TRANSPORT

The Transport chapter sets out the context for integrated transport and land use planning. The basis for the transport content of the plan is the government's planning policy guidance on Transport (PPG13) and regional planning guidance for the South East (RPG9). The Mayor’s Transport Strategy and the West London Transport Strategy also provide an important context for this chapter.

The transport chapter of the UDP provides a basis for the local planning authority’s decisions on development. In addition, the UDP contributes (along with the other documents mentioned) to the framework for the Council's Local Implementation Plan, as well as Area Transport Strategies and projects.

Major strategic guidance and local issues addressed in the Transport Chapter include the following.

- The need to integrate land-use and transport planning in order to reduce road traffic. This will involve; increasing the intensity of development and mixed uses at the most accessible locations, promoting sustainable transport choices, reducing reliance on the car, and generally facilitating neighbourhoods where people can get to work easily and to the services they need – i.e. local shops, schools, leisure and health facilities.

- Parking policy will be used to restrain the use of cars, whether in new development, consistent with other local authorities, or by on-street parking controls. Issues include the effect on competitiveness of business locations and shopping centres where parking is restricted, and residents concerns about increased competition for on-street parking spaces.

- Public transport improvements to enable public transport to compete more effectively with the private car. Land use opportunities and pressures arising from proposed schemes such as West London Tram and CrossRail will need to be addressed. Improvements in public transport may facilitate local regeneration and contribute to the broader development corridor proposals in the GLA’s London Plan.

- Walking and cycling to be vigorously promoted, especially for shorter distances, as the healthiest and most environmentally-friendly way to travel. National planning guidance suggests more road space should be given to pedestrians, cyclists, and public transport, in town centres, neighbourhoods, and mixed use areas.

- Safety and health issues are involved in supporting less polluting modes of transport, pursuing an air quality strategy which takes into account development along major roads, and introducing home zones and further traffic calming measures. The issue of shared surfaces and segregation between traffic and pedestrians will need to be considered.

- Regional transport issues promoting a fully integrated freight distribution system to meet the needs of business, which may have implications for employment and industrial land in the Borough. Developing surface access measures to cater for airport growth at Heathrow will impact locally. Whilst accessibility to local business and jobs might be improved, and economic benefits should be maximised, effects on capacity of existing systems and the environment will need to be kept under review.
The strategic Policy 1.9 (as set out in Chapter One) is outlined below.

**Transport**

To provide sustainable access from homes to jobs, shops and services, and from business to business, by integrating land use and transport planning, restraining car traffic, promoting improved public transport and facilities for pedestrians and cyclists, and making freight distribution more sustainable. In addition, the Council will have regard to the impacts of international air travel from Heathrow Airport, in respect of surface access, business and employment, environmental impacts and sustainability in general.

In order to achieve this overall aim, there are 11 policies for Transport, and these, together with their justifications, are set out below.

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### Policies for Transport

**9.1 Development, Access and Parking**

Planning permission will normally only be granted for development which ensures traffic safety, and:

(i) Maximises access on foot, and by wheelchair and bicycle, including provision for parking and other facilities;

(ii) Maximises public transport use by visitors, employees and residents;

(iii) Considers the availability of car parks and on-street parking in the area, and where necessary, contributes to parking control and other local traffic restraint measures, consistent with the local Area Transport Strategy;

(iv) Provides off-street car parking for journeys which cannot be catered for in any of the above ways, and in any case no more than the Council's maximum requirement;

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*DCLG Direction 2007: this policy not saved. See Appendix*
(v) **Provides space for servicing and the parking of service vehicles and coaches, including -**
   (a) Adequate manoeuvring and loading/unloading space for freight and passenger vehicles,
   (b) Adequate means of vehicular and pedestrian access to the site,
   (c) Good design of the parking and servicing area;

(vi) **Ensures that the surrounding streets are not subject to parking stress or danger or nuisance from inappropriate on-street parking or waiting as a result of the proposed development;**

(vii) **Provides a Travel Plan and a Transport Assessment when requested by the local planning authority.**

This policy arises from government guidance (PPG13) which requires development plans to promote more sustainable transport choices, whilst also reducing congestion, pollution and reliance on the car. The guidance indicates that reduced levels of parking in development are essential. It allows for the use of maximum parking standards, but precludes minimum standards, except to provide for disabled car users. It also provides specific guidance on the use of Travel Plans and Transport Assessments in conjunction with development.

The policy is consistent with the key priorities of the Mayor of London’s Transport Strategy, which seeks to reduce the rate of growth of traffic in outer London. It also contributes in particular to the Mayor’s objective of ‘improving access’ (in terms of better integrated and more sustainable transport and planning), and the objective of ‘protecting health and the environment’ - through promoting patterns of movement which facilitate improvements in air quality, greenhouse gas emissions, visual amenity, community integration and the health of Londoners.

