

Chapter 4: Transport

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INTRODUCTION

- 4.1 Many people have to travel to, from and within Westminster. The City has some 220,000 residents and, as the commercial, cultural and administrative centre for the nation, it attracts an estimated daytime population of a million residents, workers and visitors.
- 4.2 Westminster's function as a centre of business and government requires the movement of people and goods on a large scale and without undue delay. The existing transport networks do not always meet this need. They bring hundreds of thousands of people to work each weekday by train, bus, coach, car, taxi, motorcycle, cycle and foot, though sometimes too slowly, unsafely or in overcrowded conditions.
- 4.3 The roads must always allow emergency vehicles and essential service vehicles such as those used for refuse collection and cleansing to reach all parts of the City. At the same time, they carry most of the goods moved around Westminster, and loading, movement and parking are difficult.
- 4.4 The transport systems also give access to shopping, entertainment and the City's historic sites for visitors. The high level of demand for transport for all these varied needs means that the environment of the City, as experienced by residents, workers, and visitors, may suffer.
- 4.5 Westminster's residents make less complex demands on the transport system. They need to be able to travel conveniently to shops, schools, leisure or work, or to see friends. Many of their journeys are short and can be made on foot or by bicycle, although such journeys are not always perceived as particularly safe or pleasant. For longer journeys, public transport is usually convenient, but it must be maintained and improved, especially at interchanges.
- 4.6 The environment must be protected from the intrusion of unnecessary traffic. Much of Westminster, however, is not like the rest of London. The very different kind of land use pattern, the varied activities and the volume of competing demands for transport mean that, in order to satisfy the requirements of residents for reasonable environmental conditions and at the same time keep the transport system efficient, car use must be reduced (see policy TRANS 15). In addition a reduction in car use would reduce damage to the environment, reduce the economic costs of congestion, improve conditions for more sustainable forms of transport and reduce deaths and injuries on the road. The density of land use and movement in Westminster also means that many journeys are short and can be made on foot. As well as the large number of journeys that are made solely on foot, walking forms part of most journeys: for example,

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from the bus stop, station or parking space to the final destination. Accessibility to public transport services in Westminster is exceptionally high overall, although the predominantly residential areas in the north and north-west of the City are less well served than elsewhere. There are, for example, four main line termini in Westminster (Charing Cross, Victoria, Paddington and Marylebone), and every Underground Line (except the East London Line and the Waterloo and City Line) passes through the City. Map 4.1 shows bus routes in Westminster.

- 4.7 The ability of the Plan to meet these needs is closely constrained by the different and often conflicting requirements of the residential, commercial and capital city functions, by the limits of the existing transport networks, and by limited resources. Within these limitations, the Plan aims to take a balanced approach to transport provision in order to meet as far as is possible the demands for increased accessibility throughout the City while improving safety and air quality and reducing other environmental problems, for example noise, vibration and visual intrusion.

STRATEGIC CONTEXT

- 4.8 In recent years the fear has been growing that certain types of development are causing world-wide environmental damage and that this situation is unsustainable.
- 4.9 In 1992, at the Earth Summit in Rio de Janeiro, more than 150 nations ratified an action plan for the twenty-first century called Agenda 21. This committed governments to work towards sustainable development in partnership with local authorities, businesses, the voluntary sector and local communities. The principle of sustainable development unites economic and social development with care for the environment. The City Council has approved a Local Agenda 21 strategy and an Action Plan based on it.
- 4.10 There are several elements to creating a sustainable environment, of which transport, because of its impact on air quality and energy consumption, is a particularly important one.
- 4.11 The main sustainability issues relating to transport include:
- (a) air quality: harmful emissions from vehicles, which adversely affect people's health, and high traffic levels
 - (b) water quality: pollution of water through oil and salt deposits on roads
 - (c) the built environment: transport requires infrastructure, space (for instance, for parking) and materials for construction and repair and can have an adverse effect on the built environment, for example through vibration and pollution

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- (d) energy: consumption and associated effects on climate change
- (e) noise: transport is a major contributor to background noise, as well as producing more specific localised adverse effects on the occupants of properties and the street environment
- (f) equity: social exclusion can result if some citizens are unable to travel because of disability, age or other personal circumstances
- (g) economy: helping the local economy to flourish by reducing the need to travel by protecting local services close to residential areas, easing traffic congestion, ensuring accessibility and creating a pleasant environment.

4.12 The City Council is the traffic and highway authority for all roads within the City with the exception of the Transport for London Road Network (TLRN) and roads in the Royal Parks, which are respectively the responsibility of the Greater London Authority and the Department of Culture, Media and Sport (DCMS), via the Royal Parks Agency. In pursuing its statutory duties, the City Council liaises with neighbouring borough councils, the City of London and other statutory and non-statutory bodies. Major organisations consulted include the Department for Transport, Transport for London, London Underground and Network Rail. The above organisations are jointly responsible for the planning and provision of public transport (bus, underground, river services and rail) in the capital.

4.13 This chapter incorporates the policies and proposals of the City Council, as traffic and highway authority for most of the City of Westminster, and the policies contained within the following Government and other guidance:

- (a) Planning Policy Guidance on Transport (PPG 13)
- (b) DfT White Paper 'A New Deal for Transport: Better for Everyone' (July 1998)
- (c) DfT White Paper 'The Future of Transport' (July 2004)
- (d) National Air Quality Strategy (NAQS)
- (e) National Cycling Strategy
- (f) Tomorrow's roads: safer for everyone - The Government's road safety strategy and casualty reduction targets for 2010
- (g) Traffic Management and Parking Guidance for London
- (h) Transport 2010: The Ten Year plan
- (i) Department for Transport, London and the Regions (DTLR) Local Air Quality Management Guidance Notes: Air Quality and Transport
- (j) The London Plan
- (k) The Mayor of London's Transport Strategy
- (k) The City Council's Air Quality Strategy and Action Plan
- (l) The City Council's Local Implementation Plan

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- 4.14 These, particularly the White Paper, emphasise the need for integrated transport policies and recognise the need to cut car use and to encourage the use of other forms of transport. See also policies STRA 20 - 25 in Part 1 of this Plan. The City Council's transport policies are, therefore, very much in line with Government guidance and with more recent guidance from the Mayor in the form of his Transport Strategy and the London Plan.

THE COUNCIL'S STRATEGY

- 4.15 Land use and transport policies are co-ordinated in this Plan so as to reduce the need to travel and to ensure that the most appropriate means of transport is used for each journey. The transport policies are designed to:
- (a) reduce the impact on the environment
 - (b) reduce the impact on air quality
 - (c) ensure the continued attractiveness and economic viability of Westminster
 - (d) reduce non-essential traffic
 - (e) give priority to more sustainable forms of transport: walking, buses, rail and cycling
 - (f) improve accessibility to services within Westminster, by reducing dependence on the car and promoting other forms of transport
 - (g) reduce the number and risk of traffic accidents
 - (h) improve the efficiency of the existing road and rail networks and minimise traffic congestion
 - (i) improve residential amenity by reducing the impact of traffic, particularly large vehicles, on local, residential streets
 - (j) control on and off street parking to reduce overall parking demand and increase the availability of space for essential users such as doctors, disabled people and those that genuinely need to use a car as part of their daily business and other priority users such as residents
 - (k) promote development of a kind which reduces the need to travel
 - (l) maintain and improve the quality of the townscape and physical environment
 - (m) provide safe and convenient access to services for disabled people.
- 4.16 Westminster has unacceptably high levels of through traffic and traffic congestion. The problems that this causes include poor air quality and associated illness, a slow and unreliable bus service, and large numbers of accidents. The volume of traffic also makes it difficult to provide adequate facilities for vulnerable road users, such as cyclists and pedestrians. There is increasing pressure from the public for high quality schemes to tackle a wide range of objectives, including best value, environmental improvements and increased efficiency. Although most of

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Westminster is well served by public transport, problems are exacerbated by the perception that the rail systems are overcrowded, expensive and regularly disrupted and that these problems are getting worse. However, the rail networks in Westminster are largely outside the City Council's control, being the responsibility of Transport for London, London Underground, National Rail, the train operating companies and other agencies. Improvements to rail infrastructure and services are urgently needed to provide additional capacity which will improve the attractiveness of the railways, reduce overcrowding on trains, improve reliability, promote economic growth and facilitate environmental improvements.

- 4.17 The City Council will work in partnership with Transport for London, London Underground, National Rail, the train operating companies and other agencies in order to secure improvements to rail infrastructure and services.
- 4.18 The City Council has had significant success in addressing most of these problems and creating a better environment for residents, workers and visitors by adopting a restraint-based parking policy and investing heavily in traffic and environmental improvement schemes. It has also been reducing traffic emissions and improving air quality through enforcement, persuasion and example. For example, all Council owned vehicles are either fitted with catalytic converters or particulate traps. Further reductions in traffic emissions will depend on the potential for a Low Emission Zone covering either the whole of London or central London. The Low Emission Zone is a central part of achieving air quality objectives and is explained more fully in the City Council's Air Quality Strategy and Action Plan.
- 4.19 The City Council plays an important role in seeking a reduction in the use of cars as part of the need to promote integrated and more sustainable transport. This can be achieved through a variety of measures, including restraining parking provision. The Council also plays a role in the provision of the reliable, reasonably priced, efficient, integrated and secure rail and underground systems which are essential to London's economy, vitality and amenity, and to its competitiveness as a World City with a sustainable and healthy future. Whilst overall responsibility for the rail and other public transport operations is outside the City Council's control, the City Council will work with these other agencies to improve transportation in London.
- 4.20 The ability of the City Council's policies to achieve the objectives outlined above will depend on the effectiveness of the traffic restraint / reduction policy, and the potential for a Low Emission Zone.

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- 4.21 Far-reaching traffic reduction without complementary improvements to the public transport system would reduce accessibility. This is contrary to the aims of the Plan. The policies on traffic reduction are therefore closely related to those on public transport, traffic and environmental management. There is a need for a comprehensive and integrated transport strategy that includes a co-ordinated package of traffic reduction, highway, traffic and environmental management and public transport policies. The Mayor of London has introduced congestion charging. The City Council does not believe that this package should include congestion charging, but feels the necessary results could be achieved by a range of other measures. Nevertheless, it will work with the Mayor, Transport for London and other London boroughs and agencies to introduce appropriate and effective measures.

TRANS 1: PROTECTING THE ENVIRONMENT FROM THE EFFECTS OF TRANSPORT ACTIVITIES

Aims

- 4.22 To protect the environment from the effects of transport activities, including air pollution and a reduction in the emission of greenhouse gases, noise and visual intrusion. To improve air quality and meet the objectives of the Government's National Air Quality Strategy.

POLICY TRANS 1: PROTECTING THE ENVIRONMENT FROM THE EFFECTS OF TRANSPORT ACTIVITIES

- (A) The City Council will seek to improve air quality, reduce the emission of greenhouse gases and to minimise noise disturbance to residents and workers. This will be achieved through traffic restraint/reduction policies, the implementation of the City Council's Air Quality Strategy and Action Plan, other measures to reduce ambient noise, the introduction of traffic management and calming measures, and improving provision for, and giving higher priority to, walking, cycling and the use of public transport.**
- (B) The City Council will aim to reduce the adverse effects of heavy vehicles within the City, primarily through the operation of area-wide and local bans, and parking controls.**
- (C) In introducing any measures outlined in (A) and (B), above, the City Council will ensure a high quality of streetscape design.**

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Policy application

- 4.23 The City Council's policies to improve air quality are set out in its Air Quality Strategy and Action Plan, which reflects the Council's concerns over the effects of vehicle emissions on air quality and public health in Westminster. The main themes of the Plan focus on reducing emissions from the most polluting vehicles, reducing non essential, through and commuting journeys by car, encouraging the use of alternative, low emission fuels and technology, encouraging public transport, walking and cycling and improving traffic flow.
- 4.24 The Plan makes clear that the City Council will use powers under the Environment Act 1995 to enforce vehicle emission standards and develop Low Emission Zones, should other London boroughs wish to pursue this option. It will also support green travel plans and campaigns to improve public education and information on air pollution issues, and will require green travel plans in certain planning applications and legal agreements. However, the majority of developments are either too small to warrant such a plan, or the developer is entirely separate from the eventual employer. For example, on a large site, the developer is unlikely to know at the time of making an application which employers will be filling the offices and shops within the development and how many employees each employer will have. The number of occasions when the City Council will require a green travel plan is therefore very limited.
- 4.25 The Council will develop measures that can be implemented to minimise the adverse impact of noise from all forms of traffic.
- 4.26 Traffic management and traffic calming in residential districts and areas of historic and architectural interest are the most satisfactory ways of reducing through traffic on local roads. However the City Council will always try to ensure that such schemes are designed to a high standard which respects the streetscape.
- 4.27 However, in much of Westminster traffic activity is intense and there are acute conflicts between the needs of bus passengers, pedestrians, residents and commerce, which are difficult to resolve. Progress towards removing through traffic from local roads will depend in part on the implementation of extensive restraint/reduction policies at a strategic level.
- 4.28 A night and weekend lorry ban applies throughout London to vehicles of over 18 tonnes. A length restriction prohibits vehicles over 40 feet (12.2 metres) long from using the central area of the City, bounded in Westminster by the Inner Ring Road, the river and Westminster's eastern boundary. In addition, there is a general overnight ban on the parking of

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heavy commercial vehicles on the street in the City. Further traffic management measures, including local or area-wide bans, will restrict the entry of heavy vehicles into environmentally-sensitive areas. The City Council will also implement initiatives to improve the environmental performance of heavy vehicles which are outlined in the City Council's Air Quality Strategy and Action Plan.

