

SECURING TRANSPORT INFRASTRUCTURE TO SUPPORT GROWTH

SECTION 07

Objective 4: Secure the infrastructure required to support growth and convergence

OBJECTIVE

This will mean:

- Working with partners to secure the infrastructure identified within the Local Plan and Infrastructure Delivery Plan
- Reviewing regularly infrastructure need to ensure identified requirements remain up to date
- Use Section 106 Agreements, in line with the Planning Obligations SPD, and the Community Infrastructure Levy to contribute towards infrastructure delivery
- Managing the effects of new development
- Improving local connectivity, including delivery of new bridges and routes to maximise walking and cycling.



Strategic Policy SP.4: Planning for and securing transport infrastructure to support growth and convergence

POLICY

The Legacy Corporation will work with its partners to promote and deliver the infrastructure necessary to support the growth and development identified within this Local Plan and its Infrastructure Delivery Plan.

In particular, the Legacy Corporation will support provision of the following areas of transport infrastructure:

1. Public transport infrastructure and services that will help to deliver the growth objectives set out within this Local Plan, including those that will improve international, national, regional and local connectivity - this will include prioritising work to improve capacity and access to Stratford Station



The Legacy Corporation will safeguard land for the provision of the following infrastructure:

2. DLR double tracking between Bow and Stratford
3. Crossrail 2 (existing safeguarded corridor and any updated route)

The Legacy Corporation will require the retention of:

4. Existing public transport infrastructure.

The Legacy Corporation will use its Community Infrastructure Levy funding to help deliver the infrastructure on the CIL Infrastructure list. Where appropriate and lawful, infrastructure or contributions toward its delivery will also be secured through the use of Planning Obligations.

**Cross-reference to policies: CIL Charging Schedule; CIL Infrastructure List
Planning Obligations SPD; SP.2
London Plan policy: T1; T3**

7.1

Infrastructure is a broad term and can range from energy infrastructure, roads and bridges, transport and communications networks to health facilities, libraries, community centres and schools. New community infrastructure and schools are dealt with in policies in the 'Providing housing and neighbourhoods' section and utilities and communications networks in the 'Creating a sustainable place to live and work' section of this Local Plan. The IDP process, the forums and consultation processes with the boroughs and the Project Proposals Group (PPG) will also be used to ensure they come forward alongside development. The same applies to new and improved open space and projects such as the Lea River Park and Leaway, which are covered by policies BN.8 and T.10.

- 7.2** Additional infrastructure will be needed in order to accommodate the planned level of growth and an Infrastructure Delivery Plan (IDP) has been prepared by the Legacy Corporation to identify what that infrastructure is and to help plan for its delivery. The IDP is not a part of this Local Plan, although the key infrastructure elements required within the area are identified within it, mainly within the Sub Area sections. The IDP will be reviewed annually in consultation with stakeholders.
- 7.3** Some of this infrastructure will be provided within the Legacy Corporation area but some elements will form part of wider networks. Therefore some local infrastructure may be best delivered wholly or partly outside the Legacy Corporation area, where it can be demonstrated that it helps to meet the needs generated by the growth within it. Working in partnership with infrastructure providers, including the Growth Boroughs, will be an essential part of infrastructure delivery. Infrastructure providers and the Boroughs have been involved in the preparation of the Legacy Corporation's IDP.
- 7.4** The Legacy Corporation is committed to working alongside the four boroughs to bring forward the infrastructure set out in the IDP. In its role as landowner, the Legacy Corporation is also bringing forward infrastructure, such as the new schools that will be provided as part of the Legacy Communities Scheme Section 106 Agreement. The existing cooperative arrangements working arrangements between the Legacy Corporation and infrastructure providers, including the Growth Boroughs, will be used to ensure the long term security of infrastructure within the Legacy Corporation area. The development management process will be used to secure new infrastructure through planning obligations and the Community Infrastructure Levy (CIL). A Planning Obligations SPD provides advice on how it will use Section 106 Agreements alongside CIL and the Local Plan to secure its planning policy objectives. The 'Delivery and implementation' section of this Local Plan provides more information on how CIL and Section 106 Agreements will be used to help implement the Plan.



7.5

Analysis shows that the planned growth can be accommodated without significant new public transport investment, as long as local connectivity improvements are brought forward and there is an emphasis on walking and cycling and smarter travel choices built in to new developments. Therefore the strategy for transport and connectivity that the Legacy Corporation will follow, as set out in the policies in the Local Plan, is:

