CHAPTER 23: SUSTAINABLE TRAVEL



INTRODUCTION

23.01 Our transport system comprises the transport infrastructure and transport modes that allow people and goods move from place to another. The sustainability of our transport is crucial for the following reasons:

- → Accessibility of walking, wheeling, cycling, and public transport is central to being a fair borough where everyone has the same opportunities to live well.
- → A well-functioning transport system supports our health and wellbeing, connecting us to the people and places we need to live healthy and productive lives.
- → The way in which we move around impacts heavily on our goal to become a net-zero borough by 2041. Over a fifth of our carbon emissions currently derives from road-based motor transport.
- → Being a well-connected borough is key to the success of our economy, encouraging investment and enabling us to access business opportunities, goods, and markets across London and beyond.

23.02 The NPPF and London Plan both require Local Planning authorities to promote sustainable transport. Local Plans are expected to support the Mayor of London's strategic target of 80% of all trips in London being made by foot, cycle or public transport by 2041.

23.03 In recent years Haringey has taken big steps towards creating a more sustainable transport system. We have adopted an ambitious Walking & Cycling Action Plan (2022) to drive our active travel agenda, improve the health and wellbeing of residents and tackle climate change by reducing reliance on private motor vehicles. We have been delivering our ambitious Streets for People initiative at pace including implementing three Low Traffic Neighbourhoods, significantly expanding our School Streets programme, introducing the Haringey Dockless Bike Hire Scheme pilot, and improving key elements of our cycling network.

23.04 One of the six Placemaking Priorities of this Draft Local Plan is 'Connecting to Opportunity: Improving active travel, public transport, and digital infrastructure so that people can easily and safely access the services and opportunities they need to reach their potential'. The Sustainable Travel policies that follow set out how future development in the borough should contribute positively to this priority.

23.05 The borough's highways and streets make an important contribution to the liveability of the borough. For example, a significant portion of our green infrastructure is integrated within them. The design of our highways and streets is key as it affects how safe we feel as w we navigate them and their contribution to the unique character of our communities.



FIGURE 208 | Map of Transport Infrastructure in Haringey

Policy T1: Achieving Sustainable Travel

A. Development should take a vision-led approach to transport planning. As part of this, all proposals must:

(1) be located where transport needs can be met in a sustainable manner

(2) employ a 'Healthy Streets' approach as set out in the London Plan

(3) create Streets for People by recognising streets as places and not just transport routes, reducing the dominance of private vehicles, only providing car parking in accordance with Policy T5, and contributing to an environment where for, those who can, walking, wheeling and cycling are a first choice for travel

(4) give priority of movement and road space according to the following hierarchy:

a. Pavement/footway users

b. Cycling

c. Public transport

d. Vehicle sharing networks

e. Motor vehicles

(5) ensure that significant impacts on the operation and/or safety and sustainability of the borough's transport system and on traffic conditions and road safety are avoided and/or mitigated

(6) create safe neighbourhood environments that improve personal security and road safety, contributing to the Vision Zero objective, and reducing transport-related emissions and linked air and noise pollution

(7) safeguard infrastructure and routes for walking, wheeling, cycling and public transport and help contribute and deliver improvements and other transport initiatives to facilitate sustainable travel

(8) improve equity of access by considering and responding to the needs of vulnerable transport users, including children, elderly people, people with disabilities, and lower socio-economic groups.

(9) employ a design-led approach in accordance with Policy D1 that recognises the role of streets as part of the public realm, enhances local character, and responds to local needs.

(10) support efficient and sustainable freight, deliveries, and servicing

B. Applications should be supported by a Transport Assessment, Transport Statement in line with Transport for London published guidance. Evidence submitted should demonstrate that, where necessary, identified transport impacts will be appropriately mitigated.

23.06 This policy contributes to the Haringey Placemaking objectives as follows:

A FAIR PLACE

Requires development to be located and designed to respond and be resilient to a changing climate and increased climate risks.