Reasons

- 4.29 Motor vehicles are the main source of pollutant emissions from land transport, accounting for 85% of carbon monoxide emissions, 42% of nitrogen oxide emissions and 28% of hydrocarbon emissions in the United Kingdom. In London, approximately 80% of air pollution is attributable to traffic. The effects on human health range from relatively minor complaints such as drowsiness and headaches to serious respiratory illnesses and cancers bringing deaths forward and increasing hospital emergency admissions. Nationally, between 12,000 and 24,000 deaths occur prematurely due to air pollution. This compares with around 3,500 deaths caused by road accidents annually.
- 4.30 To improve air quality, reducing harmful emissions from individual vehicles is more effective than reducing traffic volumes. The Council is considering introducing a Low Emission Zone where only low emission vehicles would be allowed into an area and TfL have recently consulted on such a scheme. The Council is discussing this concept with other central London boroughs and The London Councils. Undoubtedly some improvements in air quality can be achieved by other measures including a reduction in traffic levels and there are several things that can be done at a local level to achieve more modest changes, much greater details of which can be found in the City Council's Air Quality Strategy and Action Plan. These include:
- (a) placing greater emphasis on reducing pollution through transport and land use policies, including restraint based parking policies
 - (b) encouraging transport operators and businesses to follow good environmental practice by, for example, implementing green travel plans
 - (c) implementing the City Council's Green Pennant scheme
 - (d) improving awareness and enforcement of existing standards and codes of practice
 - (e) implementing walking and cycling strategies
 - (f) implementing Safer Routes to Schools.
- 4.31 Many roads and streets in Westminster, both in residential areas and in the Central Activities Zone, carry more traffic than they should. This causes congestion, noise and air pollution, visual intrusion and accidents. Particular problems are experienced with large commercial vehicles.

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Lorries and coaches can be too cumbersome to use local streets, and cause congestion, danger, nuisance and unpleasantness through noise, exhaust emissions, vibration and the sheer scale of their physical presence. Reducing their movement on Local Roads can therefore help to improve the environment. Specific policies regarding coaches and taxis are referred to at TRANS 6 and 7.

- 4.32 In March 1999 the City Council declared the whole of Westminster an Air Quality Management Area as National Air Quality Standards (NAQS) for fine particles and nitrogen dioxide were exceeded in the city and are expected to be exceeded during the life time of this plan. This followed a process of review and assessment of air quality as set out in regulations made under the Environment Act 1995. This established a statutory requirement for the City Council to publish an Air Quality Action Plan setting out what action it would take to meet NAQS standards for fine particles and nitrogen dioxide by 2004 and 2005 respectively. The Air Quality Strategy and Action Plan was published in 2001.
- 4.33 The emission of greenhouse gases is a cause of climatic change. The rate at which the climate changes could affect the world in extreme and unpredictable ways and bring huge costs to the overall economy, environment and society. The transport system is the third largest source of greenhouse gases in the country and the fastest growing.
- 4.34 The London Planning Advisory Committee (LPAC) set a target that traffic levels in Westminster should be reduced by some 30% by 2010 in its Advice on Developing Road Traffic Reduction Targets for London. The City Council's joint study with the DTLR on a Low Emission Zone provided an alternative conclusion that, providing the most heavily polluting vehicles are excluded from the zone, traffic reduction would not need to be so great (i.e. up to 10%) or might not be required at all for the air quality targets to be met. The City Council will therefore adopt targets of reducing weekday traffic in central London by 15%, with zero growth across the rest of inner London by 2011, as set out in the Mayor's Transport Strategy and the London Plan.
- 4.35 The Mayor of London is responsible under the Greater London Authority Act 1999 for preparing and publishing a London ambient noise strategy. The City Council will investigate what measures are needed and can be implemented within Westminster to minimise noise from road, rail, Underground and air traffic.

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TRANS 2: ROAD SAFETY

Aim

- 4.36 To reduce the number, severity and risk of traffic accidents and improve road safety for all users of the transport system.
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POLICY TRANS 2: ROAD SAFETY

The City Council will scrutinise all development proposals, as regards their traffic and highway arrangements, to ensure that where appropriate they are designed to reduce the number and severity of road accidents. All development proposal should ensure that they adequately complement the relevant slower, speed initiatives that are being taken in the interests of road safety and accident reduction, whilst allowing the easy passage of emergency and public service vehicles.

Policy application

- 4.37 The City Council's Accident Remedial Programme identifies and examines accident clusters or known problems and takes low-cost remedial measures aimed at reducing accidents. This has proved to be effective and economical.
- 4.38 It is targeted to reduce casualties at locations that have high accident rates with dominant accident patterns susceptible to safety engineering treatment. Some sites do not have a sufficiently poor accident record to be prioritised within this programme. In such cases, the request is added to a list of potential projects for future investigation.
- 4.39 The City Council will ensure that road safety is taken into account in all proposed traffic management and highway schemes. Safety audits enable the City Council to quantify the potential accident savings and use this information to help decide priorities.
- 4.40 Transport for London's Road Safety Plan and Westminster's annual Road Safety Plan set out the broader context for the Council's Accident Remedial Programme and other road safety policies and the Council's Road Safety Plan includes the Council's targets and commitments relating to road safety.

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Reasons

- 4.41 In London, there has been a steady decline in the number of road casualties over the last several years. Most of this reduction in Westminster is considered to be due to the Council's Accident Remedial Programme, and other road safety initiatives, such as driver education. Nevertheless, there were still 12 deaths, 251 serious casualties and 1499 slight casualties, in Westminster in 2005.
- 4.42 In March 2000 the Government issued "Tomorrow's roads: safer for everyone – The Government's road safety strategy and casualty reduction targets for 2010". This sets out to achieve (by 2010, compared with the average for 1994-98), the following targets, which the City Council will strive to meet:
- (a) a 40% reduction in the number of people killed or seriously injured in road accidents;
 - (b) a 50% reduction in the number of children killed or seriously injured;
 - (c) a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

TRANS 3: PEDESTRIANS

(This policy also applies to wheelchair users.)

Aim

- 4.43 To improve conditions for pedestrians and make walking a safer, quicker, more direct and more attractive form of travel.

POLICY TRANS 3: PEDESTRIANS

- (A) The City Council, in considering development proposals, will aim to secure an improved environment for pedestrians, with particular regard to their safety, ease, convenience and directness of movement, in the course of negotiations or securing planning agreements, including the provision of appropriate facilities, such as footway widening, connecting walkways, footbridge location and covered arcading.**
- (B) In its consideration of proposals for the future creation of pedestrian-only areas or areas of pedestrian priority, the City Council will aim to achieve a high standard of urban design and also to**

have regard to the following physical features:

- 1 the need for personal safety and the prevention of crime**
- 2 the consequential displacement of moving or parked vehicles to or within surrounding areas, especially residential areas**
- 3 the access and mobility needs of disabled, elderly and handicapped people**
- 4 the need for access and passage of regular bus services**
- 5 the need for cyclist movement and segregation from other traffic**
- 6 the accessibility needs of licensed taxis and mini-cabs**
- 7 the likely impact of vehicular restrictions on patterns of retail trade**
- 8 the access and servicing needs of traders and frontagers, and facilities for refuse collection and street cleansing**
- 9 the need for convenient 24-hour access for emergency services**
- 10 improving the setting of listed buildings and conservation areas and reducing clutter**
- 11 the impact on the character and land use of the street**
- 12 highway maintenance, including lighting**
- 13 enforcement, including parking, licensing, planning, noise, illegal street trading and anti-social behaviour**
- 14 environmental benefits**

Policy application

- 4.44 An effective way of ensuring better conditions for pedestrians is by closing streets to motor vehicles, if only for part of the day. It is a solution which can benefit both pedestrians and businesses, as long as it is introduced in a way which recognises their differing needs and takes adequate account of the street management and enforcement issues. Alternatively it is possible to create pedestrian priority areas, in both residential and commercial areas, where vehicles are still allowed, but it is clear that pedestrians should take priority, or to provide more circulation space for pedestrians by widening footways.
- 4.45 Redevelopments and the intensification of use of existing buildings can generate additional pedestrian activity and create problems where none

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previously existed. The City Council will take this into account when considering planning applications, and will ensure that pedestrian activity is adequately catered for and that, where possible, conditions for pedestrians are improved.

- 4.46 Opportunities to facilitate movement by pedestrians will be taken, to enable more direct, quicker and safer movement. Surface-level pedestrian crossings and other facilities, which aid pedestrians, will be provided where the demand from pedestrians or the safety record justifies them. The City Council will also seek to replace existing subways with surface-level pedestrian facilities where possible. Subways will be considered only where they provide a direct and convenient link to the underground rail network or other facilities provided below street level, such as public car parks. They should always be well lit, wide and accessible to wheelchair users and people with prams, pushchairs, shopping trolleys, etc. and designed to maximise personal security.

Reasons

- 4.47 Walking is the method of travel that has the least damaging effect on the environment. It also has health benefits. The City Council supports walking and considers that pedestrians should be able to walk around Westminster without the danger, inconvenience and unpleasantness often forced on them by the rest of the transport system.
- 4.48 All journeys, particularly those made by public transport, involve an element of walking. Walking is of key importance for short-distance journeys, particularly for those without access to a car. In central London, attractions of all kinds are located close to one another, which makes walking a particularly convenient way for visitors to travel. Visitors unfamiliar with London often make short journeys by Underground which could more easily be made on foot. Pedestrian signs and other forms of information such as the provision of local maps can help change this. However, the very great density of attractions means that only the most important destinations can be signed if clutter and confusion are to be avoided. The City Council will, however, seek the provision of clear street signing to rail, coach, bus and underground stations.
- 4.49 About a third of all road casualties in Westminster involve pedestrians. The City Council would like to see a significant decline in pedestrian casualties and places a high priority on the improvement of conditions for pedestrians, in particular to ensure safe access to open spaces and squares. Improving conditions and safety for pedestrians can more easily be achieved in streets with low traffic volumes where the opportunities may exist for footway widening or other pedestrian priority measures. The greatest difficulties are experienced on roads with both high traffic volumes and high pedestrian flows, where the potential conflict between

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pedestrians and other road users is greatest. Controlled crossing places will be provided at such locations where accident figures demonstrate the need to increase pedestrian safety.

TRANS 4 - TRANS 8: IMPROVING THE QUALITY, RELIABILITY AND ACCESSIBILITY OF PUBLIC TRANSPORT

Overall Aim

- 4.50 To improve the quality, reliability and accessibility of public transport of all modes to make it more attractive than the private car.

Introduction

- 4.51 The City Council believes that a good public transport system is essential to the residential, commercial, cultural and administrative functions of Westminster. Public transport forms a vital, integral and complementary part of the overall transport strategy of reducing the use of private vehicles and improving air quality. It is particularly important for most commuters and for people who do not have access to a car. Greater use of public transport will help to reduce traffic congestion, pollution and other detrimental effects of vehicles. The City Council will use the powers available to it to seek improvements to public transport in London, including rail-based systems, buses and intermediate modes such as trams.
- 4.52 Since July 2000 Transport for London has taken responsibility for the planning and co-ordination of bus services in London. Transport for London is required to consult the thirty-three London local authorities in respect of service changes and the policies it intends to follow or the action it intends to take in carrying out these policies. The City Council has an important role in commenting on these policies and proposals, advising on land use and amenity considerations. It will represent the views of residents, businesses and workers within the City who depend on public transport, by actively campaigning for efficient and reliable public transport facilities as part of a balanced and environmentally sustainable transport strategy within Westminster.
- 4.53 Westminster depends very heavily on public transport, which will continue to play a vital role in delivering the City's workforce to their places of work. Improvements to public transport are also required to help to meet targets for reducing road traffic levels. In 2003, 84% of the people arriving in central London in the morning peak did so by public transport. This, together with the limited parking space in Westminster and the fact that many people, including visitors, do not have access to a car and have no alternative means of transport, emphasises the importance of the public transport system in Westminster.

