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SCOPE OF CHAPTER

- 7.1 Transport interacts closely with other areas covered by the UDP; a good transport system is necessary to ensure that many of the policies contained within other chapters are achieved. However, the influence of the Council over the provision of roads and public transport is limited by the roles of central government and the various transport operators.
- 7.2 The Council has produced an 'Interim Local Implementation Plan and Borough Spending Plan' for 2000/2001. This document provides a policy framework and a list of capital projects covering a five-year period. The UDP is consistent with the ITIP and BSP, but has a longer-term perspective. In preparing the ITIP, the Department of Transport, Local Government and the Regions (DTLR) encourages boroughs to develop area-wide transport strategies both within the Borough and across boundaries. Capital-wide projects now include the London bus priority and cycle networks and joint bids for improvements to the Gospel Oak - Barking railway line have been submitted.
- 7.3 The GLA incorporates 'Transport for London' (TfL), a highway and transport authority which operates public transport in the capital. The GLA published 'Transport Strategy for London' in 2001.
- 7.4 This chapter sets out policies for the integration of land use and transport; major improvements to both the public transport and road networks; a comprehensive parking strategy; cycling and walking; freight transport, and air transport. The chapter places particular emphasis on encouraging the greater use of public transport and other sustainable modes of transport as alternatives to cars.

VISION FOR THE FUTURE

- 7.5 The development of an efficient and sustainable transport network is vital to the achievement of the aims of the Council's Vision and its related Urban Regeneration Strategy. Policies promoting alternative modes of travel to the motor car will improve the quality of the Borough's environment and make it more desirable as a place to live and work. Efficient access between home, work, leisure, education and other destinations will help to bring about other aims of the Vision.
- 7.6 Over the Plan period major improvements to the public transport system will be achieved, particularly the extension of the DLR to Silvertown and London City Airport. Construction will commence on other major schemes, including a combined international and domestic station at Stratford on the Channel Tunnel Rail Link, CrossRail, a Woolwich river crossing by rail, East London Transit and the Thames Gateway Bridge. Most of the London bus priority network will be completed over the Plan period, resulting in more reliable and faster bus services. There will also be major improvements to the road system, including the A13 junction reconstructions, and it is hoped that construction of the Silvertown Crossing and A406/A13 flyover will commence.
- 7.7 The integration of land use and transport planning will contribute to future economic growth by enabling the redevelopment of large tracts of vacant and under used land in Docklands and the lower Lea Valley (the 'Arc of Opportunity'), that had previously suffered from poor accessibility. It will also encourage the use of rail and water for the transportation of freight, especially for major construction schemes, whilst discouraging the unnecessary use of private motor vehicles in conjunction with the implementation of a comprehensive parking strategy.
- 7.8 The public transport system will be upgraded to provide a network that is safe, efficient, environmentally friendly, accessible and which meets the needs of all the Borough's residents.
- 7.9 The creation of safe and attractive pedestrian environments, including wildlife features where possible, and the dedication of a network of recreational footpaths and cycleways will promote the greater use of walking and cycling as alternative forms of transport. The management, calming, and where necessary, restraint of traffic, together with the introduction of other safety measures, will reduce the number of road accidents and personal injuries.
- 7.10 In order to realise this vision, the Council has developed a set of objectives and a strategy which are detailed below. These together with the assessment of current issues, have guided the formulation of policies contained in the Policy section of this chapter.

OBJECTIVES

7.11 The Council's objectives for Transport are as follows:

- a) To contribute as fully as possible to the Borough's economic growth and higher prosperity ensuring, as far as possible, that the different demands for the movement of people and goods are met in the most efficient ways. In particular:
 - To ensure the construction of a combined international and domestic passenger station on the Channel Tunnel Rail Link at Stratford.
 - To establish the place of Stratford and the Royal Docks as integral to the overall regeneration of the Thames Gateway.
 - To improve road and rail links across the River Thames.
- b) To support and introduce schemes and measures which will have a positive impact on the environment (such as those which promote public transport, cycling and walking); and to minimise the negative environmental impact of those schemes which carry other benefits.
- c) To improve safety and, in particular, to achieve a 40% reduction in the number of people killed or seriously injured on Newham's roads by the year 2010 (based on the 1994-98 average), including 40% reductions for pedestrians, cyclists and powered two wheeler-riders.
- d) To ensure reasonable access to workplaces, shops, services, recreational open space and other leisure facilities and other destinations for all members of the community.
- e) To ensure that the overall need for travel by private motor vehicles is reduced.