At a sub-regional level, the policy has regard to the West London Transport Strategy. It contributes to the policies on promoting bus, rail, walking, cycling and reducing car traffic.

The first requirement of the policy is to maximise the proportion of journeys to and from the development which can take place on foot or wheelchair, or by bicycle. The policy refers to cycle parking and other facilities.

**Cycle Parking and other facilities**

Secure cycle parking encourages cycling by increasing its convenience and by indicating that cyclists are welcome at a venue. It is also the case however, that there is a high level of cycle theft in London. It is therefore important to provide secure cycle parking, where theft is made difficult because the location is easily visible to people passing by and by staff (e.g. reception or security staff) employed at the venue. Advice on this and other matters is available from the local branch of the London Cycling Campaign. In residential development, the requirement for cycle parking provision applies to the development of flats, or where there is a communal parking area for houses. This requirement does not apply where plots are developed for individual dwellings, if it can be shown that there is enough space to accommodate bicycles within the property. The ‘other facilities’ referred to in 9.1(i) include shower and changing facilities for cyclists, shopmobility schemes for wheelchair users and good signage to footpaths and routes which pedestrians, wheelchair users and cyclists can use.
Public Transport

Having considered trips on foot, by bicycle or wheelchair, the next thing is to maximise public transport usage for trips to and from the development. It is important to measure the public transport accessibility level (PTAL) of sites which are proposed for development. This information can assist in determining whether a site has a public transport accessibility level appropriate to the type of development proposed, and that access and parking for the site are planned having regard to the PTAL. The Council will have regard to the PTALs calculated by Transport for London to measure the accessibility of an address in relation to the public transport network. This takes into account the time it takes to walk to the bus stop or station, and the frequency and choice of public transport services.

PTALs are a fairly crude tool, as they cannot satisfactorily consider off-peak travel opportunities, leisure travel, network travel, cross London commuting, or walking. However, they do provide an indication of the transport alternatives available for a particular development. Although walking and cycling accessibility are absent from the PTAL assessment, these must be considered under criterion (i) of the policy, and the Transport Assessment should examine all modes of travel.

Parking

As indicated in the policy, for those trips where car use is necessary, the first consideration is the availability of existing car parking in the area. Having considered any such potential, the provision on site should be considered in the light of the Transport Appendix.

The Transport Appendix refers to two parking zones. Zone One is the four town centre areas of the borough (Ealing Broadway/West Ealing, Acton, Southall, Greenford Broadway), an area north west of Greenford station, an area north west of Hanger Lane station, an area east of Park Royal station, and a large part of Park Royal (as defined on Map Sheet 12). These are areas where access to public transport is, or should be, the best in the borough. Hence the maximum parking requirement is lower than elsewhere in the borough for retail, business, industry and warehousing. Zone Two is the remainder of the borough.

Appendix One specifies maximum provision for most cases and minimum requirements in relation to car users with disabilities ('no more than/no less than').

Residential development which has less than the maximum parking provision is allowed for in Policies 9.1 and 9.8. In addition, Policy 9.8 refers to the opportunities for car sharing through a 'city car club', which means that less parking provision is required on site. In other circumstances, proposed development which indicates parking provision below the levels shown in the table, will be considered on its merits, in the light of the factors set out in Policy 9.1. The acceptability of such proposals may also relate to non-transport factors, such as the desirability of achieving reuse of an existing building which is being renovated or converted into flats, or for some other new use, or where additional car parking would harm the architectural character or landscape quality of the area. The maximum parking provision for each residential unit indicated in the Appendix will be applied on the basis that it does not result in sites being developed with an average of more than 1.5 off-street car parking spaces per dwelling. This is in order to reflect the guidance in PPG3 paragraph 62.

In all cases, development must have proper regard to the needs of people with disabilities. In addition, the level of parking control must be sufficient to ensure that the development will not lead to on street parking problems in the area.

The Council encourages the use of non-polluting means of transport. If there is an enforceable undertaking (made in the Travel Plan), that only non-polluting vehicles will be allowed on site, the authority may be more flexible in responding to a request from a developer for a greater number of parking spaces on site than the maximum indicated in the table.

By negotiation with the developer, the maximum parking provision can be increased for a specified temporary period. This is on the basis that a planning obligation has been entered into
so that funding is contributed to essential transport improvements, and the local planning authority is satisfied that the development can go ahead prior to the completion of the anticipated improvements. The approved development must include details of the final use of the land, which must be implemented at the expiry of the specified period.

9.1-J14

**Disabled Car Users**

The number of car spaces provided with a 'disabled' logo and reserved for disabled car users, is normally regarded as a proportion of the total number of spaces provided for a development. They are not an additional amount. A minimum provision of at least 1 space (for a disabled person) is required in all developments.

