in addition to it.

10.6.4 Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, PTAL and future levels of public transport, walking and cycling connectivity.

10.6.5 The quantum of any parking provision, as well as its design and implementation, should have regard to the need to promote active modes and public transport use. Provision should be **flexible for different users and adaptable** to future re-purposing in the context of changing requirements, including technological change. Alternative uses could include: seating, places for people to stop and spend time, areas of planting or additional cycle parking.

10.6.6 The general principles outlined in paragraphs 10.6.3 to 10.6.5 above apply to the parking standards set for residential, office (and Use Classes B2 and B8), retail, and hotel and leisure uses under Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

10.6.7 **Motorcycle parking** will be evaluated on a case-by-case basis. Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all land uses.

10.6.8 In order to meet the Mayor's target for carbon-free travel by 2050, all operational parking must provide **infrastructure for electric or other Ultra-Low Emission vehicles**.

Policy T6.1 Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset
2) demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future. If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future.

H All disabled persons parking bays associated with residential development must:

1) be for residents' use only (whether M4(2) or M4(3) dwellings)
2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling

3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4) count towards the maximum parking provision for the development
5) be designed in accordance with the design guidance in BS8300 vol. 1
6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Table 10.3 - Maximum residential parking standards

Location	Maximum parking provision
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car-free
Inner London PTAL 3	Up to 0.25 spaces per unit
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per unit
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per unit
Outer London PTAL 2	Up to 1 space per unit
Outer London PTAL 0 – 1	Up to 1.5 spaces per unit[1]

[1] Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit

10.6.9 The Mayor's ambition is for London to be a city where it is easy for all disabled people to live and travel in London. Disabled people should have a genuine choice of housing that they can afford within a local

environment that meets their needs. This means taking a holistic approach to creating streets, local services and a public transport network that caters for disabled people and people with long-term health conditions. It is recognised that some will rely on car travel more than others, whether as a passenger or a driver. This means that to ensure genuine housing choice, **disabled persons' parking** should be provided for new residential developments. In some circumstances this may include visitor parking for disabled residents who might have regular visitors such as carers. Any such parking should be marked out as such and restricted only for these users from the outset.

10.6.10 **Car Parking Design and Management Plans** should provide details of how initial and future provision of disabled persons parking spaces will be made, managed and enforced. They should show where these spaces will be located and demonstrate how their availability will be made clear to residents prior to occupation to inform their housing decision. Where a bay is being marked up for a particular resident, this should be done prior to occupation. Details should also be provided of how existing or future residents would request a bay, how quickly it could be created and what, if any, provision of visitor parking for disabled residents is available. At no time should any space marked on plan for future disabled persons parking be used for general parking. This does not apply when it is proposed to convert an existing on-street parking bay.

10.6.11 In implementing this policy, if three per cent of a scheme is less than one space, this should be rounded up to one.

10.6.12 Given the aims of this Plan and the Mayor's Transport Strategy in reducing car use and the priority given to **affordable housing provision**, to ensure the provision of parking does not impact on the level of affordable housing that is viable, the inclusion of parking provision (excluding disabled persons parking), even where consistent with the standards set out above, should not result in a reduction to affordable housing.

Policy T6.2 Office parking

A The maximum parking standards set out in Table 10.4 should be applied to new office development.

B In well-connected parts of outer London, including town centres, in close proximity to stations and in Opportunity Areas, office developments are encouraged to be car-free.

C Car parking standards for Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards, take account of the significantly lower employment density in such developments, and consider a degree of flexibility to reflect different trip-generating characteristics.

D Outer London boroughs wishing to adopt more generous standards are required to do so through an evidence-based policy in their Development Plan that identifies the parts of the borough in which the higher standards will be applied, and justifies those standards, including:

1) the provision and operation of (existing and future) public transport, especially in relation to bus reliability
2) the impact on the ability to deliver Healthy Streets, promote active travel and deliver mode shift
3) the impact on congestion and air quality locally and on neighbouring boroughs and districts outside London as appropriate
4) a commitment to increase or enhance publicly-available cycle parking
5) a requirement (via Travel Plans) to reduce car parking provision over time and convert it to other uses.

E Boroughs should not seek to adopt more generous standards borough-wide.

F Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

G A Car Park Design and Management Plan should be submitted alongside all applications which include car parking provision.

H Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking.

Table 10.4 - Maximum office parking standards

Location	Maximum parking provision
Central Activities Zone and inner London	Car-free
Outer London Opportunity Areas	Up to 1 space per 600 sqm gross internal area (GIA)
Outer London	Up to 1 space per 100 sqm (GIA)
Outer London locations identified through a Development Plan Document where more generous standards apply	Up to 1 space per 50 sqm (GIA)

10.6.13 **Parking associated with offices** has the potential to generate car travel in the morning and evening peaks when streets are the most congested. In many parts of London this means that bus travel is less reliable and active travel is less attractive. Office parking also has the potential to induce habitual car travel even where alternatives to the car exist, impacting on the ability for the Mayor to meet his mode share target for 80 per cent of trips to be made by public transport and active travel. For these reasons, offices should be located in places that are accessible by public transport, walking and cycling and car parking provision should be kept to a minimum.