STRATEGY

7.12 These objectives will be realised through the implementation of a strategy incorporating the policies included in this chapter.

Land Use and Transport

7.13 The consideration of the relationship between land use and transport planning is of prime importance in achieving the Council's sustainable development objectives. The location of development, especially major proposals, in relation to the transport network, will have a great deal of influence on the modes of transport used to access the site. In terms of transport, the main criterion for assessing the suitability of a particular development site will be the scope for minimising use of the motor car. The capacity of the highway network for those trips that must be made by motor vehicle will also be taken into consideration. In general, therefore, major trip generating developments will be encouraged to locate where the public transport accessibility levels (PTALs) are the highest, or can be improved sufficiently. Measures taken to restrain the use of the motor vehicle, such as parking provision, will also be directly related to PTALs.

Roads

7.14 The Mayor's Transport Strategy (2001) forecasts that the volume of vehicle traffic will increase by 7 ½ percent in outer London and 4% in inner London over the next 10 years. This is of concern to the Council; its policies, reflecting the relevant government guidance, are designed to minimise the use of cars and encourage the use of alternative means of travel.

7.15 Several major road schemes are likely to be completed during the Plan period, including improvements to the A13, which should help to ease congestion on local roads; these are supported by the Council. In addition it is expected that construction of the Thames Gateway Bridge, which should carry a number of different modes of transport, and the Silvertown Crossing, will have commenced.

7.16 A network of some 315 miles of Priority (Red) Routes in London was designated by the Secretary of State for Transport in June 1992. The aim of these routes is to improve the movement of traffic on them so that people and

goods can move round the capital more easily. The routes will be subject to new flexible stopping controls which will be rigorously enforced by the police. Details of the new measures to apply, where applicable, will be determined in local plans to be submitted by the Council for approval by the Traffic Director for London who is charged with co-ordinating the introduction of the new measures throughout London. The Red Route programme in Newham was completed in 2000.

- 7.17 The Road Traffic Reduction Act 1997 requires each local authority in England, Scotland and Wales to produce a Road Traffic Reduction (RTR) Plan. Essentially the Plan should assess current traffic levels and put forward measures to reduce these levels to fixed targets. In London, LPAC has commissioned a report which established targets and proposed measures to meet those targets. In Newham's case the target is a 25% reduction by 2010. Government requires that local authorities produce interim RTR reports prior to statutory ones at a later date. Boroughs have also been instructed to introduce traffic reduction measures. The policies in the UDP, together with additional non-land use planning measures, are therefore aimed wherever possible at road traffic reduction.

Public Transport

- 7.18 The Government has recognised the need for more investment in public transport to provide an adequate network for East London and to stimulate regeneration. In 1996 the Government announced that a combined international and domestic passenger station would be constructed on the Channel Tunnel Rail Link at Stratford. This will act as a catalyst for the redevelopment of the Rail Lands and for East London as a whole. The DLR extends to Lewisham and a DLR extension to Silvertown and London City Airport could be operational by 2004. A number of other schemes are under active consideration, but not yet programmed, including CrossRail, East London Transit, a Woolwich rail crossing of the Thames, the Thames Gateway Bridge and an extension of the DLR to Stratford International Passenger Station.
- 7.19 The Council supports all these proposals as they will improve the mobility of the residents of Newham and will create opportunities for employment-related development particularly at the main interchanges of Stratford, West Ham and Canning Town.
- 7.20 Implementation of the London bus priority network is due for completion by 2003; this should improve the speed and reliability of bus services. It is complemented by the Red Route network.
- 7.21 Despite the potential of the River Thames, its tributaries and the Docks for the use of water transport, there is no regular public passenger transport service except for the Woolwich Ferry. The Government's 'Thames 2000' initiative will result in a number of new passenger services on the River Thames. Unfortunately none of these will serve Newham. However, the Council is of the opinion that the potential exists, particularly given the number of major development schemes underway or proposed adjacent to or close to the river.