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- 4.54 However, there is a shortage of public transport at night when the Underground stops running. Despite a large increase in night-bus services over recent years the system still cannot cope with late night demand in central London and the City Council will work positively with the transport operators to remedy this, for example by seeking extensions to the operating hours of the Underground, particularly later into the night at weekends, such as through TfL's 'half an hour later' proposals to be implemented in May 2007.
- 4.55 In environmental terms, public transport generally creates less nuisance, consumes fewer resources, produces fewer emissions and needs less road space than the private car.

TRANS 4: BUS SERVICE PROVISION AND IMPROVEMENT

Aim

- 4.56 To maintain and improve the quality, reliability and accessibility of buses.

POLICY TRANS 4: BUS SERVICE PROVISION AND IMPROVEMENT

- (A) The City Council will seek the maintenance and improvement of bus services, through the implementation of the London Bus Priority Network and the London Bus Initiative, and the promotion of all other bus priority schemes and traffic management measures, including such schemes and management measures as may be reliably secured by the development or redevelopment of land and buildings.**
- (B) Major development proposals, such as large retail schemes, should be located where public transport network coverage is good or is capable of improvement (see also policy SS 11) and, exceptionally in the latter case, the City Council will require such improvement by concluding agreements with developers and public transport operators (see also policy TRANS 8).**

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(C) In considering detailed schemes to aid bus movements and priorities, the City Council will have regard to:

- 1 the safety, ease of movement and security and ease of travel of pedestrians and cyclists**
- 2 the need to protect surrounding, particularly residential, areas from any increases in vehicle traffic**
- 3 the possibility of introducing traffic calming or associated environmental management measures to reduce such intrusive impact**
- 4 the access and servicing needs of frontagers and frontage land uses and for emergency service vehicles**
- 5 the need to provide improved and convenient access for disabled, elderly and partially mobile people; and**

in all cases, the City Council will have equal regard to the existence or future likelihood of bus priority measures in determining individual applications for planning permission.

(D) The City Council will seek to ensure that existing bus facilities such as bus stations and garages are retained upon redevelopment.

Policy application

- 4.57 The City Council will seek to improve ease of passage for buses by co-operating with Transport for London, the London local authorities and other appropriate bodies in studies or proposals aimed at improving the reliability, efficiency and safety of bus services. It will also use its powers, for example through legal agreements, to secure the funding of such proposals. Cyclists will normally be allowed to use bus lanes and the City Council will allow taxis and coaches to use them where this would not interfere unduly with bus movement.
- 4.58 The City Council will support proposals to make it easier and more attractive to use buses, such as the provision of improved waiting and interchange facilities, improved passenger information and special facilities for people with disabilities.

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- 4.59 When consulted on proposed changes in bus service levels, the City Council will seek to ensure that the emphasis of those changes is placed on providing safe, reliable, efficient, punctual and regular services which are tailored to existing and predicted demand. The City Council will oppose changes to bus services within, to or from Westminster which reduce passenger-carrying capacity, unless those changes are justified by changes in demand, and will not reduce the attractiveness of the bus network as a whole.
- 4.60 The City Council will seek to ensure that buses contribute to improvements in air quality through the use of clean fuels, regular maintenance and modern engine and emission control technology.
- 4.61 The City Council will support measures, such as Dial-a-Ride schemes, which improve the mobility of residents who are frail or elderly, or who have disabilities.

Reasons

- 4.62 Buses provide an essential service for residents, visitors and workers wishing to make local journeys. They take up significantly less road space than equivalent numbers of passengers travelling by car and are less environmentally damaging. The City Council encourages the use of buses through the introduction of bus priority measures and by seeking to encourage operators to maintain and improve the quality of service and to increase efficiency, reliability, safety and accessibility. The City Council also recognises that buses have considerable potential, at relatively low cost, to become the focus of an efficient public transport system that gets people to where they want to be quickly and comfortably, without having to rely on cars.

TRANS 5: SURFACE, UNDERGROUND RAILWAYS AND TRAMS

Aim

- 4.63 To maintain and improve the quality, reliability and accessibility of rail transport.

POLICY TRANS 5: SURFACE, UNDERGROUND RAILWAYS AND TRAMS

- (A) The City Council will encourage and support improvements to the main line rail termini, Underground stations and associated interchange facilities, including improved access to and capacity of stations and interchanges. The Council will co-operate with the Department for Transport,**

National Rail, Transport for London, London Underground and other appropriate authorities in any studies undertaken with a view to improving such facilities and may seek to undertake such studies through agreements with developers.

- (B) The City Council will seek to retain and enhance accessibility to public transport in all parts of the City. The City Council will oppose the permanent closure of any station or line unless there are alternative proposals, which can be satisfactorily demonstrated to offer overall benefits.**
- (C) Where new or additional rail or tram facilities are proposed, the City Council will seek to ensure that any movement which may be generated by such a facility can be adequately catered for by public transport and that interchange between different forms of public transport is improved. The City Council will discourage proposals that result in increased vehicle journeys unless the net impact is a more sustainable transport operation. The City Council will seek to protect the environment of the surrounding area from the adverse impact of construction, particularly where residents are affected. This will include the effects of construction and diverted traffic and the unnecessary demolition of listed and other valued buildings.**
- (D) Where new or improved rail or tram facilities are proposed the City Council will seek to ensure that the proposals include suitable and convenient access for people with mobility difficulties. The Council will also urge operators to improve the access for such people to existing facilities.**
- (E) The City Council will support improvements to railway lines and stations and recognises that the construction of new facilities and the achievement of associated community benefits may cause some disruption. The City Council will seek to work with promoters and operators to protect the environment of the surrounding area from the adverse impact of construction including construction and diverted traffic and the unnecessary demolition of, or potential impacts on, listed and other valued buildings.**
- (F) In appropriate cases, the City Council may seek improvements such as those outlined above through**

negotiations or legal agreements with developers.

Policy application

- 4.64 The City Council will support plans to improve the operation and capacity of the rail networks if they are technically and operationally viable and unless they are likely to generate traffic that will increase congestion on the road network or they are poorly integrated with the local public transport system. It will welcome and co-operate with any studies undertaken with a view to improving such facilities and may seek to undertake such studies through legal agreements with developers or will seek financial contributions from developers to fund any measures that might be required as a result of potential problems caused by the implementation of their developments.

Reasons

- 4.65 The rail networks in Westminster are largely outside the City Council's control, being the responsibility of Transport for London, London Underground, National Rail, the train operating companies and other agencies. Nevertheless, the City Council supports the development of safe, efficient and popular rail services because they can carry large numbers of passengers, particularly workers. Improvements to rail infrastructure and services are urgently needed to provide additional capacity, which will improve the attractiveness of the railways, reduce overcrowding on trains, improve reliability, promote economic growth and facilitate environmental improvements.
- 4.66 London Underground has put forward plans for new rail links and safety improvements to stations in Westminster. If it receives central Government and Parliamentary approval, these schemes can be initiated during the Plan period. The City Council has also consistently supported the Crossrail proposal since 1991. The City Council strongly supports Crossrail Line 1 (with a link to Heathrow) as the best medium to long-term opportunity to improve rail-based public transport in London. However, the City Council has clear policies to protect the general amenity of residents, businesses and visitors in Westminster against any adverse environmental impact. In achieving these objectives, Westminster is involved with petitioning on aspects of the Crossrail Line 1 Bill, focusing on construction impacts and ensuring that the project is fit for purpose, to meet present and future needs. Delays in promoting and funding Crossrail, both Line 1 and continuing uncertainty on Line2, remain a concern to the City Council, given its importance.

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- 4.67 Rail schemes can lead to increased demand for traffic movements in central London. For example where airport - central London links terminate in central London there is a considerable demand for taxi services as well as facilities for other types of picking up and setting down.
- 4.68 Proposals to construct new underground railways have route safeguarding implications, such as preventing the construction of new buildings with deep piled foundations along a potential underground rail route. However, local authorities do not have direct powers to enforce safeguards for rail schemes, even though the safeguards may have to be applied through the development control process. The City Council will safeguard the routes of these schemes through development control only where it is directed to do so by the Secretary of State or where the promoters of the rail scheme have given a firm undertaking that they will be liable for any financial consequences arising from a refusal of planning permission on rail safeguarding grounds. The City Council remains concerned that, whilst safeguarding directions for both Crossrail lines were issued in 1991, Crossrail Line 2 could not be open for several decades. The City Council will continue to urge the Government to review the safeguarding of this proposed Line.
- 4.69 Whilst rail travel to Europe is more sustainable than air or car travel, it will be necessary during the Plan period to keep Channel Tunnel-related proposals under scrutiny, and to take any action necessary within the overall context of this Plan to safeguard the City Council's interests. Waterloo is already operating and St. Pancras has been selected as a further Channel Tunnel rail terminal. While neither of these sites is within Westminster, they are very close to the City's boundaries, and their development, either singly or together, could have adverse effects on both the road and public transport networks within Westminster.
- 4.70 The Mayor has announced the go-ahead for a Cross River Tram running from King's Cross and Camden, via Euston, and Waterloo to Peckham and Brixton, due for completion by 2016. In Westminster the proposed route is via Waterloo Bridge, Lancaster Place, Aldwych and Kingsway, as shown on Map 4.2. The Council supports the further development of the project, but it must satisfactorily address the following issues:
- a) the impact on other traffic, particularly on Waterloo Bridge
 - b) integration with other modes of public transport
 - c) the impact on local servicing, access and parking
 - d) townscape impacts
 - e) construction impacts

TRANS 6: COACHES

Aims

- 4.71 To maintain and improve the quality, reliability and accessibility of coach transport, while regulating coach activity.
-

POLICY TRANS 6: COACHES

- (A) The City Council will introduce measures to control the routes used by coaches and the places used for their stopping, standing, parking, setting down and picking up, in order to reduce congestion and to minimise air and noise pollution, environmental intrusion and the nuisance caused to residential property and to other road users.**
- (B) The City Council will seek improvements in coach facilities, such as coach parking, particularly off-street, and layover areas in collaboration with other local authorities and with the coach and tourism industries, and where appropriate will seek such facilities through negotiations or legal agreements with developers of suitable sites.**
- (C) The City Council will oppose any development of a single hub coach terminal as a replacement for Victoria Coach Station. The City Council will favour new coach terminal provision where their size and siting would assist in multi-modal interchange and minimise adverse traffic and environmental impact and where such provision reflects and accords with the differing requirements of coach operators.**
- (D) Any future application for new coach terminal facilities in Westminster will be assessed against the following criteria:**
- 1 the degree of successful integration with local and national public transport networks and interchange facilities, existing and proposed**
 - 2 the ease and immediacy of access to the major distributor routes as defined by policy TRANS 16**
 - 3 the convenience and free movement of passengers arriving or departing by other modes**
 - 4 the environmental impact upon the immediate environment, especially residential property**

5 the degree of conformity with the aims of other UDP policies, especially policy TRANS 8.

Policy application

- 4.72 The City Council, together with the City of London, the Royal Borough of Kensington and Chelsea and the boroughs of Camden, Lambeth, Southwark and Wandsworth, has adopted the Central London Coach Strategy. The strategy consists of the following elements:
- (a) recognising that coaches have a legitimate role
 - (b) taking full account of coaches in the formal planning process
 - (c) considering ways to provide facilities for coaches to pick up and set down their passengers, and to park when not in service
 - (d) encouraging responsible behaviour by operators and drivers
 - (e) discouraging intrusive, irresponsible or illegal behaviour
 - (f) maintaining a dialogue with the coach and tourism industries
 - (g) co-ordinating the actions of the local authorities and seeking the development of a common approach across London as a whole
 - (h) working to keep coaches in the eye of Government as a strategic issue
- 4.73 The Council formerly hosted the London Coach Forum, which comprises representatives of local and central government, the Police and the coach and tourism industries. The City Council provides coach parking on local roads and there is also coach parking on Transport for London roads in Westminster. Progress continues to be made in controlling unnecessary coach movements through traffic management and by banning coaches from some areas (see Map 4.3).
- 4.74 To regulate Round London Sightseeing Tour (RLST) activity the City Council will monitor RLST services and where appropriate make representations to Transport for London with a view to minimising the adverse impact of RLST operations. It will also keep under review the boundaries of the RLST Controlled Zone and the nature of the controls within the Zone.
- 4.75 Since April 1996 the City Council has operated an RLST Controlled Zone. This zone covers the central area of the City roughly east of Park Lane and south of Wigmore Street (see Map 4.4). The restrictions continue to apply to those roads within the zone which transferred to Transport for London in July 2000. Operators are required to have a City Council or Transport for London permit for all terminal points within the zone, in addition to their service licence. Within the zone, RLST terminal points are protected from parking by vehicles other than authorised RLST vehicles.