9.1-J15

The parking provision for disabled car users indicated in Transport Appendix One represents the minimum requirement, unless it can be shown that the needs of people with disabilities can be met by other modes. On the other hand, more spaces than the minimum will be required by the local planning authority if it is apparent that the amount is insufficient, e.g. if the Green Travel Plan (accompanying an application for major development) demonstrates that the parking provision would not accommodate the number of disabled visitors who need to use a car. The maximum number of car spaces allowed on site can be increased to take account of these additional spaces for people with disabilities.

9.1-J16

With the exception of car parking for dwellings (which are allocated to residents), parking spaces which are usable by people with disabilities must be clearly signposted using the British Standard disabled symbol. All such spaces should be located as near as possible to the entrance of the building.

9.1-J17

In residential development, the requirement for bays which display the disabled logo, applies to development where there is a communal parking area, rather than a space within each individual property. In the latter case, the area allowed should be large enough to enable a disabled car user to park there.

9.1-J18

**Parking and Servicing Areas**

Clause (v) of the policy seeks to promote the creation and enhancement of appropriate servicing facilities, in conjunction with development proposals. Wherever possible, on-street loading and unloading of freight will be discouraged, except at those times when this will least interfere with other traffic and local activity. This may be specified in conditions on planning permission. In implementing this policy, the Council will also ensure that development proposals do not prejudice existing on-site and rear servicing arrangements to neighbouring residential, community and commercial property.

9.1-J19

The dimensions for parking spaces and loading bays required by virtue of UDP policy are indicated in the Transport Appendix. This should be read in conjunction with the 'Ealing Design Guide for Road and Sewer Works on New Developments'.

9.1-J20

**Travel Plans and Parking**

The policy indicates that for certain categories of development, developers will be expected to provide a Travel Plan. This is to specify and justify the developer's proposals to promote trips by modes other than the car. It should also indicate the planning obligations which the developer is prepared to undertake, to ensure appropriate transport access and parking provision, and the management arrangements necessary in order to sustain the plan in the future.

9.1-J21

Where the proposal is for minor non-residential development (floorspace of less than 1000 sq.m, and on a site of less than 1 hectare), or is for residential development less than 25 units, a Travel Plan is unlikely to be required to demonstrate compliance with the policy.

9.1-J22

Most non-residential development above this level will require a Travel Plan, notwithstanding that the maximum car parking is proposed (see Appendix One). Any residential development where parking provision is less than the maximum standards is also likely to require submission
of a Travel Plan. Clarification on how the standards apply and the scope for flexibility in their application, is indicated in the notes in Appendix One. 9.1-J23

The Travel Plan and the associated Transport Assessment must demonstrate that the development will not cause problems of congestion, danger or inappropriate parking in the area, i.e.:

(i) Congestion through excessive traffic movements;
(ii) Pressure for parking in streets within 500m of the access to the site, at levels greater than their capacity;
(iii) The likelihood of illegal or improper parking. 9.1-J24

This final point may be defined as parking on pavements and verges, at bus stops or crossovers, near corners, or anywhere that could potentially cause an accident or create an obstruction. 9.1-J25

In all cases where this would be likely to happen, the development will normally be resisted. 9.1-J26

9.2 Stations and Public Transport Interchanges

1. The Council will encourage improvements to all stations, particularly where interchanges between different modes of transport can be enhanced. All proposals should include improved:
   (i) Access and ease of movement for disabled people and others with mobility difficulties;
   (ii) Comfort and security for passengers and staff;
   (iii) Pedestrian movement and facilities for cyclists;
   (iv) Provision for setting down and picking up rail passengers, especially by bus and community transport vehicles;
   (v) Access to transport information, including signage and station announcements.

2. The Council will also encourage the provision of safe, well-regulated taxi and vehicle hire services, that do not create on-street parking problems, or impede bus operations.

3. Relatively high density development for an appropriate mix and range of uses may be acceptable at stations and interchanges; on the basis that densities are appropriate in terms of the transport and social infrastructure capacity available, including any improvements associated with development.
Government guidance (PPG13) indicates that major generators of travel demand should make the fullest use of public transport. It refers in particular to interchanges, town centres and other key sites. The Mayor’s Transport Strategy identifies the improvement of interchanges, investment in the Underground, and better integration of the rail system with other transport modes, as three of the ten Key Priorities. A further objective of this strategy seeks ‘the improvement of sustainable access to and from town centres’. The West London Transport Strategy also contains a policy which aims to ‘improve the appearance, facilities and security at key bus and rail stations’. The Mayor’s Strategy identifies lack of clear and appropriate travel information as a barrier to a fully accessible transport service. Comprehensive information, in a range of formats on all public transport services, should be provided to enable people to plan and make journeys easily.