Walking

- 7.22 The Council will continue with its programme of removing unnecessary traffic from residential areas through the creation of 'Residential Havens', which will improve road safety across the Borough. Its programme of footway and street lighting schemes will increase pedestrian convenience and security. The extension of a recreational footpath network based on the Rivers Thames, Roding and Lea, the Royal Docks and the Greenway, will further improve opportunities for walking as a leisure activity. This network includes the relevant sections of the 'London Walks' network, including the 'Capital Ring', developed and promoted by the London Walking Forum.

Cycling

- 7.23 The Residential Haven programme will also improve conditions for cyclists, as will the improvements to street lighting. The majority of the Borough's share of the London Cycle Network and the local Newham Cycle Network should be completed by the end of the Plan period, resulting in better conditions for cyclists and should lead to an increase in the use of this non polluting and healthy form of transport.

Motorcycling

- 7.24 The Council considers that motorcycling is well suited to commuting, particularly as an alternative to car use. Provision of parking facilities for motorcycles in new development should encourage this type of transport.

Freight

- 7.25 The potential for waterborne freight transport is also not fully realised, although there were five operational wharves in Newham in 2001, one of the highest numbers for any riparian borough within London, and several unused wharves with operational potential. Within London, Newham handles a greater tonnage of materials by river than any other riparian borough ('Port of London Authority Handbook', PLA, 1998). The Council will retain and safeguard areas for wharf use where consistent with other policies in the Plan, particularly in the Thameside employment area.
- 7.26 The Council will continue to support the scheme restricting lorry movements at night and weekends, and will be pressing for more freight to be moved by rail and water to reduce lorry movements through Newham. This should include materials from and for major development sites in the Borough. As much road freight as possible will be confined to main roads thus avoiding residential areas.

Access

- 7.27 A major priority will be the improvement of accessibility to the transport system for disabled people.

CURRENT ISSUES

- 7.28 The above strategy and the objectives behind it will address the current land use implications of transport issues facing the Borough.

Land Use and Transport

- 7.29 The age of much of the Borough's infrastructure and the rest of the built environment has meant that many trip-generating land uses and major development sites do not have adequate access to the strategic transport network. This has caused many freight and commuter journeys to be made through residential and shopping areas, worsening problems of noise, pollution, congestion, physical damage and road accidents. Although there are many development sites in the Borough, some with regional significance, the lack of adequate transport access has in some cases prevented these areas from being put to use.
- 7.30 In the past, land use planning policies have led in some cases to the segregation of different types of land use. Whilst this may be necessary in some cases, in others mixed use developments can help to ensure that the need to travel between home and work, for example, is minimised. This is one of the aims of the MOZ concept. Please refer to Policy UR1 of the Urban Regeneration Chapter and Policy S5 in Part 1 for more details.

Roads

- 7.31 Large numbers of vehicles travel through and within the Borough. The A11, A13 and A406, for example, each carry more than 70,000 vehicles every day. (Source: 'DoT Statistics Reports', 1993) The 1991 Census showed that 33% of employed Borough residents travel to work by car (23,320 journeys); almost all of these were drivers rather than passengers. Pollution, physical damage, road safety and noise are all issues that have to be addressed. Congestion tends to exacerbate these problems, and in addition causes delays to buses and incurs costs to business.
- 7.32 The 1991 Census revealed that 53.5% of the households in Newham do not own a car (London average 43.2%), the same proportion as the 1981 Census. Since even in car owning households only one person usually has regular access to a car, the majority of Newham residents probably rely on public transport, walking and cycling as their main means of transport.

Public Transport

- 7.33 Public transport is generally less convenient than the use of a car, but it has the important advantages of being less polluting, a more efficient user of road space and being available to the majority of the Borough's population. Public transport within the Borough is good compared to outer London, for example, with Stratford being one of the most accessible centres in the capital. However, both the extent and the quality of the existing network are in need of some improvement in terms of accessibility, reliability, frequency, security, comfort and cost. Disabled people and people

with mobility difficulties face additional problems. The only regular public river passenger service in Newham is the Woolwich Ferry; the potential of the River Thames and other navigable waterways has not been exploited.