10.6.14 The **management of parking** that is provided should ensure that employees and visitors are encouraged to use non-car modes as much as possible. It should also ensure that the operation of car and cycle parking and the public realm does not prioritise vehicles over people and that under-utilised parking is converted to other uses such as amenity space or green infrastructure.

Policy T6.3 Retail parking

A The maximum parking standards set out in Table 10.5 should be applied to new retail development.

B To make the most efficient use of land, the starting point for assessing the need for parking provision at all new retail development should be the use of existing public provision, such as town centre parking.

C Opportunities should be sought to make the most of all existing parking, for example using office parking for retail outside working hours. Where

shared parking is identified, overall provision should be reduced to make better use of land and more intensively use the parking that remains.

D If on-site parking is justified it should be publicly-available.

E Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking.

Table 10.5 - Maximum retail parking standards

Location	Maximum parking provision
Central Activities Zone and all areas of PTAL 5-6	Car-free
Inner London Outer London Opportunity Areas Outer London retail below 500 sqm	Up to 1 space per 75 sqm gross internal area (GIA)
Rest of outer London	Up to 1 space per 50 sqm (GIA)

10.6.15 **Retail developments** are significant trip attractors and should be located in places that are well-connected by public transport. Many retail trips are potentially walkable or cycleable, and improving the attractiveness of these modes through improved public realm and the application of the Healthy Streets Approach will support the vitality of London's many town centres and high streets. As such, car parking provision should be kept to a minimum and space should be used for activities that create vibrancy and contribute to the formation of liveable neighbourhoods.

10.6.16 As with office parking, any provision that is made should be carefully managed so that is does not undermine the attractiveness of alternatives to the car.

Policy T6.4 Hotel and leisure uses parking

A In the CAZ and locations with a PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets

Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

C All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

D Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking.

10.6.17 Hotels and leisure uses should be located in accessible locations to encourage walking and cycling and public transport use.

Policy T6.5 Non-residential disabled persons parking

A All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.

B Disabled persons parking should be provided in accordance with the levels set out in Table 10.6.

C Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.

D Designated bays should be marked up as disabled persons parking bays from the outset.

E Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate.

F Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

Table 10.6 - Non-residential disabled persons parking standards

	Designated bays (Per cent of total parking provision)	Enlarged bays (Per cent of total parking provision)
Workplace	5 per cent	5 per cent
Education	5 per cent	5 per cent
Retail, recreation and leisure	6 per cent	4 per cent
Transport car parks	5 per cent	5 per cent
Religious buildings and crematoria	Minimum two spaces or 6 per cent, whichever is the greater	4 per cent
Sports facilities	Refer to Sports England Guidance	

10.6.18 Standards for non-residential disabled persons parking are based on a percentage of the total number of parking bays. Careful assessment will therefore be needed to ensure that these percentages make adequate provision in light of the need for **disabled persons parking bays by Blue Badge holders**. The provision of disabled persons parking bays should be regularly monitored and reviewed to ensure the level is adequate and enforcement is effective. Some Blue Badge parking should be provided even if no general parking is provided.

Policy T7 Freight and servicing

A Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight and servicing strategies. These should seek to:

1) reduce freight trips to, from and within these areas
2) coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level
3) seek to reduce emissions from freight, such as through sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

B To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

C Wharves and railheads involved in the distribution of aggregates should be safeguarded in line with Policy SI9 Safeguarded waste sites, Policy SI10 Aggregates and Policy SI5 Water infrastructure.

D Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

E Development proposals for new consolidation and distribution facilities should be supported provided that they:

1) deliver mode shift from road to rail or water without adversely impacting passenger services (existing or planned) and without generating significant increases in street-based movements
2) reduce traffic volumes within London
3) reduce emissions from freight and servicing trips
4) enable sustainable last-mile movements, including by cycle and electric vehicle.

F Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

G Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

H At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

I Development proposals must adopt appropriate construction site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

10.7.1 An efficient freight network is necessary to support the function of the city. This policy seeks to facilitate **sustainable freight movement** in London through consolidation, modal shift and promoting deliveries at different times of day and night in order to reduce the impact on road congestion and air quality, and conflict with other uses.