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4.76 The Mayor is required to prepare, consult upon and adopt a Guidance document on the licensing of London local bus services (i.e. those which are not provided directly as part of the London Bus Network). In Westminster, many London local services are RLST services, and the City Council is concerned that the guidance adopted by the Mayor in January 2002 does not contain sufficient safeguards to ensure that RLST services are operated in a responsible manner. It will therefore make appropriate representations to Transport for London to ensure that any further Guidance on the issue of London local service permits adequately reflects the potential traffic, safety and environmental impact of RLST services in Westminster. The City Council will also continue to monitor individual applications for service licences.

Reasons

4.77 Coaches carry large numbers of passengers at low cost. They use road space as efficiently as buses, but they also offer flexibility in the selection of routes, points of departure and destinations. Coaches play a significant role in the provision of long-distance travel and commuter services, and in the provision of transport for specific groups such as educational parties, theatre visitors and people with mobility difficulties, and in these cases should be encouraged. Coaches also play a major role in supporting London's tourism industry, partly because they are a relatively cheap way to travel, but also because they are a convenient way of moving groups of people.

4.78 On the other hand, coaches are large and intrusive vehicles whose presence, whether moving or stationary, can have a significant impact on residents and businesses and on other road users, including pedestrians. In many cases this impact is intensified by the concentration of coach activity at particular locations and at particular times. In particular, express coach services cause problems around Victoria Coach Station, and tourist coaches near the main tourist attractions, at sightseeing tour pick-up points and near hotels and theatres. Coach parking also causes a nuisance in some areas through obstruction, visual intrusion, noise, exhaust emissions (including by stationary vehicles with engines running) and safety concerns caused by left-hand drive vehicles picking up and dropping off passengers on the off-side of the vehicles).

4.79 Although in recent years both passenger and vehicle handling have improved, coach movements related to Victoria Coach Station continue to cause concern. Nearby residents continue to suffer from the adverse environmental effects of these coaches. The City Council is, however, opposed to transferring these problems to another single hub coach terminal. It is also taking action to ensure that environmental damage is minimised by requesting coach drivers to turn off their vehicles' engines whilst stationary. While the issue of coach stations and of coach strategy

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in general is a strategic matter for the Mayor and Transport for London to consider (the London Coach Terminal Review was published in February 2005), the City Council does not believe that a suitable site exists in central London to provide a single hub coach terminal to cater for all London's coach passengers in view of the likely traffic and environmental impact of such a terminal. Instead it supports alternative arrangements with dispersed terminal facilities at appropriate locations across Greater London.

- 4.80 A feature of public transport operation in central London, and Westminster in particular, is the proliferation of RLSTs. These services are aimed exclusively at tourists. Although they are licensed as bus services, their style of operation also shares many features with tourist coaches.
- 4.81 The style of operation also causes problems, including congestion caused by large numbers of partially-empty RLST vehicles, lengthy waiting at the authorised terminal points (including air pollution from stationary vehicles with engines running), the use of facilities provided for regular bus services, noise from commentaries, and pavement activities such as ticket selling, leafleting and A-boards.

TRANS 7: TAXIS AND MINI-CABS

Aims

- 4.82 To maintain and improve the quality, reliability and accessibility of taxis and mini-cabs, in order to make them more attractive as alternatives to the use of the private car. To ensure that taxis and mini-cabs do not cause an environmental nuisance.

POLICY TRANS 7: TAXIS AND MINI-CABS

The City Council will seek to maintain the contribution of licensed taxis and mini-cabs to the range of public passenger services by taking them into account:

- 1 when pedestrian priority schemes are under consideration**
- 2 when new bus lanes are being proposed**
- 3 at the design stage of the development of any buildings intended for use by large numbers of the public, including public transport interchanges, to ensure that good provision for taxi and mini-cab access is made**
- 4 by keeping under review the need for taxi ranks and other types of dedicated taxi parking**

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- 5 by ensuring, as far as is possible within the Council's available powers, that taxis and mini-cabs remain able to pick up and set down passengers in proximity to major transport terminals and places of interest.**
-

Policy application

- 4.83 The Council seeks improvements to the environmental performance of taxis and mini-cabs, and is keen to see increased use of clean fuels and engines and exhaust after treatments, such as catalytic converters, and better and more regular maintenance.
- 4.84 In residential areas, the congregation of mini-cabs at their office bases, even though they are usually controlled by radio, often causes problems of noise and congestion and deprives residents of parking spaces close to their homes. (See policy SS 12.)

Reasons

- 4.85 Licensed taxis and mini-cabs form an important and flexible component of the public transport system and should in general benefit from better traffic conditions brought about by the restraint / reduction policy and associated measures. They enable people to benefit from the convenience and flexibility of making door-to-door journeys, without having to own and keep a car in Westminster.
- 4.86 The City Council does, however, recognise that the environmental performance of taxis and mini-cabs contributes to poor air quality and noise in central London and could be improved.
- 4.87 The congregation of mini-cabs at their offices can also cause problems, for example, noise late at night.

TRANS 8: IMPROVED PUBLIC TRANSPORT ACCESS

Aim

- 4.88 To seek financial assistance to transport in the form of investment in new facilities.
-

POLICY TRANS 8: IMPROVED PUBLIC TRANSPORT ACCESS

The City Council may require financial assistance or physical provision for specific local improvements to public transport access or levels of service, through the imposition of planning conditions or by securing agreements with developers in the following situations:

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- 1 where there might be a benefit to the community, such as an improvement in the functioning or coverage of the public transport system**
 - 2 where financial assistance might help to achieve other planning aims and policies such as comprehensive redevelopment, or the better layout of development or its proper integration with the local transport infrastructure**
 - 3 where they may secure the provision or improvement of a local service necessary to enhance access by public transport or influence the overall modal split in its favour**
 - 4 where it is possible to improve physical conditions or general ease of multi-modal access, particularly for people with disabilities or lack of full mobility**
 - 5 where such improvements would complement wider aims of traffic reduction and the mitigation of the adverse environmental impact of traffic on the local community.**
-

Policy application

- 4.89 The City Council might consider spending money on, for example, small scale off-street terminal facilities, coach lay-bys or bus stands, off-street parking/stopping arrangements, improved interchange arrangements or augmenting bus services. Where the implementation of a development will cause or exacerbate problems on the existing public transport networks, the City Council will seek provision of improved facilities through negotiations or legal agreements with developers, such as through Section 106 of the Town and Country Planning Act 1990, and relevant public transport operators. This section should be read in conjunction with Policy STRA 7, the justification paragraphs 59 – 64, and the City Council's draft SPG on Planning Obligations, which set out the criteria for when it might be expected that such agreements might be entered into and what they might seek to achieve.

Reasons

- 4.90 There may be occasions when it would be desirable to channel extra money towards small-scale specific public transport improvements, these improvements would bring benefits to the community as a whole or provide a necessary local service or facility which would otherwise not be provided. This is likely to be particularly pertinent for any financial surplus generated by the introduction of new traffic restraint / reduction measures such as congestion charging, with hypothecation for transport expenditure.

TRANS 9: CYCLING

Aim

- 4.91 To make cycling safer and more attractive and to promote cycling as an alternative to the use of the private car.
-

POLICY TRANS 9: CYCLING

(A) In order to improve conditions for cyclists, the City Council will:

- 1 implement traffic management measures specifically to aid cyclists and improve safety, such as cycle lanes or advanced stop lines**
- 2 normally allow cyclists to turn at junctions and enter streets where certain movements by motor vehicles are banned as part of a traffic management or environmental scheme, where safety issues permit**
- 3 provide facilities for cyclists to cross main roads safely. These measures could include shared crossing facilities with pedestrians and the use of pedestrian/cycle phases at traffic signals**
- 4 consider, when undertaking all traffic management schemes and other road works, the particular needs of and the vulnerability of cyclists in order to provide a safe and direct route for cyclists**
- 5 keep the London Cycle Network, Thames Cycle Route and other strategic cycle networks under review and make improvements where justified.**

(B) The City Council will provide or encourage the provision of secure on-street cycle parking facilities. Secure cycle parking facilities will be required in new developments to standards set out in TRANS 10 and the City Council will encourage the provision of showers, changing facilities and lockers for cyclists at all new workplaces and places of education. Consideration will be given to providing overnight cycle parking facilities at rail and Underground stations.

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Policy application

- 4.92 The London Cycle Network was completed in Westminster in 2001, although it is still under review and improvements will continue to be made (see Map 4.5). The City Council will take full account of the network, and proposals to improve it further, when considering future highway, traffic and development proposals.
- 4.93 The City Council seeks to enable cyclists to use Local Roads or segregated routes which carry low volumes of traffic rather than to use the TLRN and Distributor Roads, although it is recognised that there will be some parts of the main road network which cyclists cannot easily avoid. Priority will be given to locations where there is particular demand for facilities for cyclists. New or priority crossings will be provided which provide a safe and convenient crossing of major roads or other major barriers to movement, such as one-way systems. The safety of pedestrians will need to be considered, particularly where proposed measures may bring the needs of cyclists into conflict with those of pedestrians. The City Council's cycling policies are in line with the Government's National Cycle Strategy, which was published in July 1996 and more recent documents such as the Mayor's Transport Strategy of July 2001.
- 4.94 Cycle journeys for anything other than very local journeys require continuity of routes, and the policies are intended to achieve this.

Reasons

- 4.95 Cycling is a healthy, efficient, sustainable and effective form of transport, which produces no emissions and which often allows a journey to be made more quickly than by a private car. It is important that those who cycle should be able to do so more easily and safely, and that those who wish to do so are encouraged through positive provision and not discouraged by road safety concerns. Nevertheless, it is important to avoid any road safety problems that might be caused by conflicts between cyclists and other road users, either through poor design or through dangerous, inconsiderate or illegal cycling.

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TRANS 10: CYCLE PARKING STANDARDS

Aim

- 4.96 To provide secure parking facilities for cyclists and help to make cycling more attractive.
-

POLICY TRANS 10: CYCLE PARKING STANDARDS

In all developments the City Council will require cycle parking to be provided as set out in Appendix 4.2. The Council will require cycle parking areas to be designed so that they cannot be used for car or motorcycle parking.

Policy application

- 4.97 The City Council will require secure cycle parking facilities to be provided in new developments to the standards set out in the policy and Appendix 4.2.
- 4.98 Staff and residents' cycle parking spaces should be off-street, covered, lit and secure. Visitors are, however, often better provided for by providing parking near entrances in prominent convenient locations. Cycle stands of the 'Sheffield' type will be counted as equivalent to two cycle parking spaces. The siting and design of cycle parking facilities should take account of the building design and, where on-street facilities are provided, the streetscape and the impact on pedestrians.

Reasons

- 4.99 While car parking standards are generally set to discourage car usage in Westminster, cycle parking standards are aimed at encouraging cycling as an alternative means of transport. Proper cycle parking provision also offers cyclists an alternative to using railings and street furniture to park their cycles, thereby improving the street scene and reducing obstruction.

TRANS 11: MOTORCYCLES (including all Powered Two-Wheelers)

Aim

- 4.100 To recognise the needs and vulnerability of motorcyclists, but also to recognise the safety and environmental problems caused by motorcycling.

POLICY TRANS 11: MOTORCYCLES

The City Council will seek to maintain an adequate supply of parking facilities for motorcyclists and will consider motorcyclists needs in the design of any traffic calming and management schemes. In recognising the safety and environmental problems caused by motorcycles relative to other modes, it will be necessary to apply a level of restraint through parking policies.

Policy application

- 4.101 The City Council recognises the vulnerability of motorcyclists and will therefore consider their safety in the design of its traffic calming and management schemes. Nevertheless, the high level of casualty accidents involving motorcycles is unlikely to be reduced by actively encouraging motorcycling.
- 4.102 Policies will therefore be implemented which introduce an element of restraint, by charging for motorcycle parking and introducing a tariff structure which encourages long-term parking to move off-street, whilst leaving on-street spaces vacant for those that require short-term facilities. This may particularly need to be the case if the introduction of congestion charging, with motorcyclists exempt from any charges, leads to a sustained increase in the number of motorcycles entering, and seeking to park in Westminster.
- 4.103 The City Council does not intend to implement motorcycle parking standards. Car parking standards will be maximums and, with four or five motorcycles able to fit into a single car parking space, the Council would have no objection to developers devoting a proportion of their car parking spaces to motorcycle parking.

Reasons

- 4.104 Motorcycles provide a means of transport which allows the user to get from door to door and which can be useful in areas or at times when public transport accessibility is poor. They also provide the ability to make longer journeys than do cycling or walking. Motorcycles generally have lower fuel consumption than cars and take up less roadspace than cars, particularly when parked.