The aim of this policy is to achieve better and higher capacity stations and interchanges for public transport, adequate ease of movement within the site, and better access for people walking and cycling to a station or interchange. Proposals will be expected to ensure that passengers have the opportunity to travel with their cycles too. The ‘other facilities’ referred to in Policy 9.1i) include facilities which facilitate access by foot, wheelchair and bicycle; for example bike racks, bike storage and wheelchair storage space.

The intention is to encourage land uses which attract large-scale movements of people or goods, to locate in town centres or major employment locations, and to facilitate travel by modes other than the car. Opportunities will be sought to develop and upgrade transport facilities as part of commercial development.

The Council wants to see significant improvements to the majority of stations across the borough, and will seek funding through annual bids to Transport for London and through planning obligations, for this purpose. The highest priority is Ealing Broadway, and the Council is actively seeking to improve this station in partnership with Transport for London and the transport operators.

The policy establishes that where appropriate, the Council will encourage the provision of circulation space and premises for safe, well-regulated taxi and minicab services, to supplement bus and rail transport. It will be expected that taxi ranks and minicab pick up points provide easy access for people with disabilities, at interchanges. At an operational level, the Council will encourage clean-fuelled taxis which run on gas and are regularly serviced and safe. There have been problems experienced in the past with taxis waiting on yellow lines and obstructing buses. Hence, it is likely that acceptable minicab operations will be approved for a temporary period in the first instance, so that the impacts on highway safety and traffic management in the vicinity of the interchange can be tested. Planning applications will be refused where these matters are not resolved.

9.3 Major Transport Projects

The Council, as local planning authority, will facilitate the development of major transport projects consistent with the objectives of the Plan, including:

(i) Crossrail;
(ii) West London Tram;
(iii) Heathrow stopping service;
(iv) Interchange station in Park Royal;
(v) A406 Green Corridor, Ealing;
(vi) A40 Green Corridor, Acton;
(vii) Proposed station associated with Chiswick Works development.

Chapter Nine
A key priority of the Mayor’s Transport Strategy involves ‘increasing the overall capacity of London’s transport system by promoting major new cross-London rail links, including improving access to international transport facilities and improved orbital rail links’. This policy also accords with the Mayor’s objectives of maximising accessibility and protecting health and the environment.  

9.3-J1

The policy takes forward the West London Transport Strategy in relation to rail infrastructure initiatives and other mass transit services, as well as making increased provision for walking and cycling, and better access to Heathrow.  

9.3-J2

The West London Transit scheme is one of four such intermediate modes schemes contained within the Mayor’s Transport Strategy. This proposal runs along the entire length of the Uxbridge Road, connecting Uxbridge to Shepherds Bush, via Southall, Hanwell, Ealing and Acton. The Mayor for London has given his ‘in principle’ support for this scheme and has decided to develop this as a tram based system.  

9.3-J3

The scheme for the A406 Green Corridor promotes footpaths and cycleways, together with planting, landscaping and nature conservation. It relates to land that has been taken out of the government’s trunk road programme. The land is held by Transport for London. It is important that adequate provision is made for sustainable forms of transport, including pedestrian and cycle routes, along the lines of land formerly held for road purposes.

Similarly, land along the A40 is defined as Green Corridor, and a Strategy has been approved as supplementary planning guidance (SPG 20: ‘A40 Acton Green Corridor’).  

9.3-J4

9.4 Buses

The Council will contribute to the improvement of bus services, by requiring:

(i) Provision for bus routes with new developments, so that there is a maximum walking distance of 400m between home/workplace and the nearest bus stop, and a maximum walking distance of 200m in main shopping areas;

(ii) Where appropriate, hail and ride bus services;

(iii) Funding of improvements to bus services through partnerships with developers.

This policy establishes a framework for physical development, consistent with the Mayor’s and the West London transport strategies.  

9.4-J1

The radius of 200 metres from main shopping areas reflects the maximum distance that people with heavy luggage, young children, shopping, or the elderly/disabled can adequately manage. PPG 6 – Town Centres and Retail Developments (June 1996) uses a figure of 200-300 metres as the maximum recommended walking distance for shoppers carrying shopping. In addition, town centres have a higher density of development and a wider range of facilities that attract larger numbers of people and activity. Consequently, provision of a higher density of public transport services and infrastructure is considered appropriate. With respect to the maximum walking distance of 400 metres between home/workplace and the nearest bus stop, this reflects the reduced density/range of facilities within residential/workplace land use areas. Correspondingly, to reflect the lower travel demand and activity levels as a result of fewer people being attracted to the area, it is appropriate for the public transport service and infrastructure provision to be at a lower density.  