1. The Legacy Corporation will promote sustainable transport choices to ensure that the development of the area is optimised
2. The level of private car use will be managed to ensure that the impact of new development on local and strategic roads within the area is mitigated. The Legacy Corporation will use its development management powers to ensure developments have appropriate car parking levels, provide for pedestrians and cyclists, and promote smarter travel through Travel Plans
3. Improvements to public transport and improved access and capacity to stations in the area will be promoted and supported by the Legacy Corporation, through its planning and other powers. Such schemes include an integrated congestion relief scheme (comprising new access and interchange) at the new entrance at Stratford station, improvements to Hackney Wick Station and upgrading and improved accessibility to Bromley-by-Bow Station
4. The Legacy Corporation will also use its powers and influence to promote international trains stopping at Stratford International Station, and seek to ensure that Stratford benefits as far as possible from any new proposal to link High Speed 1 to High Speed 2 following the cancellation of the central London link between Euston and St Pancras
5. Through the above measures, the Legacy Corporation will seek to continue the now well established trend of a net shift in London away from private motorised transport to public transport modes, walking and cycling
6. Improvements to Stratford station as part of an integrated congestion relief scheme access and station upgrade.



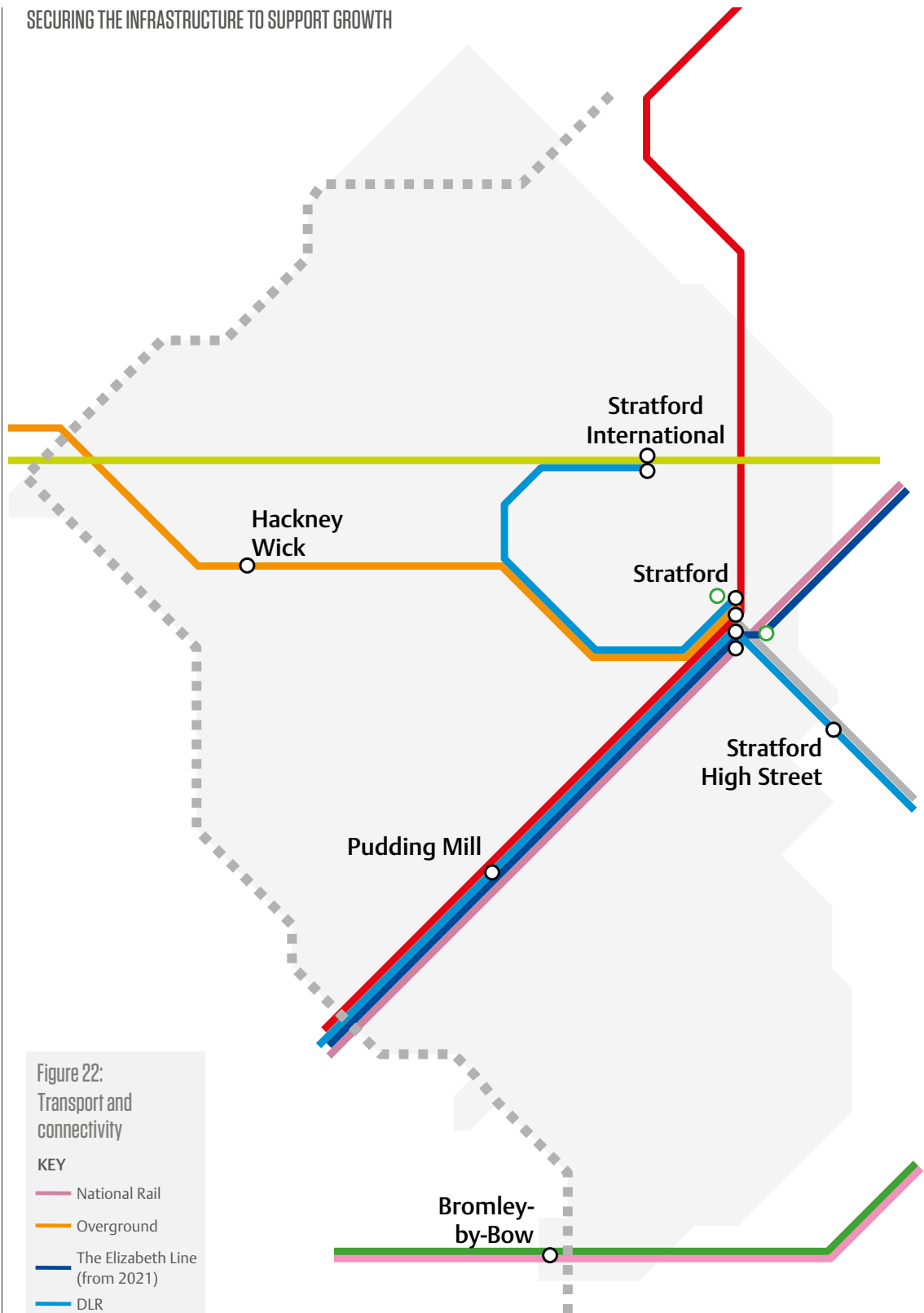


Figure 22:
Transport and
connectivity

KEY

- National Rail
- Overground
- The Elizabeth Line (from 2021)
- DLR
- Central Line
- District Line
- Hammersmith & City Line
- Jubilee Line
- HS1
- - - A12
- Station
- Bus station