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- 4.105 However, the safety record of motorcycles is poor and in environmental terms they are not as 'green' as cycling, walking or public transport. In fact, in terms of overall emissions, studies have shown that the technology used in motorcycle engines has lagged behind that used in cars and that they are often worse for the environment than cars.
- 4.106 Motorcycle use could help to reduce congestion, if car drivers were to switch to motorcycling and any roadspace released were not simply occupied by more cars. However, if public transport users were to switch to motorcycling, congestion could worsen. The City Council therefore feels it is necessary to introduce an element of restraint into its motorcycling policy, particularly since the Mayor has decided to allow motorcycles to be exempt from any congestion charges, a move which can only increase the number of motorcycles in use in central London.

TRANS 12: WATER-BASED TRANSPORT

Aim

- 4.107 To make water-based transport more attractive.
-

POLICY TRANS 12: WATER-BASED TRANSPORT

- (A) The City Council will encourage the development of water-borne transport facilities for passengers and the integration of such facilities with existing transport networks. It will also encourage the use of the River Thames and canals for freight, construction spoil and waste.**
- (B) The City Council will oppose any developments that promote a greater use of any craft or handling of goods which would cause environmental nuisance relative to other modes, particularly with regard to noise.**
-

Policy application

- 4.108 In encouraging the use of water-borne transport the City Council recognises the need to protect the environment of the City's waterways and adjoining areas from noise, air and water pollution. Policy TRANS 12 will therefore be applied in conjunction with relevant policies in Chapter 11, River Thames.

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Reasons

- 4.109 The City Council regards the River Thames and the City's canals as having considerable transport potential. Water-borne transport broadens the choice of transport available for residents, workers and visitors, and can provide an efficient means of transporting freight. The increased use of the River Thames and other waterways within the City for the transportation of freight could help to reduce the number of lorries using Westminster's streets. Greater use could also be made of the river and canal for carrying construction spoil, although there are no sites in Westminster for landing facilities.
- 4.110 The City Council is part of the Cross River Partnership, which has been working to promote the use of the River Thames through new passenger river services and piers. Both the City Council and the Cross River Partnership anticipate an increased demand for river transport in the future, both for tourism and commuting. Consideration will need to be given to the provision of new or redeveloped piers to meet this demand and to effective interchange with other forms of public transport.
- 4.111 The City Council was also part of the London Waterways Partnership Single Regeneration Budget programme and successfully secured £28 million programme over the period 1997-2005. Although SRB funding is no longer available for this project the City Council will continue to promote the improvement of the Regent's and Grand Union Canals for navigation and amenity use.
- 4.112 The City Council will also encourage the use of towpaths as part of the transport network for pedestrians, and will seek to extend their use to cyclists, particularly where redevelopment offers the opportunity to improve the path, unless shared use is impractical. The more such paths are used the more secure they will become as a result of passive surveillance.

TRANS 13: HELICOPTERS

Aim

- 4.113 To discourage the use of helicopters.

POLICY TRANS 13: HELICOPTERS

- (A) The development of new or enlarged facilities for helicopter movements (including applications for the enlargement of existing ones and the variation of their operational restrictions or limitations) will only be allowed where they are essential for public or**

other emergency services and having regard to the following considerations:

- 1 the likely impact on noise-sensitive property in the vicinity (including the vicinity of likely approach flight paths)**
- 2 the economic, environmental and employment advantages of their development**
- 3 the possibility of rationalising existing helicopter operations at existing sites with a view to an overall reduction in noise and disturbance.**

(B) The development of helicopter landing facilities may be subject to conditions in order to ensure that the relevant criteria (1-3) are met and may also be subject to planning agreements or obligations in order to ensure an overall reduction in noise nuisance and disturbance caused by existing operations under applicants' control.

Policy application

- 4.114 The City Council will oppose any changes to or deviation from the approved airway along the River Thames as likely to cause disturbance to residents, visitors or workers. It will also oppose the development of helicopter landing facilities, including any proposals to site such facilities in the River Thames.

Reasons

- 4.115 Helicopters can create a noise nuisance and their use within Westminster should be tightly controlled. The powers available to the City Council to control helicopter movements are currently restricted to those sites that would normally require planning permission. The City Council is opposed to any increase in the number of helicopter flights over the City, and believes that there is a need for additional local authority powers to control the temporary use of sites for helicopter take-off and landing.

TRANS 14: TRANSPORT ASSESSMENTS

Aim

4.116 To assess the overall transport implications of developments.

POLICY TRANS 14: TRANSPORT ASSESSMENTS

- (A) All development proposals will be assessed for their individual and cumulative impact in contributing to traffic generation, and on congestion, parking, safety, public transport, cyclists and pedestrians. The City Council will use Transport Assessments to seek to promote development that supports more sustainable travel choices and reduces the need to travel.**
- (B) The size of the developments for which the need to provide a Transport Assessment will apply, together with the details that will be required, are outlined in Appendix 4.1 to this Chapter. In the case of composite, closely related or incremental development, a joint Transport Assessment may be necessary and may be required.**
- (C) In cases where the existing road network and/or junctions and/or the public transport networks cannot cope with the increased volume of movement generated by a development, the City Council will refuse permission for the development unless it is possible to devise suitable transport improvements to permit the generated movements to gain safe access to the transport networks. Such improvements must be acceptable within the terms of the other policies in this Plan (in particular see TRANS 1 – 4 and 7 – 10).**
- (D) Where necessary, the City Council will impose conditions on a planning permission or will seek legal agreements to enable such improvements to be carried out in conjunction with the development. Where the need for a transport improvement arises from the movements generated by a new development, the City Council will normally require that the full cost of the improvement or an appropriate proportion of that cost be met by the developer.**

Policy application

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- 4.117 For developments above the sizes set out in Appendix 4.1 to this Chapter, the City Council will require a Transport Assessment to be submitted in conjunction with each application. The Assessment will set out the details of the proposed development and its likely effects on the transport networks. In some instances this will also include the effects of development on air quality.

Reasons

- 4.118 The City Council needs to consider all the transport implications of large developments. Transport Assessments provide a convenient checklist to ensure that all the transport implications of developments have been considered. The Government's PPG13: Transport supports Transport Assessments and further information is contained in the DfT draft Guidance on Transport Assessments (August 2006) and TfL's Best Practice Guidance on Transport Assessments (July 2006), to which the City Council will have due regard.

TRANS 15: TRAFFIC REDUCTION

Aims

- 4.119 To reduce traffic, in particular to reduce through and car commuter traffic and help to alleviate congestion and environmental problems (for example, noise, air pollution and visual intrusion) and reduce the number and severity of road accidents. To make more sustainable forms of travel, such as public transport, cycling and walking, more attractive.

POLICY TRANS 15: TRAFFIC REDUCTION

To minimise the adverse effects of traffic on the environment and amenity, the City Council will seek to increase the use, integration and development of public transport, cycling and walking as viable alternatives to motor vehicles and reduce the use of private motor vehicles, particularly, but not exclusively, through and commuter traffic. It will adopt the traffic reduction targets set out in the Mayor's Transport Strategy and the London Plan.

Policy application

- 4.120 The Mayor's Transport Strategy and the London Plan include targets of reducing weekday traffic in central London by 15%, with zero growth across the rest of inner London by 2011. The benefits from traffic restraint / reduction will be channelled towards improving (in no order of priority):
- (a) facilities for buses and other vehicles which contribute to improved

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- accessibility and the economic efficiency of London
- (b) the quality of the townscape and physical environment
- (c) air quality
- (d) road safety
- (e) safe, effective and enjoyable routes and other facilities for cyclists and pedestrians.

4.121 The City Council will aim to reduce the use of motor vehicles by:

- (a) tighter controls on parking, and effective enforcement
- (b) the introduction of traffic management and calming measures, including the possible closure of roads to exclude through traffic and the reallocation of roadspace to pedestrians, cyclists and public transport
- (c) encouraging the adoption of green travel plans by employers
- (d) other appropriate methods to reduce the use of vehicles.

4.122 In considering any further methods of traffic reduction, the City Council will seek to ensure that:

- (a) harmful emissions are reduced and air quality is improved
- (b) ambient noise is reduced
- (c) the legitimate requirements of residents and the business and commercial sector for movement and access are safeguarded
- (d) the special needs of frail and elderly people and people with disabilities are taken into consideration
- (e) the special needs of night workers are taken into consideration
- (f) the unavoidable costs to the residential and business life of the City are not unnecessarily increased
- (g) residents, workers and visitors have attractive alternatives to using private transport.

Reasons

4.123 Unrestrained use of motor vehicles results in increased congestion and emissions. This is unacceptable for social, economic and environmental reasons. Traffic therefore needs to be reduced, and the Council will continue to use restrictive parking controls, effective enforcement and other methods which reduce traffic flow and which provide opportunities to use road capacity for other purposes. The Mayor has introduced congestion charging. While the City Council is opposed to congestion charging and feels the necessary results could be achieved by a range of other measures the City Council will work with the Mayor, Transport for London and other London boroughs and agencies to introduce appropriate and effective measures.

4.124 Traffic reduction measures and improvements to public transport could

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solve many of the transport-related problems experienced in Westminster, but far-reaching traffic reduction without complementary improvements to the public transport system would reduce accessibility. This is contrary to the aims of the Plan. Reduction measures could also, with hypothecation of associated new charges, make enough money to pay for the large capital costs of essential improvements to the public transport systems and other essential infrastructure. The Council's income from parking is already set aside for specific transport related improvements, but the money available is nowhere near sufficient to fund the levels of investment that are required in London public transport, particularly rail networks.

- 4.125 In parallel with the introduction of new traffic reduction and air quality measures it is essential to improve the Capital's rail networks, in order to make public transport a more attractive option and to have sufficient capacity to cater for those people who transfer from cars as a result of the new traffic restraint / reduction initiatives. It will also be essential to capture the road space that is released when vehicles are deterred by these initiatives and reallocate it to sustainable forms of transport through the introduction of traffic management measures which give greater priority to pedestrians, buses and cyclists. The means by which traffic reduction might be achieved will vary, but will certainly continue to include tightening restrictions on parking and harmful vehicle emissions.

TRANS 16: THE ROAD HIERARCHY

Aim

- 4.126 To change the traffic pattern to enable roads to fulfil the function for which they are best suited, principally by ensuring that traffic making strategic journeys does not use Local Roads other than at the start or end of the journey.

POLICY TRANS 16: THE ROAD HIERARCHY

(A) The City Council has defined a road hierarchy and classifies roads by their function in terms of their importance as through routes or roads for local movement and access. They are shown on the Proposals Map and also on Map 4.6 as:

- 1 the Transport for London Road Network (TLRN)**
- 2 London Distributor Roads**
- 3 Local Distributor Roads**
- 4 Local Roads.**

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- (B) The City Council will not normally permit major developments to have a direct vehicular access on to the TLRN or London Distributor Road networks. Where no reasonable alternative to direct access exists, the number of individual new access points on the TLRN or London Distributor Roads will be kept to a minimum and will not be permitted in close proximity to road junctions, or wherever the provision of an access might adversely affect the safety and free flow of traffic, including pedestrian traffic, having regard to policies TRANS 1 to 4.**
-

Policy application

- 4.127 The City Council will classify roads by their function in terms of adjoining land uses, the volume of traffic carried and their importance as routes. The Plan's road hierarchy consists of four categories of road: TLRN, London Distributor, Local Distributor and Local (see below). The City Council will use traffic management measures to reinforce the road hierarchy and to ensure that traffic travels on those roads most appropriate to the journey being made. Map 4.6 and the Proposals Map show the road hierarchy within the City of Westminster.
- 4.128 Four categories of road are defined in this Plan:
- (a) **Transport for London Road Network (TLRN)**
The TLRN is in general the main signed traffic routes on which through traffic should travel and where the priority will be the movement of people and goods.
 - (b) **London Distributor Roads**
London Distributor Roads are roads which provide links between the TLRN and which distribute traffic to neighbouring boroughs. They are in general either signed local routes, bus routes or routes which carry relatively large volumes of traffic.
 - (c) **Local Distributor Roads**
Local Distributor Roads are roads that distribute traffic to neighbouring boroughs and within the City. They are in general either signed local routes, bus routes or routes which carry relatively large volumes of traffic.

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(d) Local Roads

The priority on these roads will be for people over traffic, although the function of these Roads is also to distribute local traffic and to provide access to residential and local centres. Local Roads are also used by cyclists on longer journeys.