9.4-J2
In conjunction with the broad planning policy established above, the Council will:

(i) Support bus priority measures, e.g. extended pavements for bus boarding and reducing on-street parking which hinders bus journeys;
(ii) Ensure that traffic and environmental management schemes do not unduly lengthen or divert bus routes from major passenger destinations;
(iii) Ensure the optimum location of bus stops, that they are conveniently located near road crossings and footpaths, and are made as attractive as possible. The stop, shelter and seating arrangements should facilitate orderly queuing;
(iv) Promote better conditions at bus stops for passengers, including better lighting, shelter and seating, and information.

9.5 Walking and Streetscape

The Council will ensure that development proposals include footpaths/pavements that are safe, attractive, well-lit, and comfortable for all, particularly for those who have difficulties with mobility, by:

(i) Requiring that the layout of proposed development includes direct and where appropriate separate footpaths to local facilities and adjacent town centres;
(ii) Ensuring that any development proposal which straddles or adjoins a footpath identified on the borough network, includes good links to the route and contributions to its enhancement, where appropriate;
(iii) Encouraging surface-level highway crossing points for pedestrians rather than subways and footbridges;
(iv) Careful consideration of the choice and location of surface materials and street furniture, including lighting, signposts, planting, seating etc.

This policy is based firmly on the principle (established in government's guidance in PPG 13) that patterns of development should be planned to minimise the need to travel. Fundamentally, good footpath access is required so that local connections can be made. The intention of the policy is that people can have a real choice to stay local rather than travel further, because walking in the neighbourhood will be an efficient, attractive and safe option.

This approach is entirely consistent with the strategies introduced by the Mayor of London and in West London.

In applying the policy, the Council seeks to ensure that:

(i) Pedestrian routes to local facilities are consistent with traffic management schemes, and that unlawful parking and other forms of obstruction of the footway are prevented;
(ii) Where pedestrian routes cross roads, convenient facilities for crossing are provided;
(iii) A borough-wide network of footpaths is established, prioritising direct and safe routes to schools, parks and shopping centres, and resisting development which would prejudice the completion of the network.
The Council will give high priority to pedestrian movement and safety in shopping centres, employment areas, schools, and other centres of pedestrian activity, and in addition on roads with heavy traffic flows, by adopting appropriate traffic management measures. This may include considering any opportunities that may arise to make streets or sections of street pedestrian, or buses and pedestrian only. Pedestrianisation schemes should not normally entail the exclusion of buses from roads on which they currently operate. 9.5-J4

The Council will undertake street improvement projects in collaboration with landowners, public utility operators, developers and others, in promoting better standards of design, and in the management of pedestrian routes. 9.5-J5

Particular care will be taken in evaluating the choice of surface materials and street furniture on pavements and footpaths. Developers should seek excellence in design, excluding clutter and ensuring sensitive siting, so as to avoid difficulties for people with disabilities. 9.5-J6

9.6 Cycling

The Council will require development proposals to have regard to the safety and ease of movement of cyclists, through:

(i) The enhancement of strategic cycle routes which cross or adjoin development sites;
(ii) Cycle crossing facilities; to allow the safe and easy passage of cyclists where cycle routes and lanes cross main roads;
(iii) Cycle routes within the development and to local facilities, particularly to schools and leisure facilities;
(iv) Secure cycle parking facilities, including the provision of fully lockable cycle parking cages for employees, and cycle stands for short term visitors, provided as near as possible to the entrance of the building and under cover where appropriate;
(v) Showering and changing facilities for cyclists, in major non-residential development.

The policy complements Policy 9.5 on walking, and seeks to facilitate access to local schools, shops, and services etc. The design of development will be expected to include cycle facilities and to take account of the needs and safety of cyclists. Correspondingly, the Council will seek to ensure that traffic schemes in local neighbourhoods do not cause undue diversion or lengthening of cyclists routes, and that conditions are not worsened. 9.6-J1

Developers will also be expected to contribute to the enhancement of a sign-posted strategic network of cycle routes and lanes in the Borough. The aim is to ensure that cycling in London is made (and perceived to be) safe and as pleasant as possible. Priority will be given to implementing those routes which form part of the London wide strategic network of cycle routes. The Council will liaise with Sustrans and the National Cycle Network on this work. 9.6-J2
Measures which can be undertaken to implement this policy include:

(i) Routes on paths, footways, bridges, paths in parks, open spaces, housing estates and other open ground;
(ii) Restrictions on vehicular movement on side-road cycle routes to improve safety for cyclists, pedestrians and other users;
(iii) Using other rights of way such as canal tow paths and disused railway alignments as cycle routes;
(iv) Improved road surfaces to provide better riding conditions for cyclists;
(v) Designing cycle routes which provide safe routes to schools;
(vi) Developing recreational routes for cyclists;
(vii) The provision of suitable, adequate, secure cycle parking facilities, including the provision of fully lockable cycle parking cages, and provision under cover where appropriate.