DELIVERING TRANSPORT IMPROVEMENTS AND INFRASTRUCTURE

Policy T.1: Strategic transport improvements

POLICY

The Legacy Corporation will promote improved connections to support international and national economic growth within its own area and more widely within the four boroughs, east London and Thames Gateway. In particular, it will seek to secure:

1. Stopping international trains at Stratford International Station
2. Benefits to the area from any new proposals to link High Speed 1 to High Speed 2
3. Improved connections to airports
4. Benefits to the area from the proposed Crossrail 2, depending on the final route alignment selected
5. Improvements to Stratford Station access and station upgrade
6. Works to upgrade the strategic road network within the Legacy Corporation area to support regional traffic issues and improve routes to encourage multi-modal usage.

Cross-reference to policies: Objective 1 and Objective 4
London Plan policies: T1; T3

Reasoned justification

- 7.6** Stopping international trains at Stratford International and any new proposals to link High Speed 1 to High Speed 2 would help cement the ongoing regeneration of the Stratford area, by increasing its profile nationally and internationally, providing fast and convenient travel opportunities for businesses locating in and around Stratford and providing improved strategic transport links for people working and living in the area.
- 7.7** The Legacy Corporation area already has direct DLR links to London City Airport and coach links to Stansted Airport and, via the Elizabeth Line from 2021, direct to Heathrow. During the lifetime of this Local Plan, the Airports Commission will examine the need for additional UK airport capacity and recommend to government how this can be met in the short, medium and long term. The Legacy Corporation will support improved rail access to airports.
- 7.8** Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. The proposed route map as confirmed in the 2018 Mayor's Transport Strategy would provide a link across London's southwest to northeast corridor. The concept of an eastern branch has previously been explored focused on an alignment through Hackney, Newham and beyond. An eastern branch could provide significant benefits to the Legacy Corporation area and continues to be a priority for the growth boroughs that it would include.



Case Study 12: The benefits of international trains stopping at Stratford

CASE STUDY

The station at Stratford International was designed and built so that Eurostar (or other international services) would stop at Stratford, before continuing to St Pancras. In practice, the operators have not opted to stop at Stratford so far. Experience of the High Speed 1 domestic users is that Stratford is a very popular alighting point for travellers. Stratford provides ideal onward services via the Jubilee Line to Canary Wharf, and via the Central Line or National Rail services to Liverpool Street. When Crossrail services start to run through Stratford in 2021, opportunities for onward travel will be even greater. The restaurants, shops and services at Stratford are an ideal opportunity for the passing through of these users to be harnessed to help benefit the local economy.



Policy T.2: Transport improvements

POLICY

The Legacy Corporation will use its powers and influence to support and bring forward transport improvements as set out in the Infrastructure Delivery Plan which are necessary to support the level of growth anticipated in the Local Plan.

Where development proposals come forward that are near or adjacent to identified transport schemes, development proposals will be required to demonstrate (1) that adequate provision for the implementation of those schemes has been made in the design of the development, or that development proposals do not compromise implementation of transport schemes; (2) how they relate to the Healthy Streets indicators; (3) and support the increase of cycling, walking and public transport usage to meet the Mayor's target of 80 per cent of journeys being made up by these modes by 2041.

Existing bus stands and bus stops will be protected and new provision sought where necessary to support new development.

Cross-reference to policy: T.6
London Plan policy: T3

Reasoned justification

7.9

The Legacy Corporation has already secured substantial funding towards some of the transport projects in the IDP and has delivered or is working on delivery of these projects (Hackney Wick Station, Stratford Station Access). In other cases, such as Bromley-by-Bow Station, the Legacy Corporation has worked with TfL to bring forward the improvements.

7.10

Policy T.2 will be used to ensure development proposals that could help facilitate elements of these schemes through their design; for example, redevelopment of land around Hackney Wick Station is designed to complement and take advantage of the improved design for the station.

7.11

Other projects, such as the new junction with the A12 at Bromley-by-Bow, will be required as part of comprehensive development proposals on that site (see Site Allocation for Bromley-by-Bow SA4.1) and will be secured through a Section 106 Agreement as part of a planning permission. The Infrastructure Delivery Plan sets out the full list of necessary infrastructure, which is kept up to date through regular review.

Policy T.3: Supporting transport schemes

POLICY

The Legacy Corporation will support new public transport and highways schemes and improvements to existing ones proposed within or adjacent to its area where these:

1. Support the level of growth planned within its area
2. Will result in improvements to public transport capacity
3. Will result in improvements to public safety
4. Are acceptable in detailed design terms
5. Will result in improvements to identified walking and cycling connections, and
6. Achieve wider Legacy Corporation and partner objectives or make significant improvements to the public realm (in the case of schemes that reduce highway capacity).

Cross-reference to policies: BN.1; T.6
London Plan policy: T3

Reasoned justification

7.12

There are a number of potential transport schemes within or adjacent to the Legacy Corporation area that have the potential to benefit the transport accessibility, highway safety or public realm in and around the area. There are also schemes that have not yet been identified that may come forward during the life of this Local Plan. Such schemes will generally be delivered by other agencies including Transport for London, Network Rail and the four London Boroughs (Hackney, Newham, Tower Hamlets and Waltham Forest). Where appropriate, the Legacy Corporation as Local Planning Authority will work in partnership to facilitate delivery of these schemes, particularly where planning permission might be required for elements of schemes within its administrative area. Policy T.3 sets out how the Legacy Corporation will decide whether to support such schemes and what considerations it will take into account when determining planning applications for such schemes.

7.13

Examples of significant potential schemes include:

- Narrowing of Stratford High Street to the north-east of Warton Road
- Leyton Station upgrade
- Improvements to rail links north of Stratford such as Lee Valley improvements and network capacity improvements at Stratford Station
- River Crossings package to improve the resilience of the road network
- DLR North Route Double-tracking.

7.14

The Mayor of London is investigating a River Crossings package which is expected to progress through the lifetime of this Local Plan. The Legacy Corporation area's strategic roads are particularly vulnerable to traffic incidents in the Blackwall Tunnel and its approaches; therefore the outcome of the river crossings work may also have a significant impact on the Legacy Corporation area.



Policy T.4: Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists

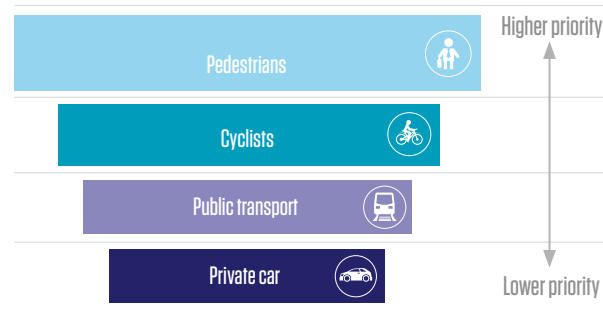
POLICY

Through its planning powers, the Legacy Corporation will (1) promote sustainable transport choices and minimise reliance on the private car to ensure that the development of the legacy area is optimised; (2) promote the Healthy Streets Approach set out in the Draft New London Plan in order to increase journeys through walking, cycling and public transport, in line with the Mayor's target of 80 per cent by 2041. In doing so, the Legacy Corporation will:

1. Implement a street network that prioritises pedestrians and cyclists as the most important travel modes, followed by public transport and then the private car
2. Expect new development to maximise the opportunities to improve connectivity across, within and through the Legacy Corporation area and, where opportunities arise, with the wider Lower Lea Valley and east London
3. Ensure that the amount of new development and growth across its area is related to the capacity of existing or currently planned improvements to transport infrastructure and services
4. Expect new development to be designed to include measures that will minimise its impact on public transport and the highway network, and to have no or minimum levels of car parking which do not exceed Draft New London Plan parking standards
5. Require new development to provide appropriate facilities for the full range of transport users, including pedestrians, rail, bus, car and cycles
6. Require new developments to include on site spaces or satisfactory arrangements for car clubs, facilities for electric vehicle charging and stands for cycle hire, where appropriate
7. Require major new development to demonstrate how its construction impact will be managed through a Construction Management Plan and how, once operational, servicing and deliveries will be managed through Delivery and Servicing Plans
8. Require new developments to use target-based Travel Plans to encourage smarter travel, incentivised through S106 Agreements
9. Encourage the use of the waterways in the area for transport and leisure and the towpaths as routes for pedestrians and cyclists, as appropriate, managing any potential conflict through design.

Cross-reference to policies: T.5; T.7
London Plan policy: T4

Figure 23: Transport priorities



Reasoned justification

7.15

Planning policy in London has generally followed a pedestrian, cycle and public transport priority-based approach for the last 15 to 20 years. These policies are now leading to dramatic changes in Londoners' behaviour and attitudes to their cars. Car ownership per household across London has decreased dramatically in the last ten years according to the 2001 and 2011 censuses, and road vehicle traffic in London has been falling over the last decade, with vehicle kilometres in 2012 10.9 per cent lower than in 2000, and at their lowest level since 1993. Managing development and its transport impacts through Policy T.4 above will ensure that the development being planned for can be brought forward without significant new public transport (i.e. new railway lines) or new strategic roads, as well as ensuring that pedestrian, cycle and public transport use increases and car use declines. As set out in the context section above, evidence concludes that this is the approach the Legacy Corporation should take to new development in its area. This approach will also facilitate Sustainability Objective 5 of this Local Plan, and help implement policies that seek to improve air quality and reduce emissions from vehicles. This approach also supports the Healthy Streets approach taken in the draft New London Plan and the Mayor's target of 80 per cent of all journeys being made by walking, cycling or public transport by 2041.

Policy T.5: Street network

POLICY

The structure and hierarchy of streets within the Legacy Corporation area as set out in Table 8 helps to determine the most appropriate routes within and through the area, and where and how property and development proposals should best connect to those networks to increase journeys undertaken through walking, cycling and public transport.

1. In implementing the street network and in considering development proposals that will impact on the network, the Legacy Corporation will prioritise pedestrians and cyclists as the most important travel modes, followed by public transport and then, as appropriate, the private car
2. The Legacy Corporation will use its powers as Local Planning Authority to ensure that development is appropriately located in terms of its traffic-generation impacts, with the aim of ensuring that, if major traffic-generating uses are proposed (and are considered acceptable against other policies in this Local Plan), they are located in places that have good and appropriate connections to the strategic routes
3. The Legacy Corporation, in its function as Local Planning Authority, will consult with Boroughs and Transport for London as appropriate in respect of their role as Highways Authorities within the area to ensure that effects of proposals are properly considered.

Cross-reference to policies: T.4; T.6; T.7; Figure 23

London Plan policies: T4

Reasoned justification

7.16

The Roads Task Force (RTF) report (July 2013) endorsed by the Mayor of London recognises that different roads have different roles and priorities and thus require different approaches. The report recommends that TfL and Boroughs should adopt a 'street types' approach to assist their work in managing and improving the road network. The Legacy Corporation has used the RTF report to identify the street network in Table 8. The RTF street family identifies a matrix of nine different road types, namely: arterial road, high road, city hub / boulevard, connector, high street, city street, local street, town square/street and city place.

Policy application

7.17

The Legacy Corporation will work with TfL and the Boroughs in applying the street types approach to the roads within the Legacy Corporation area to improve the balance between movement and living functions. The balance should be weighted towards living, supporting walking and cycling over the private car. In particular the Legacy Corporation will work with landowners and developers to ensure that roads such as Westfield Avenue, Stratford High Street and Celebration Avenue become more attractive for pedestrians and cyclists. In some cases, this would mean the roads becoming single carriage rather than dual carriageway roads.

Table 8: Street network

STREET NETWORK	FUNCTION
1. Transport for London Road Network (TLRN)/Red Route: A12	Provide strategic route through the Legacy Corporation area, as well as servicing and providing vehicular access to major facilities such as Westfield
2. Strategic Road Network: A118 Stratford High Street and Great Eastern Road, Leyton Road	Provide strategic access to and through the Legacy Corporation area, by bus and by private car, and for pedestrians and cyclists
3. Queen Elizabeth Olympic Park Road Network: Waterden Road, Carpenters Road, Westfield Avenue, Montfichet Road	Provides access to the Queen Elizabeth Olympic Park area by public transport, private car, pedestrians and cyclists. Where used by vehicles, primarily for access to the area, rather than for traffic passing through
4. Other streets and connections	Provide local connectivity across the Legacy Corporation area and should have a human scale and be designed primarily to meet the needs of pedestrians and cyclists





Figure 24:
Streets and connections

KEY

- Transport for London Road Network
- Strategic Road Network
- Queen Elizabeth Olympic Park Road Network
- Other streets and connections

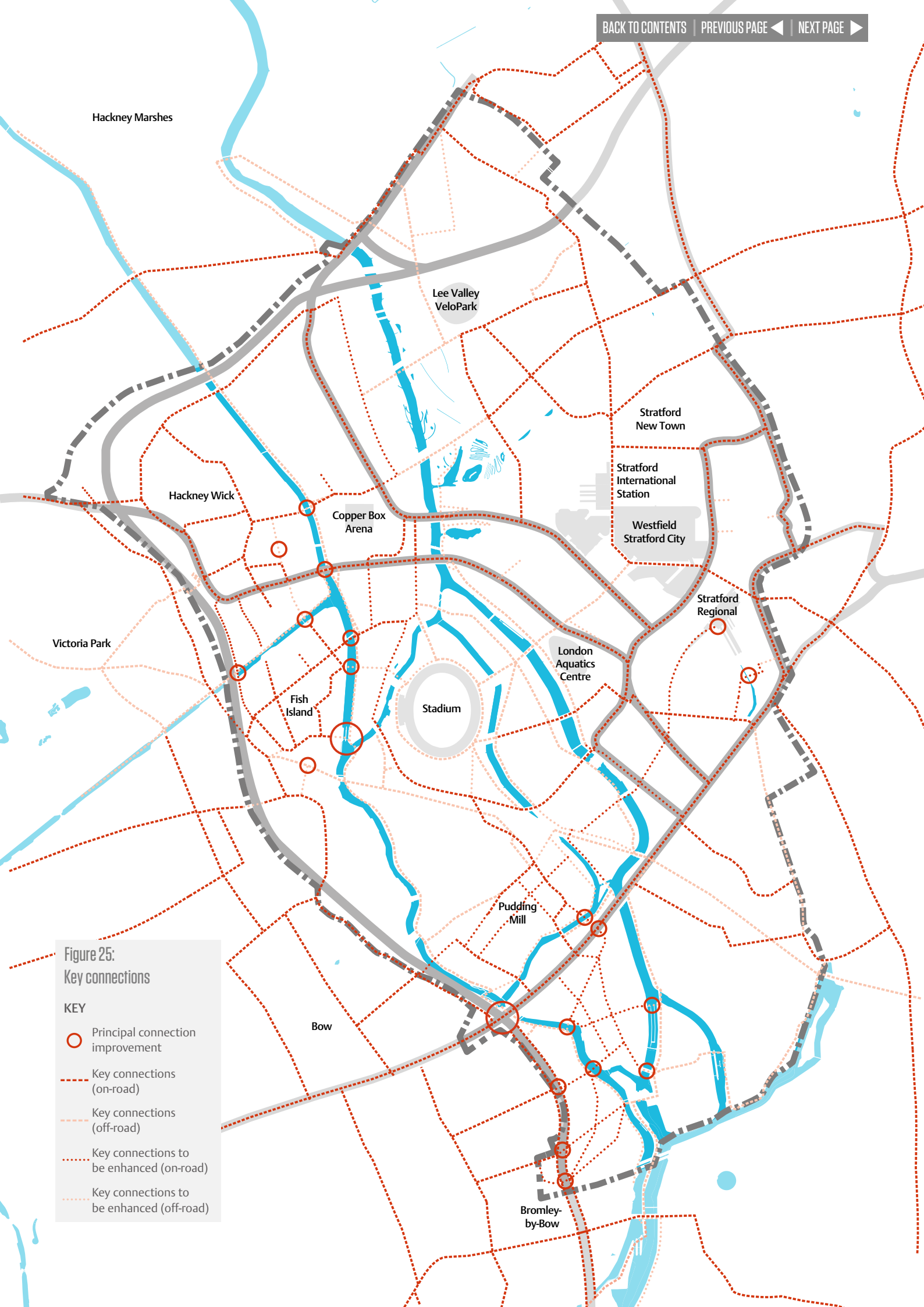


Figure 25:
Key connections

KEY

- Principal connection improvement
- Key connections (on-road)
- Key connections (off-road)
- Key connections to be enhanced (on-road)
- Key connections to be enhanced (off-road)



Policy T.6: Facilitating local connectivity

POLICY

Development proposals should be designed to integrate into the area and should facilitate improvements to local connectivity, both within the development site and across the Legacy Corporation area.

1. Pedestrian and cycle connectivity will be given a greater priority than vehicular connectivity; the need to create a great place to live and work will be prioritised
2. Development proposals that improve local connectivity will be considered against the Street Hierarchy identified in Policy T.5 to ensure that the type of new connection is appropriate to the scale of the development, its location and the street hierarchy
3. Where new connections are provided as part of new developments, they should be designed to be capable of adoption as public highway. Section 106 and Section 278 Agreements will be used to secure public access and standards of design.

Key pedestrian, cycle connections and vehicular connections that are currently planned or identified as needed are shown on the map at Figure 24.

Cross-reference to Sub Area Policies: 1.3; 2.2; 3.2; 4.2; Figure 24
London Plan policy: T3

Reasoned justification

7.18

Local connectivity is a key issue for the liveability of an area. At the moment, it can be difficult for people to move around the area because of physical barriers such as road, railway lines and rivers. As parts of the area evolve into new mixed-use and residential neighbourhoods, the Legacy Corporation will ensure that each major development proposal has been designed to integrate into the area and facilitates improvements to local connectivity, especially for pedestrians and cyclists. Pedestrian and cycle connectivity will have a higher priority than vehicular connectivity, for example including home zones style streets and motor vehicle exclusion. New vehicular links will also be required, where necessary. Through the development management process, the Legacy Corporation will ensure that any new vehicular links are appropriate in scale to the development on site, and to the street network that they are proposed to connect to.

Policy T.7: Transport Assessments and Travel Plans

POLICY

Proposals for development that would be referable to the Mayor of London under the Town and Country Planning (Mayor of London Order) 2008, will require the submission of a Transport Assessment with the planning application.

Where any development proposal falls below these thresholds but may have significant transport impacts, the Local Planning Authority may require a Transport Assessment to assess those potential effects. This will be considered on a case-by-case basis.

Where a Transport Assessment is required, this should also be accompanied by a Travel Plan appropriate to the anticipated end uses for the development proposed.

All proposals for new or significantly expanded schools or other education or institutional uses should be accompanied by a Travel Plan.

Cross-reference to Sub Area Policies 1.3; 2.2; 3.2; 4.2
London Plan policy: T4

Reasoned justification

7.19

The London Plan requires that any planning application which is referable to the Mayor is accompanied by a Transport Assessment. It is expected that any Transport Assessment is carried out in accordance with the Transport for London Transport Assessment Best Practice Guidance, April 2010 (or any update to it). Transport Assessments and Travel Plans are useful tools to help ensure that measures to reduce and manage a development's transport impact are incorporated into the development itself.

7.20

Population forecasts for the Legacy Corporation area suggest that there will be just under 23,000 additional children in the Legacy Corporation area by the mid 2030s. Travel to school by car has the potential to contribute particularly to morning peak traffic conditions and, therefore, school travel planning is particularly important to help encourage low car mode share for these trips and promote sustainable travel options. As appropriate, the Travel Plan and the proposed Travel Plan measures will be secured through planning conditions or Section 106 Agreements.

Policy application

7.21

In some cases, proposals for development may come forward which fall below the thresholds for referring applications to the Mayor but may be considered to be likely to have a significant effect on highway or public transport capacity. In these cases, a Transport Assessment may also be sought. Effective and early pre-application discussion will help to identify whether such a requirement is likely and is particularly encouraged where a proposal may fall just below the relevant thresholds.

7.22

In preparing a Travel Plan, account should be taken of TfL's Travel Planning guidance. Travel Plans provide a means to help increase public transport usage, walking and cycling, to reduce private car usage and inappropriate car parking, to improve health and wellbeing, to increase road safety and to reduce traffic congestion. Applicable developments will be required to implement effective Travel Plans that:

- Introduce measures that actively promote walking and cycling and public transport use (cycle parking, travel and wayfinding information, etc)
- Have ambitious targets to achieve such measures, with mechanisms to monitor and review to ensure targets are achieved
- Promote sustainable car use through initiatives such as car-sharing and car clubs
- Provide a greater smarter choice offer (alternative employment hours, ride-sharing, information, etc)
- Improve transport provision for mobility and visually impaired users
- Ensure effective planning of freight and deliveries into and out of the Legacy Corporation area generally and to particular developments.



Policy T.8: Parking and parking standards in new development

POLICY

In considering development proposals that include off street car parking, the Legacy Corporation will apply the Draft New London Plan Parking Standards. In considering whether the proposed provision of car parking is appropriate, the Legacy Corporation will require proposals where car parking is being considered to:

1. Aim as a starting point for car-free development, where development is well connected, or planned to be, by public transport in the Legacy Corporation area, in all other areas car parking should be at a low level, restricted in line with levels of existing and future public transport accessibility and connectivity
2. Submit a Car Park Design and Management Plan as part of their application indicating how the car parking will be designed and managed to be acceptable, referencing Transport for London guidance on car parking management and design
3. Be provided in a way that is appropriate to the existing and proposed character and form of the built environment and, where provided off-street, does not compromise other potential street-level uses or dominate street frontages
4. Not take precedence over the incorporation of open space, public realm or amenity space within and around the development
5. Incorporate new car club spaces secured through Section 106 Agreements as part of a sustainable approach to parking
6. Incorporate the provision of electric charging points and parking bays for electric vehicles as part of any car parking provision
7. Provide designated on- or off-street parking bays for Blue Badge holders, in line with the Draft New London Plan Parking Standards
8. In cases where the application is for redevelopment of an existing site with parking provision the level of parking provision should be reduced or adjusted to reflect the current approach and standards.

Where a scheme requires a Transport Assessment to be submitted, in accordance with Policy T.7 of this Local Plan, the appropriate level of parking should be determined through the assessment process in line with Draft New London Plan Parking Standards.

For venues which generate a significant level of attendance by members of the public during events, there should be no provision for parking of private vehicles during events, except to meet requirements in the standards for Blue Badge parking bays and for parking for vehicles required for operational purposes.

Where low levels of parking are proposed, the Legacy Corporation, in consultation with the appropriate Borough, may require that contributions are made towards the setting of new or changes to existing controlled parking schemes and / or that future residents are not eligible for parking permits.

Cross-reference to policies: BN.1; BN.11; B.2
London Plan policies: T6 (T6.1-T6.5)

Reasoned justification

7.23

This policy will allow for the actual level of parking provision proposed as part of a development to take into account local factors such as the ease of access to public transport services and to town and other Centres. The Draft New London Plan sets out maximum parking standards for different types of new development, currently within Chapter 10 of the Draft New London Plan.

Policy application

7.24

Much of the development within the Legacy Corporation area is likely to take place on large sites in a comprehensive manner to which parking standards and levels of accessibility to public transport can be factored in to a transport assessment and overall design of the scheme. However, in those parts of the area which comprise a mix and range of existing development, such as Hackney Wick and Fish Island, it will also be appropriate to take account of the character and form of development in that location in determining the amount of parking which it is appropriate to accommodate.

7.25

Further advice on Blue Badge Parking provision is provided in the London Plan Parking Standards and British Standard – BS8300:2009.

Policy T.9: Providing for pedestrians and cyclists

POLICY

The Legacy Corporation will promote and support the provision of safe routes for walking and cycling within its area that connect well with local destinations (including schools and community facilities) as well as transport nodes within and outside of its area to support the Mayor's target of cycling, walking and public transport making up 80 per cent of all journeys being undertaken by 2041:

1. Walking and cycling provision should be safe, direct, coherent and attractive and be designed to be in accordance with the best practice guidance in place at the time
2. Walking and cycling provision should integrate well with the street environment, minimising conflict with other modes wherever possible
3. Parking provision for cyclists should meet or preferably exceed minimum standards set out in the Draft New London Plan. Provision should be in a safe and secure and overlooked location, preferably under shelter. Workplace cycle facilities should also include adequate levels of showering and changing facilities
4. The provision of wayfinding and signage (such as Legible London) should be consistently applied across the Legacy Corporation area, in order to ensure continuity for users.



Cross-reference to policies: SP.3; BN.1; BN.2
London Plan policy: T5 (Table 10.2)

Reasoned justification

7.26

The other policies above confirm that the Legacy Corporation will prioritise pedestrians and cyclists as the most important travel modes in the area. This policy sets out details as to how pedestrians and cyclists facilities should be designed, and the levels and style of cycle parking facilities that should be provided.

Policy application

7.27

In order to encourage increases in levels of walking and cycling, it is important to ensure streets and all routes available for walking and cycling are direct, comfortable and safe to use. Walking and cycling provision should be safe, lit, direct, comfortable, coherent and attractive, and should integrate well with the street environment and desire lines, minimising conflict between vehicular traffic and between cyclists and pedestrians with other modes wherever possible. Provision for cycling should be in accordance with the appropriate general and route-specific requirements set out in the Mayor's Vision for Cycling and the London Cycling Design Standards. Provision should be made to accommodate potential expansion of the Mayor's Cycle Hire scheme. Provision for walking should be in accordance with the appropriate general and route-specific requirements set out in TfL's Streetscape Guidance and forthcoming Pedestrian Design Guidance.

7.28

Connections should be provided to strategic walking and cycling routes, such as the Greenway, Cycle Superhighway 2 and the Walk London Network (such as Lee Valley and Capital Ring routes).

7.29

The way in which cycle parking is provided is an important element of encouraging cycling to non-residential destinations, with the security, type and location of parking facilities being significant factors. Changing and showering facilities in workplaces also play a significant role in encouraging day-to-day cycle commuting. Proposals for cycling-related infrastructure should be able to demonstrate that they comply with the TfL London Cycling Design Standards current at the time.

Policy T.10: Using the waterways for transport

POLICY

The Legacy Corporation will encourage and support the use of the waterways for passenger and freight transport and leisure uses, taking into account any impact on biodiversity and drainage functions, potential conflicts between user groups and impact on navigation and river regime.

Where appropriate, and to help facilitate projects, the Legacy Corporation will require development proposals to provide new or improved safe access along the waterways and improvements to towpaths and footpaths, and facilitate the introduction of a range of moorings and other waterway-related infrastructure where these do not compromise the other functions of those waterways.

Cross-reference to policies: BN.1; BN.2; Figure 13
London Plan policies: SI15, SI16

Reasoned justification

7.30

The character of the Legacy Corporation area is in part derived from its waterways. Improvements to the waterways, including appropriate safety measures, and increasing intensity of use will help promote more sustainable transport choices, and improve the quality, biodiversity and character of the surrounding area. Projects such as the Lea River Park, has been led by the Legacy Corporation, will improve access to and along the waterways and provide an upgrade in the surrounding environment.

Evidence base references

Draft New London Plan (Greater London Authority 2017)
 Draft New London Plan showing Minor Suggested Changes (Greater London Authority 2018)
 Olympic Legacy Supplementary Planning Guidance (Greater London Authority, 2012)
 Olympic Legacy Supplementary Planning Guidance: Strategic Transport Study (Greater London Authority, 2012)
 Infrastructure Delivery Plan Transport Study Report (Legacy Development Corporation, 2018)
 Mayor's Transport Study (Greater London Authority 2018)
 Bromley-by-Bow SPD (Legacy Development Corporation 2017)
 Hackney Wick & Fish Island SPD (Legacy Development Corporation 2018)
 Pudding Mill SPD (Legacy Development Corporation 2017)
 Stratford Metropolitan Masterplan (London Borough of Newham, 2011)
 Fish Island Area Action Plan (London Borough of Tower Hamlets, 2012)
 Hackney Wick Area Action Plan (London Borough of Hackney, 2012)
 Northern Olympic Fringe Area Action Plan Preferred Options (London Borough Waltham Forest, 2011)
 A12 Study (London Thames Gateway Development Corporation, 2010)
 Legacy Communities Scheme Transport Assessment (Olympic Park Legacy Company, 2012)
 Travel in London Report 6 (Transport for London, 2013)