- 4.129 The GLA is responsible for maintenance and lighting on the TLRN. In the interests of road safety, the City Council's Distributor Roads will be lit and maintained to higher standards than its Local Roads and provided with safety barriers, where necessary, to protect and guide pedestrian movements. They will be subject to traffic management measures to aid bus movement or to produce environmental benefits in surrounding local, residential streets.
- 4.130 The City Council wishes to ensure that developments requiring new vehicular access to the highway do not create dangerous conditions on the highway network, that any extra traffic generated by major developments does not place an unacceptable burden on existing roads and junctions in the vicinity and that new access arrangements should not have an adverse effect on the siting of bus stops or pedestrian movements. The City Council will seek to minimise the number of vehicular access points to the TLRN and London Distributor Road networks, because this may increase danger and hinder traffic flow. However, where there is no alternative, direct access may be acceptable as long as it does not constitute a danger to other road users. The traffic impact of major developments can sometimes be minimised by making local transport improvements, and these should be carried out in conjunction with the development, with the developer making an appropriate contribution to the cost of the works.
- 4.131 The identification in this Plan of areas for development or redevelopment is no guarantee that particular proposals submitted for planning permission will be acceptable on transport or highway grounds, either to the City Council or, where relevant, to the GLA. A detailed view on the transport implications of individual applications can only be formed at the time when the application is submitted, in the light of available capacity on the relevant road and public transport networks and of any proposals for expanding public transport capacity.

Reasons

- 4.132 The City Council believes that traffic should be carried on those roads most appropriate to the journey being made and that long-distance through traffic should not pass through central London. It is therefore necessary to define a road hierarchy and to classify roads by their function in terms of their importance as through routes or roads for local traffic or access.

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- 4.133 In April 2000 the Government published the Greater London Road network (now known as the TLRN) for which the GLA is now responsible. This network is largely based on the Red Route Network. The GLA is both the Highway and Traffic Authority for these roads.

TRANS 17: PROTECTING FILLING STATIONS

Aim

- 4.134 The City Council will seek to protect a number of filling stations. The City Council will also seek to protect space on filling station forecourts and encourage its use for alternative fuels through land use policies.

POLICY TRANS 17: PROTECTING FILLING STATIONS

- (A) The City Council will resist the loss of the following filling stations, or ensure they are replaced when redevelopment takes place:**

- 1 80 Park Lane, W1**
- 2 48-56 Ebury Bridge Road, SW1**
- 3 132 Grosvenor Road, SW1**
- 4 148 Vauxhall Bridge Road, SW1**
- 5 1 Semley Place, SW1**
- 6 383-393 Edgware Road, W2**
- 7 484-490 Edgware Road, W2**
- 8 104 Bayswater Road, W2**
- 9 223 Harrow Road, W2**
- 10 115 Maida Vale, W9**
- 11 170 Marylebone Road, NW1**
- 12 129 Park Road, NW8**
- 13 21 Wellington Road, NW8.**

- (B) The City Council will normally refuse applications for new petrol and other vehicle refuelling or recharging stations unless they are accessibly located on the TLRN or Distributor Road Networks, as defined by TRANS 16 and shown on Map 4.6.**

- (C) The City Council will promote the availability of sustainable fuels such as Liquefied Petroleum Gas (LPG) as well as recharging points for electric vehicles at filling stations.**

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Policy application

- 4.135 To discourage vehicles passing through quieter residential areas in search of fuel, those filling stations which remain on the TLRN and Distributor Road Network or which do not cause harm to residential amenity will be protected, limiting disturbance to residents caused by the late hours in which they remain open and by the fumes and traffic they generate. In addition, as is also set out in the City Council's Air Quality Strategy and Action Plan, the sale of cleaner, alternative fuels such as Liquefied Petroleum Gas, as well as the provision of recharging points for electric vehicles, will be encouraged to ensure that those operating alternatively fuelled vehicles are not restricted by the lack of refuelling infrastructure.

Reasons

- 4.136 Residents, workers and visitors who continue to drive in Westminster need to be able to buy fuel. This includes alternative fuels such as Liquefied Petroleum Gas. The City Council aims to ensure that filling stations continue to be available to motorists on the TLRN and Distributor Road Network and on those Local Roads where they can serve the needs of residents without harming residential amenity.

TRANS 18: ROAD IMPROVEMENTS

Aims

- 4.137 To ensure that provision is made for road improvements, which are considered necessary for safety or access reasons. To facilitate pedestrian or environmental improvements in the vicinity of development sites or in adjacent residential streets.

POLICY TRANS 18: ROAD IMPROVEMENTS

- (A) Within the Plan period the City Council will safeguard the widening of Edgware Road (A5) (between Newcastle Place and Church Street) in conjunction with any redevelopment proposals that may allow or require the acquisition of land affected by the safeguarding line as shown on Map 4.7.**
- (B) Within the Plan period the City Council will safeguard the widening of Bishop's Bridge Road (A4206), between Eastbourne Terrace and Harrow Road, as shown on Map 4.8.**
- (C) Where the City Council identifies an opportunity for either safeguarded or minor road improvement that**

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arises from, or is incidental to, a redevelopment proposal, provided that such improvement would offer or permit any of the following planning benefits:

- 1 improved road safety (see TRANS 2); or**
- 2 reduced local congestion (see TRANS 1); or**
- 3 improved conditions for pedestrians (see TRANS 3); or**
- 4 improved access or servicing arrangements (see TRANS 20); or**
- 5 environmental improvements (see TRANS 1); or**
- 6 improved public transport services (see TRANS 8); or**
- 7 improved conditions for cycling (see TRANS 9); or**
- 8 other improvements in accordance with the policies of this Chapter, then**

(D) The City Council may require or agree the acquisition of the necessary land for the road improvement provided that:

- 1 the extent of land so acquired would not unreasonably restrict or prejudice the intended or authorised use of the land subject of a development proposal; and,**
- 2 the extent of acquisition and subsequent demolition required for the development and road improvement would not have an adverse impact on the immediate street scene or local townscape (see DES 7).**

(E) Where the City Council identifies the prospect of minor highway improvement arising from or incidental to development but where this improvement is less significant or outside the categories identified in (C) above, it may nevertheless seek to achieve the improvement by negotiation and legal agreement.

(F) In cases where the setting-back of buildings is successfully achieved, the City Council will seek either:

- 1 the dedication of the frontage land as highway at the time of setting-back; or**
- 2 in exceptional cases, for example, where the**

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implementation of a highway improvement is not envisaged for a considerable number of years; to secure through a planning agreement the dedication of the frontage land as highway when it is required.

Policy application

- 4.138 Major road widening schemes will not be pursued simply to increase capacity. Other significant minor improvements will be implemented as and when redevelopment takes place. These will have a lesser effect on their sites or on the surrounding area, but will offer sufficiently important benefits to justify the City Council requiring a safeguarding. There are also minor improvements which, while offering potential benefits to users of the highway, are not of sufficient importance for the City Council to insist on a safeguarding. In these cases the City Council will seek to achieve the desired improvements through negotiation and agreement.
- 4.139 Many minor highway improvements, for example those to remedy road safety problems, have little impact on the wider environment and do not normally affect development. Many of these improvements can be identified and implemented over a relatively short period; others can only be identified when proposals for redevelopment are made. It is neither possible nor desirable to include such proposals in this Plan, and the Plan does not identify specific sites for such improvements.

Reasons

- 4.140 Some road improvements may be necessary for safety reasons or to facilitate environmental improvements.
- 4.141 Highway schemes, which require additional land, are difficult to achieve in Westminster because of the intensity of development, the high cost of land, and the need to avoid blighting buildings and disrupting their occupants. In order to make sensible use of resources, the highway authorities have for many years tried to ensure - through negotiation, the use of planning briefs and determining planning applications - that when new development takes place, any land which in the future could be needed for such an improvement is not built upon.
- 4.142 Edgware Road is a TLRN Road forming part of the A5. It provides a parallel north-south route to the A41 (Park Road/Finchley Road). It is one of the principal northern routes into central London. The section of road between Newcastle Place and Church Street narrows appreciably, reducing the capacity of this TLRN Road at this point and causing congestion for both private and public transport, on what is a major bus route. The City Council expects that a major part of this frontage will be

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redeveloped during the Plan period and will require the road to be widened as part of any redevelopment scheme. Whilst the City Council strongly encourages the comprehensive redevelopment of the whole of the Edgware Road frontage, between Newcastle Place and Church Street, in order to achieve the proper planning of the area, it recognises that this might not be possible. It may, therefore, consider allowing development of the frontage in stages, and similarly the road widening would take place as-and-when redevelopment occurs. Therefore any such development must be set back to the safeguarding line shown on Map 4.7.

- 4.143 The City Council is currently actively engaged in developing the Paddington Station long-term vehicle access project on Bishop's Bridge Road on the basis of a previously safeguarded alignment. This will continue within the Plan period. This scheme will cater for traffic generated by Heathrow Express Railway at Paddington Station, by providing vehicular access arrangements which focus station traffic onto Harrow Road, Westway, Marylebone Road and Edgware Road and away from roads through residential areas to the south and west of the station.

TRANS 19: DEVELOPMENT UNDER THE HIGHWAY

Aim

- 4.144 To limit the extent of new basement vaults under the highway.
-

POLICY TRANS 19: DEVELOPMENT UNDER THE HIGHWAY

The City Council will generally restrict the lateral and vertical extent of new or extended basement areas under the adjacent highway so that there remains a minimum vertical depth below the footway or carriageway of about 900 mm and the extent of the new or extended basement area does not encroach more than about 1.8 m under any part of the adjacent highway.

Policy application

- 4.145 In order to ensure that services and essential street furniture can be provided, the City Council will seek to ensure that adequate space is available between the highway and any basements.

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Reasons

- 4.146 Basement vaults can restrict the space available for services in the highway and thereby make it difficult to access cables, pipes, sewers, etc. for maintenance and to provide essential items of street furniture.

TRANS 20: OFF-STREET SERVICING, DELIVERIES AND COLLECTION

Aim

- 4.147 To provide for the efficient servicing of and deliveries to and collection from properties within Westminster.

POLICY TRANS 20: OFF-STREET SERVICING, DELIVERIES AND COLLECTION

The City Council will require convenient access to all premises for servicing vehicles (to include access for emergency services) and will, in most cases, require that the servicing needs of authorised development are adequately accommodated on-site and off-street, preferably either behind or under new or converted buildings. Such provision should be adequate to cater for the size, type and anticipated frequency of arrival of vehicles likely to be used for collection and delivery. Conditions may be imposed in order to restrict servicing activity to certain times and to ensure that the facilities are kept permanently available for their intended use, in order to minimise or prevent disturbance and inconvenience to adjoining occupants.

Policy application

- 4.148 On amenity grounds and in order to avoid the worsening of traffic congestion and safety, the City Council will generally require that the justifiable vehicular servicing needs of developments are catered for off the street and it will put conditions on planning permissions to ensure that such areas are used.

Reasons

- 4.149 Westminster's economy requires goods to be efficiently delivered and collected and services to be provided without undue delay and cost. The City Council believes that the transport system's ability to meet the delivery needs of the essential services and industries of Westminster should be maintained.

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- 4.150 The majority of goods moved around Westminster travel by road. Studies have shown that in London as a whole, about 90% of the total tonnage of freight is carried by road, and in turn a little over 90% of this is carried by vehicles weighing over 1.5 tonnes. Problems connected with the movement of goods and services are:
- (a) delay through congestion, which causes longer running times and unreliable service, thus imposing costs on business;
 - (b) the impact on the environment, particularly in residential areas, but also in shopping streets, of the movement, harmful emissions, noise and parking of commercial vehicles. These problems and the policies to deal with them are discussed in the sections dealing with environmental issues and parking.
- 4.151 For many of the activities important to the central London economy, by far the most significant requirement of the transport system is to provide access to work for a workforce spread over a very wide area. Other generated movement is small in comparison. However, activities such as manufacturing, wholesale and retail businesses require not only convenient access to their buildings but the ability to move goods and services quickly and cheaply. They can be seriously affected by delay and congestion and by the unreliability of traffic movement during the day.

TRANS 21 - TRANS 26: PARKING

Aims

- 4.152 To control and co-ordinate on-street and off-street parking to reduce the overall level of parking, while maintaining adequate availability of parking space for essential and priority users.

POLICY TRANS 21: OFF-STREET PARKING:

- (A) Other than in residential developments, where the number of parking places in an existing development exceeds that which would be permitted in accordance with the standards contained within this Plan, the City Council will welcome proposals for a change of use of the parking areas excess to standard.**
- (B) The number of parking spaces required shall normally be between zero and the maximum permitted in accordance with the standards for parking provision as set out at TRANS 22 below.**
- (C) In exceptional cases the City Council may permit**

parking provision beyond the maximum or discretionary levels set out in Appendix 4.2, taking into account the following operational needs (excluding servicing requirements under Policy TRANS 20) which are defined as:

- 1 the necessary accommodation of vehicles used for essential business journeys, not possible by other means, such as those involving the carrying of heavy or bulky items or when public transport is not readily available**
- 2 the necessary accommodation of vehicles required for operational purposes and which must be kept on the premises.**

All such cases will need to be supported by a Transport Assessment under TRANS 14. (See Appendix 4.1.)