9.7 Accessible Transport

1. The Council will encourage development that makes provision for accessible transport, serving people with disabilities and others with mobility difficulties.

2. Designated drop-off and pick-up points should be provided within the site, which facilitate access for disabled people.

3. Development which generates large numbers of trips to and from the site, should contribute to accessible transport services through planning obligations.

One of the ten key priorities in the Mayor's Transport Strategy is improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the capital, and thus therefore improving social inclusion.

There are many people who are prevented from easily using the transport system because of its physical constraints and barriers, and the way it is operated. This can have a major effect on people’s quality of life. It is estimated that there are at least half a million people in London who find it difficult or impossible to use public transport. This includes disabled persons, people travelling with children, or those simply encumbered with heavy luggage or shopping.

There is enormous scope and opportunity to improve the accessibility of public transport. There also needs to be improvement to door-to-door services, such as Dial-a-Ride, Taxicard and community transport. The Transport Strategy aims to improve access across the full range of transport services, with the involvement of disabled people, and with all organisations responsible for transport co-operating with each other, taking into account the following principles:

(i) Recognising there are many barriers that affect people with mobility impairment, and also those with sensory or learning disabilities;
(ii) Recognising a range of solutions may be needed, as individuals and groups have varying needs;
(iii) Including all aspects of travel;
(iv) Ensuring that improving access is a concern for all who plan, provide and operate London’s transport services.
The Strategy includes an Accessibility Action Plan with time-tabled proposals, which seek to comprehensively improve the accessibility of transport in London – covering the public transport system, the streets, and door-to-door transport, including seeking to:

(i) Enable greater user involvement through mobility forums;
(ii) Ensure that transport staff have disability equality training;
(iii) Improve the street environment, by removing barriers and obstructions, providing surface level crossings with tactile paving and signals, and prioritising parking for disabled people;
(iv) Accelerate the introduction of low floor accessible buses;
(v) Improve the design of bus stops, making it easier to get on and off buses;
(vi) Develop an initial core network of accessible stations on the Underground and National Rail networks;
(vii) Improve the availability and integration of door-to-door services;
(viii) Have fair and equitable eligibility and entitlement criteria for door-to-door services;
(ix) Provide comprehensive information, in a range of accessible formats, about all transport services in London;
(x) Ensure the effective operation and enforcement of a reputable Blue Badge parking concession scheme, and review the central London parking concession schemes.

9.7-J4

9.8 Low Car Housing and Car Clubs

Low car housing will be encouraged where there is evidence that car ownership and use will be low enough to justify the proposal. It is expected that this type of proposal will be appropriate in any of the following areas:

(i) Town centres,
(ii) Within 200m of stations,
(iii) Controlled parking zones where there is a legal agreement preventing residents from having permits,
(iv) Other areas where on-street parking is subject to control;
(v) Any area of the borough, on the basis that the developer undertakes to form or contribute to a Car Club, and that the residents and/or employees occupying the development are committed to contribute to its management as indicated in a Travel Plan and confirmed in a legal agreement.

‘Low car housing’ is a term used for residential development where it is appropriate to allow less than the maximum parking provision required.

Normally, it is expected that at least one car parking space should be provided with a dwelling. This policy addresses those situations where it would be appropriate to allow residential development with little or no car parking. Such development must have regard to the needs of people with disabilities, and it is likely that some spaces will be needed for residents with disabilities.

There is a significant proportion of residents who do not have access to a car, and this indicates that there is likely to be a market for residential units with reduced parking provision. Clearly, this would be desirable from an environmental point of view, as it would contribute to the
Council's sustainable development policies. Experience indicates that this is likely to be the case in relation to sheltered and social housing. The developer will be asked to provide travel data or other survey evidence to substantiate the proposal.

In all situations, the critical issue is how to ensure that residents moving into a low-car development, do not merely park their cars in what may already be a congested area. This can be done in areas where there is on-street parking control, either in central areas and around stations, or in controlled parking zones. In controlled parking zones, a 'low car housing clause' will be operative, which prevents the occupants of the housing from purchasing a residents' parking permit. People with disabilities are of course exempted from this constraint.

An alternative way of demonstrating a commitment to minimising car use is for the developer to enter into an agreement relating to a Car Club. The management arrangements would need to be set out in the Travel Plan, and there would be an obligation on developers to support the club financially.

9.9 Highways and Traffic Management

1. The Council will regulate development in the interests of road safety and to make the best of available road space for all users. The classification of the road to which the development would gain access is an important consideration. On Strategic and Main Distributor Roads, access points will be limited, with proposals to enhance bus operations, cycling and the local environment. Development which would generate significant traffic increases on local roads will be resisted.