10.7.2 Currently many deliveries of non-urgent goods are made, unnecessarily, at congested times of the day. Lorries and vans are often less than half full and as many as two in every three delivery slots are missed, leading to repeat trips that cause additional congestion and emissions. Many van and lorry trips could be avoided or re-timed if freight and servicing activity were better consolidated. Regional **consolidation and distribution** centres at the edge of London are needed to serve the city and town centres, coupled with micro-distribution centres in central and inner London. The identification and protection of new sites for load consolidation at a range of scales in central, inner and outer London to aid sustainable last-mile consolidation is supported.

10.7.3 The Mayor will work with all relevant partners to improve the **safety and efficiency** of freight and servicing across London and support consolidation within and beyond London, as well as the retiming of movements to avoid peak hours. Where kerbside loading is required it should be designed to minimise the impact on other road users and pedestrians and seek to minimise the transfer distance from vehicle to destination.

10.7.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of **non-road vehicle modes**. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.

10.7.5 Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including **addressing missed deliveries**. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider facilitation of home deliveries in a way that does not compromise the benefits of creating low-car or car-free environments.

10.7.6 Transport for London's guidance on **Construction Logistics and Delivery and Servicing Plans** should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and

adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety) should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Logistics Plan. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level.

Policy T8 Aviation

A The Mayor supports the case for additional aviation capacity in the south east of England providing it would meet London's passenger and freight needs, recognising that this is crucial to London's continuing prosperity and to maintaining its international competitiveness and world-city status.

B The Mayor supports the role of London's airports in enhancing London's spatial growth, particularly within Opportunity Areas well connected to the airports by public transport and which can accommodate significant numbers of new homes and jobs.

C The environmental impacts of aviation must be fully acknowledged and the aviation industry should fully meet its external and environmental costs particularly in respect of noise, air quality and climate change; any airport expansion scheme must be appropriately assessed and if required demonstrate that there is an overriding public interest or no suitable alternative solution with fewer environmental impacts.

D The Mayor will oppose the expansion of Heathrow Airport unless it can be shown that no additional noise or air quality harm would result, and that the benefits of future regulatory and technology improvements would be fairly shared with affected communities.

E All airport expansion proposals should demonstrate how public transport and other surface access networks would accommodate resulting increases in demand alongside forecast background growth; this should include credible plans by the airport for funding and delivery of the required infrastructure.

F Proposals that would lead to changes in airport operations or air traffic movements must take full account of their environmental impacts and the

views of affected communities. Any changes to London's airspace must treat London's major airports equitably when airspace is allocated.

G Better use should be made of existing airport capacity, underpinned by upgraded passenger and freight facilities and improved surface access links, in particular rail.

H Airport operators should work closely with airlines, Transport for London and other transport providers and stakeholders to ensure straightforward, seamless and integrated connectivity and to improve facilities and inclusive access. They should also increase the proportion of journeys passengers and staff make by sustainable means such as rail, bus and cycling, and minimise the environmental impacts of airport servicing and onward freight transport.

I Development of general and business aviation activity should generally be supported providing this would not lead to additional environmental harm, or impact on scheduled flight operations. Any significant shift in the mix of operations using an airport – for example introduction of scheduled flights at airports not generally offering such flights – should normally be refused.

J New heliports should be refused, other than for emergency services, and steps should be taken to reduce helicopters overflying London.

10.8.1 London's major airports provide **essential connectivity** for passengers and freight, support vital trade, inward investment and tourism, generate prosperity, and provide and support significant numbers of jobs.

10.8.2 The aviation industry must fully address its **environmental and health impacts**. Government and industry must also recognise local communities' concerns about aviation noise and pollution, consult fully with those affected, and use new technologies to deliver tangible reductions in noise exposure and pollution.

10.8.3 It is important to make **best use of existing airport capacity**, which fast, frequent, sustainable surface access can support. Opportunity Areas with excellent airport rail connections can serve as airport gateways and be the focus for new development, in turn helping meet London's need for new homes and jobs.

10.8.4 The Mayor recognises the **need for additional runway capacity** in the south east of England, but this should not be at the expense of London's

environment or the health of its residents. Hundreds of thousands of Londoners are already exposed to illegal levels of air pollution and significant noise pollution as a result of Heathrow airport's current operations and activities.

10.8.5 Airport expansion should only be taken forward on the basis that **noise impacts** are avoided, minimised and mitigated, and proposals should not seek to claim or utilise noise improvements resulting from technology improvements unrelated to expansion. Nor should expansion result in significant numbers of new people being exposed to new or additional noise harm.

10.8.6 Airport expansion should not worsen existing **air quality** or contribute to exceedance of air quality limits, nor should it seek to claim or utilise air quality improvements resulting from unrelated Mayoral, local or national policies and actions. Airport expansion should also incorporate Air Quality Positive principles to minimise operational and construction impacts.