- (D) Subject to other policies in the Plan, the City Council will seek the provision of safe and convenient setting-down places.**
 - (E) In the case of all non-residential development the City Council will normally require that at least one adequately proportioned and positioned parking space be provided for people with disabilities or whose mobility is impaired. In all developments where parking is required, a minimum of one or 20% of spaces, whichever is the greater, should be designed for, and accessible to, disabled users. Such provision should be within, and not additional to, the normally required or permitted parking for the development. In the case of developments with more than one parking area, this standard shall apply to each area separately.**
 - (F) The design of parking areas should take into account the need for safety, security and lighting and should consider landscape issues.**
-

POLICY TRANS 22: OFF-STREET PARKING: NON-RESIDENTIAL DEVELOPMENT

- (A) Offices, shops, industry and warehousing**
The permitted parking provision for staff, visitors and servicing (but not shop customers) will be a maximum of one space for each 1,500 sq m of gross floorspace. One adequately proportioned and positioned space for staff and visitors with disabilities shall be provided for each 6,000 sq m.
- Parking for shop customers will not be permitted.**
- (B) Hotels and related activities within hotel developments**
Car parking facilities will not normally be permitted. All developments will however be required to assess and meet expected demand for parking and servicing from coaches, mini-buses and for people with disabilities.
- (C) Entertainment and leisure uses**
Car parking facilities will not normally be permitted. All developments will however be required to assess and meet expected demand for parking and servicing from coaches, mini-buses and for people with disabilities.
- (D) Hospitals and medical centres**
Provision for parking will be determined on the merits of individual cases, including size and location of premises. Operational parking spaces (in addition to those authorised under TRANS 21) including that required for disabled access, medical and nursing staff who have a demonstrable emergency commitment, short-term visitor and drop-off spaces and emergency vehicle access should normally be provided off-street and under cover.
- (E) Other non-residential uses**
Parking provision for any other non-residential uses may be required as determined on the merits of the case.
-

POLICY TRANS 23: OFF-STREET PARKING: RESIDENTIAL DEVELOPMENT

(A) The City Council will, where appropriate and practical, require off-street parking to be accommodated on the basis of a maximum provision of:

- 1 one car space per unit of residential accommodation containing two bedrooms or less**
- 2 one or two car spaces per unit of residential accommodation comprising three bedrooms or more, provided that the aggregate provision does not exceed 1.5 spaces per dwelling**

The City Council will require that any such parking spaces shall be reserved for the sole permanent use of residents of the development and planning permissions shall be made conditional on such a limitation, subject only to the possible subsequent allocation of motorcycle parking on the basis of five spaces per former car parking space. The permanent loss of any existing off-street residential car parking space will not be permitted other than in exceptional circumstances.

(B) For any new residential development including residential extensions and conversions the City Council may take into account the likelihood of additional demand for on-street parking arising from the development. The City Council will normally consider there to be a serious deficiency where additional demand would result in 80% or more of available legal on-street parking places being occupied during the day (i.e. parking bays) or at night (i.e. parking bays and single yellow lines) in the vicinity of the development. In these circumstances, the City Council will normally seek to resist development unless the potential impact of additional cars being parked on-street in the vicinity is mitigated.

- (C) Special needs housing and hostels**
A parking standard of 1 space per 10 residential units will normally be applied for special needs housing (e.g. sheltered housing and housing for people with special needs) but this may be varied to suit particular cases. For mobility or wheelchair housing a standard of one space per dwelling may be required. For hostels a maximum of one space per ten bedspaces should be provided, but the City Council will accept a lower amount where there will be no impact on on-street parking.

All parking spaces provided should be designed in such a way as to be accessible to wheelchair users.

- (D) Residential development intended or designed without on site parking provision may be acceptable where:**
- 1 a surplus of on-street parking space is available (see TRANS 23 (B)); and**
 - 2 the development is extremely well-served by public transport; and**
 - 3 on site parking provision is physically impossible or impractical, but key objectives of the UDP would be put at risk if the development were not permitted. Developments falling into this category include:**
 - (i) the displacement of a commercial use that is inappropriately sited**
 - (ii) listed building(s) in need of restoration**
 - (iii) mixed use developments incorporating community uses**
 - (iv) housing for those with a known and continuing special need.**
- Special justification will be required where five or more additional units are proposed.**
- 4 where appropriate, the potential impact of additional cars being parked on-street in the vicinity of a proposed development will be mitigated by either:**
 - (i) a financial contribution towards the cost of parking improvements that would directly benefit residents, or**
 - (ii) the long-term provision, by the developer, of off-street parking in the vicinity.**
-

POLICY TRANS 24: OFF-STREET PARKING: MIXED DEVELOPMENT

Where mixed residential and non-residential development occurs, the parking provision shall be kept separate. Where physical separation is not practical the City Council will require that the proportion of spaces required for residential parking is retained permanently and solely for use by residents only within the development.

POLICY TRANS 25: PUBLIC OFF-STREET PARKING:

- (A) The development of new temporary or permanent public off-street car parking will not be permitted unless such development is part of a proposal that would:**
- 1 replace in whole or part an existing facility; or**
 - 2 accompany a reduction in on-street parking that would result in a net reduction of parking space in the City.**
- (B) Where the provision of new car parking space is considered appropriate, the City Council will seek to ensure that the tariff structure is consistent with the traffic restraint/reduction aims and priorities of this Plan. An appropriate level of parking facilities for disabled people will be required and parking for motorcycles and cycles will also be encouraged.**
- (C) The City Council will usually permit the loss of public off-street parking. In determining whether or not to permit such a loss, the City Council shall consider the following factors:**
- 1 the need to reduce traffic levels and encourage more sustainable modes of transport**
 - 2 the average and peak usage of the car park**
 - 3 the availability of alternative, nearby public car parks**
 - 4 the impact on local on-street parking facilities**
 - 5 the impact on traffic and local residential amenity**
 - 6 any other factors considered relevant.**

- (D) The City Council will normally seek to resist the loss of public off-street parking for alternative vehicular uses, including car storage and car hire facilities, that could result in an intensification of use and additional traffic. In determining proposals for using car parking for alternative vehicular use, the City Council will consider those factors listed above, along with the merits of (and demand for) the proposed use and the proximity of the same or similar use.**
-

POLICY TRANS 26: OFF-STREET PARKING IN FORECOURTS AND FRONT GARDENS

- (A) The use of private forecourts or front gardens for parking vehicles will be resisted unless authorised or arranged as part of an approved overall development proposal or else within a comprehensive scheme of environmental traffic management or street scene enhancement.**
- (B) The City Council will encourage the removal of such parking provision from front gardens or shop frontages or forecourts where it currently exists and will seek to remove permitted development rights for such minor operations where the quality of the local townscape or street scene justifies such action.**
- (C) In the interests of maintaining the good appearance of new development and preventing the loss of existing on-street parking provision, the Council may impose conditions to withdraw permitted development rights and to secure the permanent retention of authorised and integral off-street parking provision**
-

Policy application

- 4.153 The amount of off-street parking provided or retained in new developments should accord with the requirements of the traffic restraint / reduction policy, as well as relating to the physical and financial constraints which apply to each site. See also Appendix 4.2.

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- 4.154 PPG 3 states that “Developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off-street parking where there is no need, particularly in urban areas where public transport is available or where there is a demand for car-free housing”. It also states that “They (residential parking standards) should not be expressed as minimum standards” although Draft PPS3 contained little parking standard guidance. The Mayor’s Transport Strategy (2001) and the London Plan (2004) also refer to the need for maximum parking standards, including for residential development.
- 4.155 The City Council has therefore included maximum residential parking standards in the UDP. However, all of Westminster is subject to on-street parking controls and the residents’ parking scheme is heavily over-subscribed throughout the City. It is also likely that a proportion of residents of new developments will want to own and use cars. Developments with little or no off-street parking are likely, therefore, to create problems, in terms of making it more difficult to find on-street parking space, for both new and existing residents. The City Council will, therefore, encourage developers to include parking up to the maximum standard in residential developments. Where this is not possible and the development does not meet the conditions set out in TRANS 23 (D) parts 1, 2 and 3, developers will be required to mitigate against these adverse effects in one of the ways outlined in TRANS 23 (D) 4.
- 4.156 Since the on-street residents’ parking scheme is heavily oversubscribed the City Council will generally resist the loss of any on-street residents’ parking spaces on development.
- 4.157 Public off-street parking must also be provided in accordance with the overall traffic restraint / reduction objective. There are an estimated 16,000 public off-street parking spaces in Westminster. The Government’s 1998 Traffic Management and Parking Guidance promotes the year-on-year reduction in the number of parking spaces provided for the use of commuters. The City Council will therefore not normally permit the development of public off-street car parking, whether temporary or permanent, unless such development would:
- (a) replace an existing facility; or
 - (b) accompany a reduction in on-street parking which would result in a net reduction of parking space in the City; or
 - (c) cater for an essential local need and/or relieve on-street parking congestion.
- 4.158 The City Council is prepared to consider the removal of on-street parking spaces as a justification for the development of off-street parking where clear environmental or transport benefits can be demonstrated (with

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reference to TRANS 14 if appropriate). The total number of on and off-street parking spaces (both public and private) will be monitored and the City Council will review their adequacy and future retention. This information will be used in connection with future levels of parking provision to be made off-street, in the application of TRANS 21 – 25 to individual cases.

- 4.159 Detailed standards for car parking provision in association with various land uses are set out above. The provision of more car parking than stipulated by the standard would be contrary to the traffic restraint/reduction policies of the Plan.
- 4.160 With regard to health care the City Council will consider the needs of staff, patients and visitors, and servicing arrangements in assessing the allocation of parking spaces. The physical separation of parking for these various groups makes it easier for the hospitals to operate efficiently and helps to reduce crime. If the separation of car parking is difficult, the City Council may impose conditions to ensure that the different groups use separate parking spaces.
- 4.161 The City Council will only consider relaxing this parking requirement in exceptional circumstances. For example, the site could be too small to accommodate the required number of parking spaces; or the site could be particularly easy and safe to reach by public transport. However, a minimum provision of drop-off/pick-up zones and parking spaces for emergency vehicles and people with disabilities or mobility problems will be required as part of all hospital developments.
- 4.162 Space for servicing, in addition to car parking, may be provided in accordance with Policy TRANS 20. Servicing space shall, except in exceptional circumstances, not also be used for car parking.
- 4.163 The Plan also includes policies to minimise the environmental and social problems, caused by large commercial vehicles and by the provision of footway crossovers, front garden/forecourt and other frontage parking.
- 4.164 The City Council wishes to ensure that people with disabilities and/or mobility problems are able to work in Westminster without undue difficulty. They are often prevented from taking employment because of difficulties in travelling on public transport. Wherever possible, the City Council will seek to ensure that parking for people with disabilities and/or mobility problems is made available within new developments. In formulating its policy, the City Council has had regard to the recommendations of 'Providing for People with a Mobility Handicap', published by the Institution of Highways and Transportation.

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Reasons

- 4.165 The City Council has five main reasons for controlling parking provision:
- (a) to support the overall objectives of traffic restraint / reduction by helping to minimise the adverse social, economic and environmental impacts of vehicular traffic
 - (b) to improve road safety
 - (c) to establish and maintain a fair system which protects special needs where these exist, such as the needs of residents, doctors, hospitals and people with disabilities
 - (d) to acknowledge the unsuitability of some areas for parking, especially by heavy vehicles
 - (e) to promote development which supports more sustainable travel choices and reduces the need to travel
- 4.166 Parking controls are an integral part of the overall transport strategy and the success of many other transport policies depends on them. The City Council's parking policies and objectives are in line with the Mayor's Transport Strategy and the London Plan.
- 4.167 Parking controls serve a vital strategic and local function in regulating the amount of traffic attracted to an area. They should be designed to discourage people from using cars in congested areas for journeys which are adequately served by public transport or other more sustainable forms of transport, such as walking and cycling, and also to restrict the parking of vehicles generally in locations where parking might adversely affect road safety or cause an obstruction, interfere with access or be environmentally unacceptable.
- 4.168 On the other hand, parking provision is essential to the functioning of any area. Where possible, convenient parking should be provided for residents to enable them to park near their homes. In addition, parking provision is necessary to meet the needs of people who have no alternative to using vehicles such as essential business users, and some short-stay visitors to shops, businesses and service premises; those unable to use public transport, including people with disabilities, and those travelling to areas where public transport is not available or very inconvenient.
- 4.169 While a certain amount of parking is essential, the provision of parking on and off the public highway uses land that could in some cases be used for other purposes that would make a greater social, economic or environmental contribution in Westminster. For example, kerbside parking space could be replaced by bus priority measures or facilities for cyclists or pedestrians. The co-ordination of on- and off-street provision frees kerbside parking space for alternative uses and ensures that existing off-street provision is used to the full.

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- 4.170 To reduce non-essential car journeys, owners of commercial property will be encouraged to convert parking spaces which are surplus to essential parking needs to other uses, and the City Council will be willing, in appropriate cases, to grant planning permission for this change of use. It is, however, recognised that a large reduction in private non-residential parking places is unlikely to be achieved with such a voluntary policy.
- 4.171 The parking of large commercial vehicles - principally lorries and coaches - gives rise to particular problems. The residential areas of the City are not suited to the movement and parking of these vehicles because of the noise, air pollution and visual intrusion that they produce. Reference is made elsewhere in this chapter to policies for protecting Local Roads from large commercial vehicles. The Plan's parking policies complement those policies, combining restrictions on on-street parking with the provision of off-street spaces for heavy vehicles.
- 4.172 Another undesirable townscape and environmental effect of the high demand for parking in Westminster has been the replacement of front gardens and other types of residential and commercial frontage with parking space. In many cases, planning permission may not be necessary or may be expressly permitted by the General Permitted Development Order 1995. The provision of an access via a crossover can result in the loss of an on-street parking space which is available at all times, and its replacement with a private parking space which may be left empty for long periods. In addition to being a relatively poor use of space, it destroys the garden railings and boundary walls that are characteristic features in large parts of Westminster.
- 4.173 The loss of such features to footway crossovers/forecourt parking breaks the traditional form of the street, deprives the building of part of its setting and can result in the loss of trees or other greenery. In addition, the repeated driving of vehicles over the footway can hinder the movement of pedestrians and cause damage to the highway, which increases maintenance costs. The City Council will seek therefore to protect gardens and other types of frontage from development for car parking and will seek to resist the provision of crossover access to such parking space. While planning permission is not always required for such development, permission is likely to be required for the necessary footway crossover under Section 184 of the Highways Act 1980, and is likely to be refused in most cases, particularly where the provision of a footway crossover would lead to the loss of an on-street parking space either for daytime or night-time use.

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TRANS 27: DISABLED ACCESS TO BUILDINGS

Aim

- 4.174 To limit the extent of new access ramps on the highway.
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POLICY TRANS 27: DISABLED ACCESS TO BUILDINGS

The City Council will require the provision of access ramps and other facilities for the disabled to be located entirely within the curtilage or the interior of buildings to which they are intended to provide access. In exceptional circumstances, if it is absolutely necessary to encroach on the public highway, they should not unreasonably inconvenience pedestrian or other traffic or adversely affect the setting of listed buildings.

Policy application

- 4.175 The City Council will only allow ramps to provide access to buildings to encroach onto the highway in exceptional circumstances, for example where that encroachment is only minimal or where the existing footway is unusually wide and under-used.

Reasons

- 4.176 The provision of ramps on the highway restricts the amount of space available for pedestrians and the general public, including people with mobility difficulties. They can also be unsightly and, for example, can adversely affect the setting of listed buildings.

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APPENDIX 4.1: TRANSPORT ASSESSMENTS

What is a Transport Assessment?

- 1.1 A Transport Assessment is a written statement that accompanies a planning application. It provides detailed information on a range of transport conditions and predicts how these will be affected by the proposed development. Unless a full Environmental Statement also accompanies the planning application, the Transport Assessment should also include the effect of additional traffic on air pollution and noise.
- 1.2 The City Council will then review the Transport Assessment which will be a major consideration in the determination of the application.

When is a Transport Assessment required?

- 1.3 A Transport Assessment will be required when a development generates a net increase of:
- A more than 1,000 one-way person trips per day, or
 - B more than 500 vehicle movements per day, or
 - C more than 100 person trips during the peak hour, or
 - D more than 100 vehicle movements in any single hour, or
 - E more than 20 heavy goods vehicles (over 7 1/2 tonnes) per day, or
 - F any heavy goods vehicle movements between midnight and 6am.
- 1.4 The table below provides some guidelines on the amount of floor space likely to exceed one or more of the above criteria. A mixed use development would also require a Transport Assessment if the total number of trips exceeded the relevant criteria.

Land Use	Threshold	Criteria
A1: Retail	2,000 m2 GFA*	A B C
A3: Pubs/Restaurants	500 m2 GFA	A
B1/A2: Office	2,500 m2 GFA	C
B2-7: Industry	4,000 m2 GFA	E
B8: Storage & Distribution	4,000 m2 GFA	E
C1: Hotel	100 bedrooms or any with conference facilities	A
C3: Dwellings	200 units	A B
D2: Entertainment	> 200 person capacity	A

*GFA = Gross Floor Area

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- 1.5 If a particular land use is not specified above, or if the applicant is unsure whether or not a Transport Assessment is required, further guidance will be provided by the City Council's Planning and Transportation Department.
- 1.6 Although a formal assessment is not required for smaller schemes, aspects of their transport impacts would still be assessed through the standard development control process. The City Council will also wish to consider the effects of the construction of developments, such as the removal of materials and delivery of bulk materials and how best these can be accommodated.

What should a Transport Assessment include?

- 1.7 Applicants should discuss the scope of the Transport Assessment with the City Council at an early stage. In addition, the Council will advise on the most appropriate methods to use, for example, in estimating trip generation. A Transport Assessment should include the following information:

<p>1. Description of Development</p> <p>a) Detailed site plan (min. 1:1250)</p> <p>b) Schedule of floor areas of existing uses on the site</p> <p>c) Schedule of floor areas of proposed uses on site</p>	<p>Always required</p> <p>Always required</p> <p>Always required</p>
<p>2. Description of Base Networks</p> <p>a) Plan showing relationship of site to the surrounding road, public transport, pedestrian and cycle networks</p> <p>b) Information on traffic flows, accident records, on-street parking conditions; identification of any critical links and junctions</p> <p>c) Information on frequency, reliability and capacity of bus, underground and rail services within the study area</p>	<p>Study area and base networks to be agreed with the Council</p> <p>Not normally required where only criteria A and/or C met</p> <p>Only normally required where only criteria A and/or C met</p>
<p>3. Trip Generation</p> <p>a) Number of person trips generated, categorised by mode of transport and time of day</p> <p>b) Number and size of vehicles required to service the building and location of servicing facilities</p>	<p>Always required</p> <p>Always required</p>

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<p>4. Trip Assignment</p> <p>a) Assignment of vehicular trips</p> <p>b) Assignment of public transport trips</p> <p>c) Justification for assignment methodology</p>	<p>Not normally required where only criteria A and/or C met</p> <p>Not normally required where only criteria A and/or C met</p> <p>Always required</p>
<p>5. Vehicular Access & Circulation</p> <p>a) Analysis of junction design for access and egress, using appropriate computer modelling packages if necessary</p> <p>b) Describe the arrangements for servicing and for providing access for emergency vehicles</p> <p>c) Describe the number, allocation and design of on-site parking and compare this with Council standards</p> <p>d) Describe any loss of current on-street parking facilities (e.g. because of the need to provide a footway crossover, taxi facilities, etc)</p>	<p>Always required where a new access is provided or where an existing access will be more intensively used</p> <p>Always required</p> <p>Always required</p> <p>Always required</p>
<p>6. Pedestrians and Cyclists</p> <p>a) Assess the capacity and safety of existing pedestrian and cycle facilities and describe how they are affected by the development</p> <p>b) Describe the number, allocation and design of on-site cycle parking and compare this with Council standards</p> <p>c) Describe design features on or outside the site to assist pedestrians and cyclists</p>	<p>Always required</p> <p>Always required</p> <p>Always required</p>
<p>7. Public Transport</p> <p>a) Assess the accessibility of the site by public transport</p> <p>b) Identify Railtrack and underground stations and lines, and bus services that will be significantly affected by the development. Evaluate and quantify impact of additional demand on capacity</p>	<p>Always required</p> <p>Only normally required where criteria A and/or C met</p>

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<p>8. Road Network</p> <p>a) Identify junctions and links that will be affected by development traffic. Quantify and evaluate the reserve capacity, queues and delays at a critical junction</p> <p>b) Carry out a Safety Audit</p>	<p>Only normally required where criteria A and/or C met</p> <p>Only required where physical changes to the public highway are proposed</p>
<p>9. People with Mobility Difficulties</p> <p>a) identify measures to make the site accessible to people with mobility difficulties, including access for community transport services, the provision of designated car parking, and physical design features</p>	<p>Always required</p>
<p>10. Environmental Impact</p> <p>a) The impact of generated traffic on air pollution and noise</p>	<p>Only normally required where criteria A and/or C met</p>
<p>11. Parking</p> <p>a) justify the level of parking provision as part of the application</p>	<p>Required where any parking provision is proposed</p>
<p>12. Conclusions and Recommendations</p> <p>a) Summary of transport impacts</p> <p>b) Details of remedial measures proposed to alleviate any identified problems or evidence provided that no remedial measures are necessary</p>	<p>Always required</p> <p>Always required</p>

How will the Transport Assessment be used?

- 1.8 The Council will review the submitted Assessment. This might conclude, for example, that:
- (a) the impacts of the development are acceptable in transport terms
 - (b) the development would become acceptable if scaled down to reduce the impacts
 - (c) the modal split can be changed by, for example, altering the parking provision
 - (d) the applicant should provide new improved public or community transport improvements (including pedestrian and cycle facilities) should / or could be made to the highway
- 1.9 Where justified, the City Council will also seek agreements with developers to fund increased public transport capacity and other public transport facilities.

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APPENDIX 4.2 PARKING STANDARDS MATRIX

1. CAR PARKING STANDARDS

Land Use	Car Parking Standards
Offices, Shops Industry and Warehousing	Maximum of 1 space per 1,500 sq. m. gross floorspace for staff, visitors and servicing (but not shop customers) including one adequately proportioned and positioned space for staff and visitors with disabilities per 6,000 sq.m. floorspace. Parking for shop customers will not normally be permitted.
Hotels and related activities Within Hotel Developments	Car parking facilities will not normally be required. All developments will however be required to assess and meet expected demand for parking and servicing from coaches, mini-buses and people with disabilities.
Entertainment and Leisure Uses	Car parking facilities will not normally be permitted. All developments will however be required to assess and meet expected demand for parking and servicing from coaches, mini-buses and people with disabilities.
Hospitals and Medical Centres	On the merits of each case, but any parking space necessary for people with disabilities, medical staff who have a demonstrable emergency commitment and emergency vehicles will be provided off-street.
Other Non-Residential Uses	On the merits of each case.
Residential Development	A maximum of : (a) one off-street parking space per residential unit of two bedrooms or less (b) 1.5 off-street parking spaces per residential unit of three bedrooms or more
Special Needs Housing	One space per 10 residential units, but this may be varied to suit particular cases. One space per dwelling may be required for housing for people with disabilities.
Hostels	A maximum of one space per 10 bedspaces.

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2. CYCLE PARKING STANDARDS

Location Category	Land Use Category	Location	Cycle Parking Standard
Places of Work	B1/A2	Business Offices, Services	1/125m ² with minimum of 2 spaces
	B1	Light Industrial	1/250m ² with minimum of 2 spaces
	B2-B7	General Industrial	1/500m ² with minimum of 2 spaces
Shopping	B8	Warehouses	1/500m ² with minimum of 2 spaces
	A1	Food Retail	Out of town 1/350m ² Town centre/local shopping centre 1/125m ²
	A1	Non-Food Retail	Out of town 1/500m ² with minimum of 4 spaces Town centre/local shopping centre 1/300m ²
Educational	A1	Garden Centre	1/300m ² with minimum of 2 spaces
	D1	Primary Schools	1 space per 10 staff
	D1	Secondary Schools	1 space per 10 staff/students
	D1	Universities, Colleges	1 space per 8 staff/students
Entertainment	A3	Pubs, Wine Bars	1/100m ² with minimum of 2 spaces
	A3	Fast Food Take-away	1/50m ² with minimum of 2 spaces
	A3	Restaurants, Cafes	1 space per 20 seats with minimum of 2 spaces
	D2	Theatres, Cinemas	1 space per 50 seats with minimum of 2 spaces
	D2	Leisure, Sports Centres, Swimming Pools	1 space per 10 staff plus 1 space per 20 peak period visitors
Housing	C2	Student accommodation	1 space per 20 students
	C3	Flats	1 space per unit
Community	D1	Doctor and Dentist Surgeries, Health Centres and Clinics	1 space per 5 staff plus 1 space per 5 staff for visitors
	D1	Libraries	1 space per 10 staff plus 1 space per 10 staff for visitors
	C2	Hospitals	1 space per 5 staff plus 1 space per 10 staff for visitors
Transport		Rail Stations	Meet local demand
		Bus Stations	Meet local demand

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