2. In considering new road schemes or alterations to the existing network, the Council will support schemes that help to reduce local congestion and improve environmental conditions and safety for all road users, provided that they do not increase overall capacity on major routes in London.

3. The design and layout of new roads, paths and means of access within development sites, should contribute to the quality of the environment, as a place for people, rather than the motorcar.

The Council will endeavour to: manage the roads to minimise conflict, reduce the risk of accidents, ease bus service problems caused by congestion, ensure emergency services are not hampered, make the best use of available road space for all users, reduce negative environmental impact, and discourage the use of cars for commuting into central London and to town centres in outer London.

Development along roads is dependent upon the classification of the road in the road hierarchy, and their purpose, as defined below.
(i) Strategic Roads: for longer journeys, linking to London and the national road system. Goods vehicles and through traffic are encouraged to use Strategic roads. The Council will seek to encourage the free flow of traffic on these roads, so as to reduce the displacement of through-traffic and heavy good traffic to Main Distributor roads. All of the Strategic Roads in Ealing are now part of the Transport for London Road Network (TLRN).

(ii) Main Distributors: linked to Strategic Roads and provide access to strategic centres. Short and medium distances will discourage heavy use and encourage and improve pedestrian, cycle and bus use.

(iii) Local Roads: these can be either be Local Distributor roads or Local Access Roads. The former provides access to Main Distributor roads for vehicles and pedestrians, and can accommodate local bus routes and some freight movement. Local Access Roads have relatively low traffic flows, and serve the sites and buildings on these roads.

The basis for the policy is that the Council will control development adjoining the Strategic and Main Distributor roads, to better manage traffic flow. In other areas, traffic calming and traffic management schemes will be promoted, having regard to the needs of pedestrians, cyclists and the local environment.

The Council will give high priority to the promotion of traffic management measures to reduce non-essential traffic, and to the implementation of traffic calming techniques within residential areas, and all other areas with significant pedestrian flows. These will be implemented in such a way as not to impede the efficient routing and safe operation of the road, whilst also protecting the interests of cyclists. Such measures would normally include the installation of one or more of the following:

(i) Road narrowing (footway extensions, bulges or chicanes);
(ii) Changes to surface elevation or texture (speed humps or rumble strips);
(iii) Sharing of highway surfaces between pedestrians and vehicles.

The Council will implement area-wide bus priority schemes, including bus lanes, bus priority measures at traffic signal junctions, and bicycle only roads where appropriate.

New Road Schemes

In considering new road schemes or alterations to the existing road network, the Council will normally oppose any overall increase in road capacity. On this basis, the preferred option is for traffic management measures to be employed to their fullest, before road construction schemes are entertained.

However, the Council will investigate highway improvement schemes that help to reduce local congestion and improve environmental conditions and safety for all road users, without increasing overall capacity on major routes in London. Major routes in London include both Strategic and Main Distributor roads, as defined above.

In considering new road schemes, the Council will take into account:

(i) Public transport journey times, reliability and accessibility;
(ii) Safety and accessibility for pedestrians, cyclists and other road users;
(iii) Amenity of residents, shoppers and others;
(iv) Operation of local businesses;
(v) Providing necessary access to new developments; and
(vi) The implications for traffic capacity on parallel routes.

Road Layouts within Development

The Council will expect proper consideration of the relationship between roads and other areas for vehicles, and the local environment which they are intended to serve. In the design and layout of new roads and means of access, guidance will be given based on the government's Design Bulletin 32, the Council’s own specifications, and as set out in Table 9A.
Table 9A
Road Layouts within Development

1. The safety and health of pedestrians is of prime importance and the avoidance of traffic fumes is highly desirable. Where appropriate, pedestrian and vehicular traffic routes should be segregated.

2. Community facilities provided in conjunction with the development, or primarily aimed at serving the development, should be reached without the need to cross a main road, and by the most direct route possible. In any event, good pedestrian links with surrounding facilities should be provided.

3. In new developments, adequate and safe access to the existing highway is essential, and new access onto a strategic road will be discouraged.

4. The layout of new roads will need to ensure: adequate footpaths, verges, and width of carriageway; unobstructed access for emergency services vehicles; sufficient drainage and street-lighting; adequate sight lines at corners and junctions; and sufficient turning space. New roads should be constructed of materials which satisfy the standards required by the Council. The responsibility for providing adequate protection for underground services will rest with the developer.

5. In resolving conflicts that may arise in the layout of new roads, the Council will be guided by the need to promote road and pedestrian safety and a good environment.

6. Consideration should be given to street trees, especially where front gardens or forecourts are too short to accommodate larger trees.

