

TBP5

LONDON
LEGACY
DEVELOPMENT
CORPORATION

TRANSPORT BACKGROUND PAPER

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1. BACKGROUND AND KEY ISSUES

The Legacy Corporation is undergoing a review of its Local Plan (adopted 2015). The Inspector's Report (9th July 2015) in relation to the Legacy Corporation's adopted Local Plan reflected the relationship between infrastructure and development, especially in relation to transport. The report highlighted transport and connectivity policies that supported development and promoted sustainable transport choices within the Local Plan.

In the period since the Local Plan was adopted significant development has taken place, both in terms of housing and infrastructure for example, transport schemes such as the Elizabeth Line (Crossrail) are due to come online from 2019. Strategic transport improvements, such as a new station at Hackney Wick and station improvements at Bromley-by-Bow, have been delivered or are in the process of being delivered. In addition to a range of projects that have been identified or have been delivered in supporting local connectivity within the legacy corporation area. These changes are reflected in the proposed changes to the Local Plan as part of the Local Plan review, as well as the continued importance of delivery of transport infrastructure that supports local connectivity within the Legacy Corporation area.

Whilst the Legacy Corporation's transport policies do emphasise sustainable transport choices and local connectivity, changes to national and regional policy have put an increased emphasis on this, such as the draft new London Plan's inclusion of the Healthy Streets Approach, and the Mayor of London has put in place targets around active travel and sustainable transport within London. Therefore, Legacy Corporation policy should be updated to reflect this, as well as to consider the increased housing targets for the Legacy Corporation's area as result of a much larger population projection. This will continue to require that transport infrastructure both at a local connectivity level and at more strategic regional, national and international levels are continued to be secured. This background paper sets out the basis for such changes to transport policy through highlighting and explaining key changes and how they support the Legacy Corporation in meeting its requirements.

2. LEGISLATIVE AND POLICY CONTEXT

As the Legacy Corporation undergo the process of reviewing their Local Plan key pieces of regional and national policy have also been undergoing change or review including the National Planning Policy Framework (NPPF) and the London Plan.

The revised NPPF was issued in July 2018 and puts an increased emphasis on sustainable travel, requiring policy and decisions that minimise the need for travel in private vehicles and maximise walking, cycling and public transport usage. It sets out that development should be located and designed to give priority to pedestrian and cyclist movements and therefore minimise the conflict between traffic and cyclists or pedestrians. There is a more inclusive emphasis within the new NPPF with the needs of disabled users also included as a consideration.

The National Infrastructure Commission published their National Infrastructure Assessment in July 2018; this document makes recommendations around how identified infrastructure needs and priorities of the Country should be addressed. The government are required to respond to this document and these recommendations could influence how infrastructure is delivered if the government chooses to adopt them into policy, however these recommendations have yet to hold weight in decision making. The key areas within this document that influence transport are around the future of the nation's roads, how the government can work with Councils to deliver roads, the potential for autonomous vehicles, encouraging growth of cities and suggestions in London around how Crossrail 2 could be funded.

The Mayor of London published the Draft New London Plan in December 2017, followed by minor changes in

August 2018. This sets out a new Mayoral target that 80% of all journeys should take place by foot, cycle or on public transport by 2041. The new plan introduces the Healthy Streets Approach, and the ten Healthy Streets indicators, to support both the transport target set out by the Mayor, but also aims in relation to air quality and to help improve health and quality of life within London. The Draft New London Plan also increases requirements around cycle parking standards as well as reducing car parking in new developments. Many of the identified transport schemes within the Transport chapter of the Draft New London Plan are strategic and London wide and would therefore apply to the Legacy Corporation, such as the TfL cycle hire scheme, however Stratford Station is particularly referenced in relation to the need for improved station access.

The Draft New London Plan is supported by the Mayor's Transport Strategy which was published in March 2018 and focuses on three themes;

1. Healthy Streets and Healthy People;
2. A good public transport experience; and
3. New homes and jobs.

The focus follows that of the Draft New London Plan around the Healthy Streets Approach, encouraging walking, cycling and the use of public transport whilst reducing car dependency and reducing related health problems. Improving the efficiency of public transport to help encourage the reduction in use of private vehicles and ensuring new development is planned around walking, cycling and public transport is prioritised to help unlock growth in new areas across London.