A HEALTHY & SAFE PLACE

Ensure people are comfortable inside buildings, particularly in the context of a changing climate

A SUSTAINABLE & RESILIENT PLACE

Recognises that climate change affects vulnerable populations and locations more severely, and requires development to address these impacts by prioritising protection and support for those most at risk

Supporting Text

23.07 The NPPF requires a vision-led approach to promoting sustainable transport modes. This is a strategic approach that prioritises a clear vision for the future of a place before determining transport solutions. It shifts away from simply predicting and accommodating future traffic demands (predict and provide) towards creating a desired future and then identifying the necessary transport interventions to achieve it. A vision-led approach for a site should be informed by the Haringey Placemaking Framework, neighbourhood chapters, early engagement and other relevant strategic documents including the Haringey Transport Strategy, emerging Transport Strategy and Walking and Cycling Action Plan.

23.08 The London Plan and the Mayor of London's Transport Strategy aim to reduce dependency on cars in favour of increased walking, cycling and public transport use, with a strategic target for Haringey of 88 percent of all trips being made by foot, cycle or public transport by 2041 . This plan has had specific regard to helping deliver the Mayor of London's Transport Strategy.

23.09 This policy supports these aims and the vision set out in our Haringey Transport Strategy (2018) and reiterated in the Walking and Cycling Action Plan (2022) to make 'walking, cycling and the use of public transport a first choice for all'. A transport hierarchy is set out to facilitate the rebalancing of the road network in accordance with this vision.

23.10 Moving to more sustainable transport modes is the best way to significantly reduce the nearly one fifth of Haringey's carbon emissions that come from road-based motor transport and help achieve the 2041 Net Zero Carbon target set out in the Haringey Climate Change Action Plan (2021).

23.11 It is also in accordance with the Mayor of London's 'Healthy Streets' approach which seeks to create neighbourhoods which have facilities and the amenities to reduce the need to travel and which facilitate residents making shorter, regular trips by active travel where possible, improving the health and wellbeing of our residents, and creating a safe and attractive streetscape that will help realise Vision Zero: to eliminate all deaths and serious injuries on London's transport network by 2041.

23.12 Undertaking this modal shift and supporting sustainable freight, deliveries and servicing has economic benefits; reducing transport costs, improving footfall resulting in higher local retail spend, and attracting new businesses and jobs by creating a more attractive, desirable environment.

23.13 Access to public spaces and sustainable transport options is a matter of social justice. Hostile, polluted, motor-centric streets can disproportionately threaten our more vulnerable populations. These include those in more deprived areas of the borough with the lowest levels of car access, children in areas with little or no garden space, and those with disabilities or pre-existing health conditions like respiratory issues.

23.14 Development should support the provision of safe, accessible, and inclusive streets and travel options. It should help to enable everyone to fully engage with society and access key services and facilities locally, as well as the diversity of opportunities offered within London as a whole. While the policy aims to reduce reliance on private vehicles, achieving equity of access and opportunity requires development to ensure that options are provided for those who may be unable to use public transport or active travel.

Transport Assessments, Transport Statements

23.15 Impacts on the transport system include changes to the way that a site is accessed from the highway or changes to the number,

mode, or profile of trips to and from the site. For information on the transport evidence that will be required in support of an application, applicants should refer to the Council's Planning Local Validation Checklist and to the thresholds for Transport Assessments and Transport Statements set out in Transport for London's published guidance. As noted in this guidance, the thresholds should not be read as absolutes and therefore there will be some schemes that do not meet the threshold but for which the Council will require a transport assessment or statement.

23.16 Submitted evidence should contain a summary demonstrating that the proposal complies with relevant policies in this plan and should also demonstrate that the proposal is acceptable in transport terms or how it could otherwise be made acceptable through alterations or mitigation.

Policy T2: Walking

A. Proposals must prioritise pedestrians and will be supported where development achieves this and take opportunities to enhance the borough's existing walking network and/or deliver high-quality expansions of it.

B. Applications should provide supporting evidence to demonstrate that pedestrian movement has been fully considered as part of the design process and informed the proposed design solution.

C. Proposals should facilitate safe, direct, and attractive pedestrian routes both within the site and to/from the site and key destinations surrounding the site. Opportunities should be taken to improve permeability and address severance.