7. Highways should be designed with the needs of bus operators in mind.

8. Commuted maintenance payments and street adoption may be required.

9.10 Freight

The Council will encourage:

(i) Warehousing development in Major Employment Locations, provided that the environmental costs of heavy goods traffic do not outweigh the benefits of employment generated;

(ii) The management of goods vehicle movements by restricting the permitted hours of servicing and operation where this is appropriate;

(iii) The use of non-road freight transport such as rail and canal in industrial and warehousing development;

(iv) The development of freight partnerships for new developments in Major Employment Locations.

The Mayor’s Transport Strategy aims to meet the distribution needs of business as efficiently as possible, whilst minimising negative environmental impacts. The Strategy will help facilitate a progressive shift from road to rail and water, where this is economic and practical. 9.10-J1

The Strategy proposes two additional mechanisms to help develop and implement proposals: a London Sustainable Distribution Partnership and sub-regional or local Freight Quality Partnerships. Both are expected to take forward issues such as:

(i) Reviewing loading and unloading restrictions;

(ii) Allocating road space, both in terms of non-car lanes and dedicated loading/unloading provision;
(iii) Catering for servicing on-street and new means of delivery – both areas that may be suitable for innovation and pilot schemes;
(iv) Reviewing the London Lorry Ban exempt network, and access to it;
(v) More environmentally friendly means of distribution, including cleaner and quieter vehicle technologies, and quieter freight, distribution and waste operations;
(vi) Reviewing overnight parking provision off-street;
(vii) The requirements of rail freight and particularly those necessary to bring about the substantial increase in rail freight sought by Government and the Strategic Rail Authority;
(viii) How to make greater use of London’s waterways for freight.

In this context, the Council will resist development proposals which are likely to generate high levels of road freight or business traffic, where the environmental costs of such traffic outweigh the benefits of employment generation. Such development should be located close to strategic or main distributor roads, where access to such roads can be achieved without passing through environmentally sensitive areas, such as residential communities not designed to cater for through traffic.

In addition, small road haulier depots will be encouraged at sites adjacent to strategic and main distributor roads, to provide facilities for splitting up bulk loads for distribution within the Borough.

Goods depots should provide for cycle couriers to make local short hop deliveries. Developers will be discouraged from relying on overnight lorry and coach parking in residential streets. Proposals for permanent lorry parks will be considered on merit.

The Council will support initiatives to improve the potential of the rail and canal networks to accommodate freight traffic, and will encourage the location of companies with high levels of freight or business traffic to take advantage of access (or potential access) to railways or canals. In addition, developers are advised to make applications for grants to provide or retain railway sidings under the Railways Act 1993.

9.11 Public Car Parks and Private (non-residential) Parking Areas

1. In areas where the Council is satisfied that there is a shortage of public car parking, developers will be encouraged to enter into legal agreements so that their private non-residential car parking is made available to the public.

2. The Council will normally resist the creation of temporary off-street public car parks.

3. The Council will respond positively to applications for the alternative use and development of private non-residential parking areas, provided that the proposed development is accompanied by a Travel Plan which can justify the loss of parking spaces.

Parking control is one of the main ways to restrain car usage and thus reduce congestion. There is, however, a need for off-street public car parks, to meet the needs of shopping centres, community facilities and business locations. This provision should be sufficient to meet the requirement for trips that cannot be made by other modes, but there should not be over-provision.
On-street parking controls are also required, particularly around shopping centres, stations and industrial areas. Such controls will help to reduce kerbside parking and the associated congestion and inconvenience it causes for local people and bus passengers. The Council’s powers against unauthorised on-street parking have been strengthened under the 1991 Road Traffic Act.

This UDP policy aims therefore, to maintain an adequate level of parking spaces, within the requirement of overall traffic restraint.

If it is clear that there is a shortage of parking provision in an area (e.g this is made clear in an approved strategy for a town centre), the use of private non-residential car parks by the public outside business hours will be encouraged.

Where appropriate, legal agreements with developers will be negotiated. For town centre parking areas with eleven or more spaces on site (particularly, those associated with office development), the Council will seek a public element of at least 80% of the total spaces. Outside town centres, developments where fifty or more spaces are to be provided on site will be subject to similar planning obligations.

The Council will refuse any application for a temporary car park, where:

(i) It would facilitate increased car travel, particularly commuting by private vehicles, to the detriment of the Council’s transport strategy;
(ii) The site is in an area in which public parking is adequately provided for;
(iii) The site would cater for parking needs that could be accommodated alternatively by reducing the level of long-term parking in nearby car parks; and
(iv) The use of the site as a car park would cause a safety hazard on the local road network.

The Council will respond positively to applications for new building on land laid out as private non-residential parking. The applicant would need to demonstrate compliance with Policy 9.1 and provide a Travel Plan. Such proposals will be particularly welcome where the number of spaces exceeds the requirement set out in the Transport Appendix.