3. EVIDENCE BASE

The Legacy Corporation's Local Plan, Community Infrastructure Levy Charging Schedule and supporting Infrastructure Delivery Plan were adopted in 2015. There is a large body of the existing evidence base which is still pertinent at the time of this Local Plan Review. Therefore, to avoid unnecessary duplication of existing information an update on the original transport evidence base has been produced which draws on:

1. updated population data included within the Population Projections Report, 2018;
2. updates on the progress of projects; and
3. the identification of new infrastructure development that might be needed to continue to support the development of the Legacy Corporation over the new plan period and support the Legacy Corporation in achieving its strategic transport objectives.

This study does not look at the Legacy Corporation area in isolation, but in addition to transport within the area looks strategically at regional, national and international levels. In addition, as part of the process of developing the study the boroughs of Hackney, Tower Hamlets, Newham and Waltham Forests have also been consulted, as part of duty to cooperate, to ensure that their views were considered, especially as Newham and Tower Hamlets have been going through the process of reviewing their local plans and have updated evidence base reports. The Legacy Corporation Transport Study 2018 is the update to the Legacy Corporation's transport existing evidence base and informs the transport section of the Local Plan and the Legacy Corporation's Infrastructure Delivery Plan update.

The key conclusions from the Legacy Corporation Transport Study 2018 reiterate the findings of the previous transport evidence base studies and information included within the Legacy Corporation's existing Local Plan and Infrastructure Delivery Plan, that:

1. strategic connectivity is good, however local connectivity within the Legacy Corporation area needs to be a

continued focus for improvement; and

2.local connectivity improvements within the Legacy Corporation area will continue to be a focus for policy.

In addition, the conclusions identify the need for policy that encourages a shift towards more sustainable transport and travel modes and requires increased density in development that is located closely to transport modes.

4. KEY CHANGES

The Legacy Corporation transport policies can be found in Section 7 of the revised Local Plan 'Securing transport infrastructure to support growth.' Previously this section was called 'Securing the infrastructure to support growth' as it included wider infrastructure policies relating to the Legacy Corporation's area. However, as the bulk of policies within Section 7 were focused around transport, with only two relating to other forms of infrastructure, these have been moved to Section 8 so that they can sit alongside similar policies and be more easily understood.

This means that Section 7 is now wholly focused on the Legacy Corporation's transport policies. The table in Appendix 1 sets out the proposed changes to transport policies within the Local Plan.

The bulk of the Legacy Corporation's transport policies continue to be appropriate for the current context within the Legacy Corporation's area and when considering national and regional policy changes. The transport policies have been updated to reflect the New Draft London Plan, and continue to apply the standards around cycle and car parking as it did previously with the current London Plan.

The main changes to the Local Plan have been to:

- 1.update the context of the transport policies in line with the Legacy Corporation Transport Study 2018;
- 2.to reflect infrastructure that has been delivered;
- 3.to include new infrastructure that has been identified as a requirement;
- 4.reinforce Legacy Corporation policy around encouraging active travel and usage of public transport over the use of private vehicles;
- 5.include reference to the Mayor's target of 80% of travel to be undertaken through active travel or by public transport by 2041; and
- 6.to include reference to the Healthy Streets Approach now included within the New Draft London Plan.

APPENDIX 1: TRANSPORT POLICY CHANGES

Objective 4	Minor amendment	To include reference to the Planning Obligations SPD.
SP.4: Planning for and securing transport and utility infrastructure to support growth and convergence	Minor amendments	Update to reflect that Section 7 of the Legacy Corporation Local Plan into which this policy falls is now focused specifically on transport policies, with other infrastructure policies moving to Section 8.
IN.1: Telecommunications infrastructure and impact of development on broadcast and telecommunications services/ IN.2: Planning for waste	Policies moved	Moved to Section 8
T.1: Strategic transport improvements	Minor amendments	Updates to reflect the current context within the Legacy Corporation area and changes since the Local Plan was adopted.
T.2: Transport improvements	Minor amendments	Update to reflect the Healthy Streets Approach and the Mayor's target for 80% of journeys to be made by walking, cycling and public transport by 2041.
T.4: Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists	Minor amendments	Update to reflect the Healthy Streets Approach and the Mayor's target for 80% of journeys to be made by walking, cycling and public transport by 2041.
T.5: Street network	Minor amendments	Changed to increase the emphasis on walking, cycling and public transport usage.
T.8: Parking and parking standards in new development	Minor amendments	Updated to reflect the Draft New London Plan's Parking Standards
T.9: Providing for pedestrians and cyclists	Minor amendments	Update to reflect the Mayor's target for 80% of journeys to be made by walking, cycling and public transport by 2041.
T.10: Using the waterways for transport	Minor amendments	Increased emphasis on safety.