D. Major development proposals should be accompanied by an Active Travel Zone assessment and will be expected to contribute to local improvements to walking infrastructure and the pedestrian environment including road crossings and wayfinding.

E. Development should deliver an inclusive pedestrian environment, demonstrating an applied understanding of the predicted users of the site and local needs, in particular those of children, older people, and those with disabilities and/or mobility needs. Footways provided in relation to new development should be suitable for all pavement users and should be of sufficient size and standard for the expected level of use. Where appropriate, formal and/or informal seating should be provided.

F. Proposals which remove or reduce the impact of street clutter will be supported.

Supporting text

23.17 Walking is an important part of everyday life for most of our residents, whether it be to get to work or access services, or for leisure or exercise. People do not just move from A to B but also take time to rest, sit, stand, and engage with the people and places around them. Walking has many benefits, improving physical and mental health, reducing pollution and carbon emissions, and is the cheapest way to travel.

23.18 This policy supports the ambition set out in the Walking and Cycling Action Plan (2022) for walking to be the natural choice for people who are able to, enabling easy access our local centres, amenities, schools, destinations, green spaces, and walking assets like the Parkland Walk and Tottenham Marshes.

23.19 For the purposes of this policy and the wider plan, walking is used as a catch-all term to cover foot/pedestrian-based mobility and 'wheeling' an equivalent alternative to foot/pedestrian-based mobility. Foot/pedestrian-based mobility may incorporate the support of aids to mobility such as sticks, canes, crutches, the arm of another person and/or assistance animals. Wheeling includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs powered wheelchairs, mobility scooters and rollators.

23.20 Development is expected to deliver opportunities to expand the pedestrian network and address barriers to the use of its (for example busy main roads, railway lines) as well as improve its quality. Multifunctional environments should be created, which support people's ability and desire to walk, while creating attractive, safe spaces that support social interaction and are usable to as many people as reasonably possible without the need for special adaptation.

23.21 Opportunities should be fully explored to improve the pedestrian environment in placemaking focus areas, around town centres and schools, along the Walk London network, and on key routes identified in the Neighbourhood Chapters of this plan and in the Council's Walking and Cycling Action Plan.

23.22 Where improvements are necessary to support new development and make it acceptable in planning terms, contributions will be secured through Section 106 and/or Section 278 agreements. Regard will be had by the Council to infrastructure requirements identified in the Council's Infrastructure Delivery Plan, in the Walking and Cycling Action Pan and in the Road Danger Reduction Action Plan.

23.23 It is expected that larger developments will contribute to improved wayfinding within the pedestrian network. Wayfinding should point out links to key destinations such as town centres, transport hubs, parks, and public toilets, as appropriate. Provision should also be made for formal and informal seating in busy pedestrian areas and along main walking routes. Lack of rest areas is identified as a key barrier to many residents making trips by foot.

23.24 Adherence to this Policy should be demonstrated via Transport Assessments and Transport Statements. These should consider not only the existing environment but planned changes, including Local Implementation Plan schemes and other planned development.

Policy T3: Cycling

A. Proposals will be supported where they promote cycling and take opportunities to enhance the borough's existing cycling network and/or deliver highly quality expansion of it. Development that has a negative impact on the borough's cycling network will not be supported.

B. Applications must provide supporting evidence of their analysis of cycling considerations as part of the design process and set out how this has informed the proposed design solution.

C. Proposals should ensure a safe and accessible environment for cyclists and contribute to connected, high quality, convenient and safe cycle routes for all.

D. Major development proposals that are not within 400m of the strategic cycle network will be expected to contribute towards initiatives which promote cycling and/or to new and improved cycle connections to the network.

E. Proposals should provide cycle parking facilities for building users and visitors in accordance with the higher minimum standards in London Plan Policy T5. In addition, the Council will require:

(1) At least 25% of the total cycle parking provision to be of the most accessible type, such as 'Sheffield' stands.

(2) At least 5% of the total cycle parking provision to be designed and clearly designated for larger and adapted cycles including cargo bikes. These stands should be spaced further apart and close to access points to cater for users with disabilities and cargo bikes.