10.8.7 The Mayor will therefore strongly **oppose any expansion of Heathrow Airport** that would result in additional environmental harm. Air quality gains secured by the Mayor or noise reductions resulting from new technology must be used to improve public health, not to support expansion. The Mayor also believes that expansion at Gatwick could deliver significant benefits to London and the UK more quickly, at less cost, and with significantly fewer adverse environmental impacts. Stansted Airport could, in due course, make better use of its single runway if its flight cap were raised, subject to appropriate environmental mitigation and controls. London City Airport is working to upgrade its passenger facilities and enhance operational efficiency in conjunction with a reduction of its maximum permitted number of movements and the introduction of additional environmental mitigation measures. Luton and Southend airports are also undertaking substantial upgrades of their terminal facilities.

10.8.8 Any airport expansion proposals must show that **surface transport networks** would be able to accommodate the additional trips they would lead to. It will not be sufficient to rely on schemes designed to cater for background growth such as the Elizabeth Line, Thameslink and Crossrail 2. If significant airport expansion is to be accommodated sustainably and not lead to additional road traffic movements, this will require major investment by the airport authority and central Government in new infrastructure, particularly rail, in order to deliver the necessary additional capacity and connectivity.

10.8.9 The **aviation impacts on climate change** must be fully recognised and emissions from aviation activities must be compatible with national and international obligations to tackle climate change. The implications for other sectors and other airports must also be fully understood when expansion proposals are brought forward, and aviation greenhouse gas emissions must be aligned with the Mayor's carbon reduction targets.

10.8.10 **Air freight** plays an important role in supporting industry in London and the UK, and the provision of both bellyhold and dedicated freighter capacity should be an important consideration when plans for airport development in the south east of England are taken forward.

10.8.11 **General and business aviation**, typically utilising smaller airports, can complement and help sustain London's economy. However, the introduction of scheduled flights at such airports can significantly impact local communities, and scheduled flights should therefore normally operate from London's major airports which also tend to have much better surface and public transport networks in place.

10.8.12 The **noise impacts from helicopters** can be considerable and the regime governing helicopter flights over London should be urgently reviewed. An updated regime should take full account of London's spatial growth and changes in technology to reduce noise impacts and safety risks.

Policy T9 Funding transport infrastructure through planning

A The Mayor will charge the Mayoral Community Infrastructure Levy (MCIL) to secure funding towards transport infrastructure of strategic importance such as Crossrail 2, and potentially other strategic transport infrastructure.

B In consultation with the Mayor, boroughs should identify a package of other strategically-important transport infrastructure, as well as improvements to public realm, along with other funding streams to deliver them.

C Planning obligations (Section 106 agreements), including financial contributions, will be sought to mitigate impacts from development, which may be cumulative. Such obligations and contributions may include the provision of new and improved public transport services, capacity and infrastructure, the expansion of the London-wide cycle networks and supporting infrastructure, and making streets pleasant environments for walking and socialising, in line with the Healthy Streets Approach.

10.9.1 Use of **MCIL** is restricted by Regulation to funding **strategic transport infrastructure** in London. The Mayor's first MCIL (MCIL1) was introduced in 2012 to contribute to Crossrail 1 (the Elizabeth Line) funding, and was designed as a single rate community infrastructure levy for each London borough, covering all development other than education and health. Running alongside MCIL1 was a Section 106 contributions scheme which applied to office, retail and hotel developments in central London, the northern part of the Isle of Dogs and around Crossrail 1 stations. In June 2017, the Mayor published proposals for an **MCIL2** to contribute to Crossrail 2 funding[146]. This would be levied from April 2019, and would replace both MCIL1 and the Crossrail 1 Section 106 contributions scheme.

10.9.2 Negotiations on the Crossrail 2 scheme are still underway and there is no agreed funding package at present. However, MCIL2 does need to be brought forward now to avoid a charging gap at the end of Crossrail 1 construction and to allow for early funding of the Crossrail 2 scheme. Should no funding deal be achievable, the Mayor will apply the MCIL2 proceeds to **fund other strategic transport** projects for which there is a significant funding gap.

10.9.3 **Other transport infrastructure and improvements to public realm** will be necessary to support London's growth. Through Development Plans, boroughs should work with the Mayor to identify current and future requirements and funding streams for transport infrastructure and other measures which support growth and create a high-quality public realm in line with the Healthy Streets Approach.

10.9.4 As part of individual development proposals, comprehensive assessment should both inform appropriate levels of mitigation and highlight opportunities for improvements. In some instances, this may include securing **planning obligations** and the development and implementation of strategies to improve public realm.

10.9.5 Alongside the development of income streams described above and maximisation of funding that they could generate, the Mayor will work with strategic partners to investigate **new mechanisms** to support the funding of new and improved transport services and infrastructure.

146 https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy