

Hampstead Neighbourhood Plan (Submission Draft Version)

Assessment of transport policies against the emerging London Plan (Consultation Draft – Dec 2017)

This assessment deals with the level of alignment between Neighbourhood Plan Policies TT1 to TT4 and the policies of the emerging London Plan (Consultation draft dated December 2017). The Neighbourhood Policies support a number of strategic objectives set out in the emerging London Plan, which are shown in the table below :-

London Plan			Supporting Neighbourhood Policy
Ref	Para	Policy	
D1	A8	Encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.	TT2 - Pedestrian Environments TT4 - Cycle & Car Ownership
D1	A9	Help prevent or mitigate the impacts of noise and poor air quality	TT1 - Traffic Volumes & Vehicle Size TT2 - Public Transport
D1	A10	Facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users.	TT1 - Traffic Volumes & Vehicle Size
GC1	C	Ensure that streets and public spaces are planned for people to move around and spend time in comfort and safety, creating places where everyone is welcome, which foster a sense of belonging and community ownership, and where communities can develop and flourish.	TT1 - Traffic Volumes & Vehicle Size TT2 - Pedestrian Environments
GC1	D	Promote the crucial role town centres have in the social, civic, cultural and economic lives of Londoners, and plan for places that provide important opportunities for face-to-face contact and social interaction during the daytime, evening and night time.	TT2 - Pedestrian Environments
GC1	F	Support the creation of a London where all Londoners, including older people, disabled people and people with young children can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation	TT2 - Pedestrian Environments
GC2	C	Understand what is valued about existing places and use this as a catalyst for growth and place-making, strengthening London's distinct and varied character.	TT1 - Traffic Volumes & Vehicle Size TT2 - Pedestrian Environments
GC2	E	Plan for good local walking, cycling and public transport connections to support a strategic target of	TT2 - Pedestrian Environments TT2 - Public Transport

London Plan			Supporting Neighbourhood Policy
Ref	Para	Policy	
		80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.	TT4 - Cycle & Car Ownership
GC3	C	Use the Healthy Streets Approach to prioritise health in all planning decisions.	TT1 - Traffic Volumes & Vehicle Size TT2 - Pedestrian Environments
GC3	D	Assess the potential impacts of development proposals on the health and wellbeing of communities, in order to mitigate any potential negative impacts and help reduce health inequalities, for example through the use of Health Impact Assessments.	TT1 - Traffic Volumes & Vehicle Size
GC5	G	Maximise London's existing and future public transport, walking and cycling network, as well as its network of town centres, to support agglomeration and economic activity.	TT2 - Pedestrian Environments TT2 - Public Transport
GC6	A	Seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero carbon city by 2050.	TT1 - Traffic Volumes & Vehicle Size
SD7	F	Local and neighbourhood centres should focus on providing convenient and attractive access by walking and cycling to local goods and services needed on a day-to-day basis	TT1 - Traffic Volumes & Vehicle Size TT2 - Pedestrian Environments
SD8	A	Development Plans and development proposals should take a town centres first approach by: 1) adopting a sequential approach to accommodating town centre uses including retail, commercial, offices, leisure, entertainment, culture, tourism and hotels such that new development of these uses is focused on sites within town centres or (if no sites are available, suitable or viable) on sites on the edges of centres that are, or can be, well integrated with the existing centre, local walking and cycle networks, and public transport	TT2 - Public Transport
SD8	C3	Development proposals should: 3) support efficient delivery and servicing in town centres including the provision of collection points for business deliveries in a way that minimises negative impacts on the environment, public realm, the safety of all road users, and the amenity of neighbouring residents	TT1 - Traffic Volumes & Vehicle Size
SD10	B	Development Plans, Opportunity Area Planning Frameworks and development proposals should contribute to regeneration by tackling spatial inequalities and the environmental, economic and social barriers that affect the lives of people in the area, especially in Strategic and Local Areas for Regeneration	TT2 - Public Transport
D6	B3	The capacity of existing and planned physical, environmental and social infrastructure to support new development should be assessed and, where necessary, improvements to infrastructure capacity should be planned to support growth. 1) The density of development proposals should be	TT1 - Traffic Volumes & Vehicle Size TT2 - Public Transport

London Plan			Supporting Neighbourhood Policy
Ref	Para	Policy	
		<p>based on, and linked to, the provision of future planned levels of infrastructure rather than existing levels.</p> <p>2) The ability to support proposed densities through encouraging active travel should be taken into account.</p> <p>3) Where there is currently insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time. This may mean, in exceptional circumstances, that development is contingent on the provision of the necessary infrastructure and public transport services and that the development is phased accordingly.</p>	
D7	B	<p>Maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space. This includes design that reduces the impact of traffic noise and encourages appropriate vehicle speeds.</p>	TT2 - Pedestrian Environments
D7	C	<p>Be based on an understanding of how the public realm in an area functions and creates a sense of place, during different times of the day and night, days of the week and times of the year. In particular, they should demonstrate an understanding of the types, location and relationship between public spaces in an area, identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists.</p>	TT2 - Pedestrian Environments
D7	D	<p>Ensure both the movement function of the public realm and its function as a place are provided for and that the balance of space and time given to each reflects the individual characteristics of the area. The priority modes of travel for the area should be identified and catered for, as appropriate. Desire lines for people walking and cycling should be a particular focus, including the placement of street crossings.</p>	TT2 - Pedestrian Environments
H1	B2	<p>Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity:</p> <p>a) sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary.</p>	TT2 - Public Transport
S1	E	<p>New [Social Infrastructure] facilities should be easily accessible by public transport, cycling and walking.</p>	TT2 - Public Transport
S2	C	<p>New [Health and Social Care] facilities should be easily accessible by public transport, cycling and walking.</p>	

London Plan			Supporting Neighbourhood Policy
Ref	Para	Policy	
S3	B3	Development proposals for education and childcare facilities should: 3) locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling	TT2 - Public Transport
S1	A1	Development proposals should not: a) lead to further deterioration of existing poor air quality	TT1 - Traffic Volumes & Vehicle Size
SI2	C	In meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations ¹¹⁷ is expected. Residential development should aim to achieve 10 per cent, and non-residential development should aim to achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided: 1) through a cash in lieu contribution to the relevant borough's carbon offset fund, and/or 2) off-site provided that an alternative proposal is identified and delivery is certain.	TT1 - Traffic Volumes & Vehicle Size
T1	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	TT1 - Traffic Volumes & Vehicle Size TT2 - Public Transport
T1	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.	TT1 - Traffic Volumes & Vehicle Size TT2 - Public Transport
T2	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.	TT1 - Traffic Volumes & Vehicle Size TT2 - Pedestrian Environments TT2 - Public Transport
T2	D1	Development proposals should: 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.	TT2 - Pedestrian Environments
T2	D2	Development proposals should: 2) reduce the dominance of vehicles on London's streets whether stationary or moving.	TT1 - Traffic Volumes & Vehicle Size TT2 - Pedestrian Environments
T2	D3	Development proposals should: 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.	TT2 - Public Transport
T4	A	Development Plans and development proposals should reflect and be integrated with current and	TT2 - Public Transport

London Plan			Supporting Neighbourhood Policy
Ref	Para	Policy	
		planned transport access, capacity and connectivity	
T4	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	TT1 - Traffic Volumes & Vehicle Size
T4	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.	TT1 - Traffic Volumes & Vehicle Size TT2 - Public Transport
T4	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.	TT2 - Public Transport
T4	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.	TT1 - Traffic Volumes & Vehicle Size
T5	A2	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: 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	TT4 - Cycle & Car Ownership
T5	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 Class C3-C4 uses and Class A uses where the size threshold specified in Table 10.2 has not been met. Minimum cycle parking standards for all dwellings : 1 space per studio, 1.5 spaces per 1 bedroom unit, 2 spaces per all other dwellings	TT4 - Cycle & Car Ownership
T7	F	Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-	TT1 - Traffic Volumes & Vehicle Size

London Plan			Supporting Neighbourhood Policy
Ref	Para	Policy	
		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.	
T7	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.	TT1 - Traffic Volumes & Vehicle Size
T7	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.	TT1 - Traffic Volumes & Vehicle Size
T9	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.	TT1 - Traffic Volumes & Vehicle Size TT2 - Public Transport