(3) Provision of bike pump and repair facilities

(4) Provision of charging points for electric cycles where this can be delivered safely

(5) Student accommodation to provide a minimum of 1 space per bedroom

F. Cycle parking should be secure, sheltered, easily accessible to users, and provide sufficient space to meet cycle parking standards. Proposals should demonstrate that cycles (including larger and adapted cycles and cargo bikes) can be easily manoeuvred into and out of cycle storage. Proposals for workplaces should make provision for facilities that promote cycle usage.

G. Major developments should, having regard to local provision, design in cycle hire infrastructure and/or micromobility hire infrastructure.

H. Cycle storage in front gardens of residential properties will be supported provided it is of a high-quality design, not visually intrusive, and does not harm the amenity of surrounding properties, having regard to:

(1) The size of the shed or storage shelter, the building and the garden;

(2) Its location and accessibility;

(3) Level of screening; and

(4) The nature of the materials used

Supporting text

23.25 Cycling provides many environmental, health, social and economic benefits. It is one of the most efficient ways to travel across and within London. Haringey has huge potential for increasing cyclable trips which could be realised by addressing gaps in our cycle infrastructure.

23.26 The Council's Walking and Cycling Action Plan sets out an ambition for our cycle routes and facilities to be among the best in London. New developments provide an opportunity to achieve this ambition by supporting the strategic cycle network, closing network gaps, and facilitating cycle trips within the borough and across London. They can also provide important cycling infrastructure like cycle parking. People will not cycle if they do not feel like they can safely and easily park their bikes, both at home and at their destinations.

23.27 Major development proposals that are not within 400m of the strategic cycle network will be expected to contribute to improvements to the borough's cycling network and/or to initiatives which promote cycling. New and enhanced cycling routes should comply with the latest cycle infrastructure design guidance such as Local Transport Note 1/20 and London Cycling Design Standards.

23.28 Where deemed necessary to make a development acceptable in planning terms, improvements and/or contributions will be secured through Section 106 and/or Section 278 legal agreements. Particular regard will be had by the Council to infrastructure requirements identified in the Council's Infrastructure Delivery Plan, the Walking and Cycling Action Pan and the Road Danger Reduction Action Plan

23.29 Proposals should provide well designed, safe, accessible, and inclusive cycle parking facilities. People experience different barriers when it comes to cycling, so cycling infrastructure (including parking) must be designed to meet a range of user needs. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

23.30 Lack of visitor cycle parking can be a major barrier to trips by bicycle. Where short-stay (visitor) cycle parking cannot be accommodated on site (for example if there is no public realm with direct access from the public highway or a dedicated off-street cycle store) then the Council will seek a financial contribution from applicants towards the provision of general cycle parking to be installed on street in the vicinity of the site.

23.31 Workplaces should make provision for high-quality facilities that support cycle usage including showers, changing rooms, lockers, and drying rooms. Provision should be proportionate to the scale of the development and number of cycle spaces.

23.32 The Council will support cycle storage in front gardens where appropriate. Cycle storage in front gardens should be single-tiered and should have level access from the street, avoiding steps and narrow doorways. If cycle storage in front gardens is not possible due to localised impacts or for other reasons, then applicants should work with Council officers to identify accessible alternatives. Full accessibility must be shown, either via side accessways or, as a last resort, through individual homes.

23.33 Adherence to this Policy should be demonstrated via Transport Assessments and Transport Statements. Evidence supporting applications should consider not only the existing environment but planned changes, including Local Implementation Plan schemes and other planned development.

Policy T4: Public Transport

A. Proposals which adversely impact on the safety, functionality, reliability, or viability of existing public transport networks or are contrary to the safeguarding of public transport infrastructure will be refused.

B. The Council will work with Transport for London, public transport operators, developers, and other partners to secure improvements to public transport infrastructure.

C. Major development proposals should, where appropriate:

(1) contribute towards improvements to the bus network and associated infrastructure, including adding bus services, bus priority measures and frequency upgrades.

(2) contribute to improving rail infrastructure at local stations, including travel interchange facilities and step free access.

(3) contribute to improvements in the accessibility of the public transport network as part of an integrated transport system.

D. Bus stops and bus stopping areas should be well located and designed, accessible and comfortable for all.

E. Railheads will be safeguarded unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling.

Supporting text

23.34 We need to improve our public transport infrastructure to serve a growing population and provide people with greater and more sustainable opportunities to move around Haringey and connect to other parts of London and beyond. Having a safe, easy, and effective public transport system will also reduce reliance on private cars and help achieve our emissions target.

23.35 A particular focus is required to ensure public transport is accessible to everyone, especially for those with disabilities, young children, the elderly and others who currently face barriers when seeking to use public transport. Proposals for new or improved public transport infrastructure, or which have an impact on the public transport system should seek to address these barriers and improve equity of access to public transport.

23.36 Proposals should be designed to facilitate an integrated transport system, for example improving interchanges between public transport modes, improving walking and cycling connections to public transport stations and stops, and providing wayfinding.

23.37 Where deemed necessary to make a development acceptable in planning terms, improvements and/or contributions to public transport will be secured through Section 106 and/or Section 278 legal agreements. Particular regard will be had by the Council to infrastructure requirements identified in the Council's Infrastructure Delivery Plan.

Policy T5: Car Parking

A. To reduce car usage and promote active travel, the following parking principles will be applied to new development:

(1) proposals in areas of higher public transport accessibility level (PTAL 4-6) should be 'Car Free', with parking limited to parking for disabled users and any other essential operational or servicing needs as justified through a Transport Assessment

(2) proposals elsewhere should be designed to provide the minimal necessary parking (known as 'Car-Lite')

(3) All car parking should be provided within the development site and not on the public highway.

(4) Where a site with existing on-site parking is being is redeveloped, parking provision should be reduced to comply with the relevant car parking standards. A higher level of parking provision will only be acceptable where there is a robust site-specific justification.

Residential Parking

B. New residential development including conversions should not exceed the maximum parking standards set out in the table below:

Table 141: Parking provision standards

Location	Number of beds	Maximum parking provision
PTAL 4-6	All	Car free (except for disabled person parking and any other parking essential for operational or servicing needs)
PTAL 3	1-2	Up to 0.25 spaces per home
PTAL 3	3+	Up to 0.75 spaces per home
PTAL 0 -2	1-2	Up to 0.5 spaces per home
PTAL 0 -2	3+	Up to 1 space per home

C. For developments involving a net gain of 5 homes or more a parking stress survey will be required and car free will be secured via Section 106 legal agreement with future owners and occupiers prevented from applying for an on-street parking permit.

D. The Council will permit a higher level of car parking where existing housing is being redeveloped provided that:

(1) Car parking has been reduced to meet the minimum needs of returning residents. Where parking exceeds the Council parking standards, evidence of parking need should be provided

(2) Existing occupiers with established parking spaces or permits are to return to the site once the development is completed and that the retained or re-provided parking is for those residents only

(3) The retained or re-provided parking is delivered alongside targeted measures to promote walking and cycling

E. Disabled persons parking should be provided for new residential developments. For major developments, a minimum of 10% of homes should have a designated disabled persons parking bay. These spaces should be available immediately upon completion of the development and it is expected that these will be designed and delivered for wheelchair user homes in the development.

F. Car parking provided must be allocated equitably, including between market and affordable homes. Applicants will be required to provide details on the allocation and management of on-site car parking. Car parking should be leased and

allocated in the following order of priority:

(1) Wheelchair accessible homes or to residents with a disability and the need for a car parking space

(2) Family sized homes (3 bedrooms and larger)

(3) 2 bed homes

(4) Any other homes

G. Developments involving a net gain of 5 homes or more should contribute towards the expansion of the local car club network.

H. Infrastructure for Electric and Ultra-Low Emission vehicle infrastructure should be provided in accordance with the London Plan (provision for both active and passive infrastructure).

Non-residential car parking

I. Parking provision for non-residential development should not exceed the maximum car parking standards set out in the London Plan.

J. Leisure or retail car parking within town centres should be shared with public parking and not reserved for customers of a particular development. On-site town centre parking should be:

(1) Appropriately located and sized to support the viability of the town centre and ensures the use of the site is optimised; and

(2) Support the rapid turnover of spaces; and

(3) Include maximum stay restrictions; and

(4) (Provide alternative access to the use of a car by providing car club bays

(5) Consider the need for safe parking options for motorcycles and mopeds

K. Parking stress surveys may be required for non-residential developments having regard to their location and character.

Parking Design and Management Plan

L In accordance with the London Plan, a Parking Design and Management Plan should be submitted alongside all applications which include car parking provision

Removal and redevelopment of car parking

M. Proposals for the redevelopment of existing car parks and garages for alternative uses will be supported, subject to a Transport Assessment. Adverse impacts of loss of parking on those with disabilities and mobility needs should be appropriately mitigated. Proposals for new standalone public car parks (and other motor vehicle public parking) will be refused.

N. The Council will support the removal of off-street parking where it accords with Policy T1.

Supporting text

23.38 The Council seeks to reduce car usage and promote active travel. Limiting or reducing opportunities for parking can lessen congestion, improve health and safety, reduce air pollution and carbon emissions, and create environments that are more attractive for walking and cycling. Excessive car parking is also an inefficient use of scarce developable land in the borough.

23.39 The potential for encouraging people to shift their mode of travel away from the car is particularly strong in the most accessible parts of the borough. The Council expects new development in accessible areas to be 'car-free' i.e. it has general parking. Development in other parts of the borough should be 'car-free'

or otherwise provide the minimum necessary parking which is known in the London Plan as 'car-lite' .

23.40 Notwithstanding this, the Council recognises that the restriction of parking may have equity implications for some individuals and groups. New developments, even those that are 'Car-Free', will be required to provide disabled parking. The Council's policy goes beyond the London Plan in terms of requiring all disabled parking for residential developments to be provided upfront upon the completion of development. This is necessary in Haringey having regard to the number of people in the borough who have a physical disability or otherwise have accessibility needs.

23.41 Car parking provided must be allocated equitably including between market and affordable homes. Residents in social housing (particularly families) do not have the same degree of choice over where they live compared with those in market homes and should not be unfairly disadvantaged by proposed parking allocations. If the level of parking proposed for affordable homes is less than that proposed for market homes, the disparity will need to be fully justified taking account of the estimated demand and information on relative levels of car ownership.

23.42 It is expected that all parking spaces should be provided within the development site and not on the public highway. Where evidence is presented that it is not possible to accommodate parking requirements on-site, the Council will consider on-street parking as an alternative. Where such a proposal is deemed acceptable, the Council will require payment of a commuted sum, considering both the cost of implementation and maintenance of any parking bay and infrastructure for electric or other Ultra-Low Emission vehicles, feasibility and capacity, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues.

23.43 Developments involving a net gain of 5 homes or more and non-residential parking will be required to support the borough's car club network through provision of spaces or financial obligations.

23.44 The provision of motorcycle parking as a substitute for car parking is supported within the maximum standards. As a guide, approximately five motorcycle spaces can be accommodated in place of each permitted car space.

23.45 The Council will permit parking for essential operational or servicing needs where the need for this is justified within the associated Transport Assessment and measures have been applied to minimise the number of vehicle trips.

23.46 Where appropriate, contributions will be required for on-street/ off-street provision of electric vehicle and other low emission vehicle infrastructure.

Policy T6: Vehicle crossovers

A. Proposals for a new vehicle crossover will be supported only where it can be demonstrated that it:

(1) is necessary to support the new development;

(2) will not result in a reduction in pedestrian or highway safety;

(3) will not reduce on-street car parking capacity within a Controlled Parking Zone;

(4) will not negatively impact on on-street electric vehicle charging infrastructure.

(5) will not lead to the loss of, or harm to, high quality trees.

(6) will not detract from the street scene and the historic environment; and

(7) will not compromise drainage systems.

B. Proposals for the removal of vehicle crossovers will be supported where the proposal will not result in a reduction in pedestrian or highway safety.

Supporting text

23.47 A vehicle crossover (also known as a dropped or lowered kerb) provides the legal means for motor vehicles to drive over a pavement to park in a driveway. Crossovers increase risks to pedestrians of interactions with vehicles and can have a negative impact on the appearance and efficient functioning of the road network.

23.48 Proposals for new crossovers will be resisted unless a need is clearly demonstrated, and adverse impacts are mitigated. Any proposals for crossovers on the Transport for London Road Network will require approval by TfL. Proposals should be in line with TfL's Crossover Guidance and the Council's Crossover Guidance.

23.49 In accordance with the General Permitted Development Order, planning permission for a new or replacement driveway is not required provided that permeable (or porous) surfacing is used which allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt. If the surface to be covered is more than five square metres planning permission will be needed for laying traditional, impermeable driveways that do not provide for the water to run to a permeable area.

Policy T7: Freight, Deliveries and Servicing

A. Development will be supported where adequate provision is made for deliveries and servicing, and this is achieved in a safe, efficient and sustainable way. Provision must be:

(1) Appropriate to the scale, form and location of the proposed development,

(2) Acceptable in terms of impact on amenity of adjacent properties

(3) Acceptable in terms of impact on the highways network including the safe movement of pedestrians and cyclists.

B. Major developments should be supported by a Delivery and Servicing Plan to demonstrate that that delivery and servicing matters have been appropriately considered and addressed, including for residents and business occupiers. This should identify how the chosen arrangements will support sustainable delivery and servicing.

C. Development proposals should provide for on-site servicing, wherever practicable. This should allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded

D. Development proposals should minimise the need for freight trips and applicants should explore opportunities to work together with adjoining owners and occupiers to manage freight and servicing on an area-wide basis.

E. Wherever possible, delivery to and servicing of development should take place outside peak hours (i.e. morning and evening commuting peaks and school drop off and pick up times).

Supporting text

23.50 Commercial vehicles represent around one-sixth of all traffic in London, contributing to congestion, air pollution, and adverse effects on amenity. Taking this into account, it is important that development helps support a more efficient and sustainable transport network by planning to accommodate sustainable deliveries and servicing, taking opportunities for consolidation, and promoting deliveries at less busy periods of the day.

23.51 Major developments should be supported by a Delivery and Servicing Plan to demonstrate that adequate provision will be made for deliveries and servicing and that this will be achieved in an efficient and sustainable way. This should identify how the chosen arrangements will support sustainable delivery and servicing such as through providing parking and recharging provision for e-cargo bikes.

23.52 Delivery storage facilities should be provided, such as secure unattended or concierge-managed delivery facilities.

23.53 Development proposals should consider ways to reduce congestion caused by servicing and deliveries, such as implementing last-mile deliveries by foot, cycle or zero-emission vehicle, and should justify where such measures are not possible. Applicants will be encouraged to engage early with the Council to identify opportunities for last-mile logistic hubs to support sustainable deliveries.

23.54 Servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. All development proposals should provide details of refuse and recycling collections, indicating locations for collection vehicles to wait and locations of refuse and recycling bin storage.

23.55 All developments proposals should consider opportunities for delivery consolidation including urban consolidation centres, micro-consolidation centres and pick up drop off,.

23.56 Off-site consolidation to reduce the number of deliveries should be considered for major development proposals (in particular non-residential and mixed-use developments) or where access to the site is constrained, while smaller developments should also include consolidation strategies such as common and local procurement.

23.57 Delivery and Servicing Plans will be required to assess the ongoing freight impact of the development and minimise and mitigate impacts on the transport system and nearby area. Use of low-emission vehicles and efficient and sustainable delivery systems which minimise motorised vehicle trips is encouraged. All major commercial developments should provide for freight consolidation.

23.58 Development proposals at logistics and industrial locations should identify opportunities to provide hydrogen refuelling stations and rapid electric vehicle charging points.

23.59 It is expected that servicing should be carried out on-site. Where evidence is presented that this is not possible the Council may consider allowing servicing on the public highway where this can be done safely and does not conflict with other highway objectives. In such situations the Council may seek a commuted sum, considering both the cost of implementation and maintenance of any loading bay, as well as the opportunity cost of lost kerbside space, for example in terms of parking revenues.