Walking

- 7.34 Almost everybody is a pedestrian at some time, but there are a number of factors that can prevent walking from being a safe, convenient and pleasant form of transport. These include pollution, noise, danger from parked and moving motor vehicles, condition of footpaths and pavements and security fears. Walking is sometimes undertaken as a recreational activity in itself, and there is potential for such activities in the Borough, particularly along the River Thames and in the Lea and Roding Valleys. Since the 1980s significant improvements have been made to the footpath network, particularly in Beckton and Stratford, but there is scope for further work. The implementation of the Borough's share of the network of London Walks, including the 'Capital Ring', is underway.

Cycling

- 7.35 Cycling is a non-polluting and healthy form of transport, but its potential is not fully realised. However, in recent years the importance of cycling has become increasingly acknowledged at national, London wide and local level, and development of the London and Newham Cycle networks is underway.

Freight

- 7.36 Nationally, there has been a steady increase in the amount of freight carried by the road network in recent years. There is no reason to believe that there has been an exception in Newham. Although road freight transport is necessary for a healthy economy, there are associated problems of noise, pollution, safety and damage to roads. The restrictions on lorry movement introduced by the Greater London Council have gone a long way towards lessening these problems, but they have not been completely eliminated. Transport of freight by rail and water would do less damage to the environment. Freight facilities on the rail system are confined to the Stratford Rail Lands, although the construction of the CTRL and IPS will displace these uses. In terms of river freight, in 2001 there were five operational and a number of non-operational freight wharves on the Rivers Thames and Lea. Use of the wharves should be retained and safeguarded where consistent with other policies in the Plan. Please refer to Policy T27.

Access

- 7.37 There is a large number of disabled people living in the Borough (please refer to the People Chapter for further information) for whom the majority of the built environment and the transport system is not adequately designed. There are also people who are not disabled but who experience problems with the design of the system. Although steps have been taken to remedy these deficiencies, such as the installation of dropped kerbs and tactile paving, the introduction of a number of low floor buses, and the continued funding of 'Dial-a-Ride' and Mobility Buses, much more needs to be done. However, in the Plan the Council is only able to deal with land use planning matters.

POLICIES FOR TRANSPORT

LAND USE AND TRANSPORT

Environmental Impact of Traffic Generated by New Development

- 7.38 Newham has a large number of major sites with development potential, concentrated in the Lea Valley and Docklands. These, when developed, will generate a large number of commuter, commercial, leisure and other trips, and, during their construction period, significant levels of freight traffic. It is essential that the impact of these trips on the environment is minimised. This can be achieved through proper programming of the development, together with appropriate location and design. For these to be assessed the applicant needs to provide certain information at the application stage. Such information may include proposals for landscaping, noise minimisation, and assessment of highway and public transport capacity.

POLICY T1: THE COUNCIL IS COMMITTED TO MINIMISING THE ENVIRONMENTAL IMPACT OF TRAFFIC GENERATED BY NEW DEVELOPMENT. ACCORDINGLY, FOR TRIP-GENERATING DEVELOPMENT, APPLICANTS WILL BE REQUIRED TO SUBMIT INFORMATION TO ENABLE THE COUNCIL TO ASSESS IMPACT,

AND WHERE APPROPRIATE, TO ENSURE THAT MEASURES ARE TAKEN TO LIMIT THE ENVIRONMENTAL IMPACT OF THE DEVELOPMENT.

- 7.39 The Council has a 'Green Corridor' strategy, which aims to carry out landscaping improvements to the Borough's main transport links. Please refer to Policy EQ16 in the Environmental Quality Chapter for further information.
- 7.40 Please also refer to the Environmental Quality Chapter (Policy EQ46) for information on Air Quality Management.

New Development : Public Transport Accessibility and Highway Capacity

- 7.41 Public transport, as an alternative to the private motor vehicle, is generally less environmentally intrusive and a more efficient user of space. The location of new development adjacent to proper public transport facilities, particularly major schemes that generate large amounts of traffic, will encourage the use of rail and bus services and reduce the need for the use of private cars. This approach is endorsed by PPG13 and other government guidance.
- 7.42 Although the use of cars will be discouraged, a certain number of trips by this mode may be necessary, and will have to be catered for by the road network. It is important therefore that new developments are located where the network has the capacity to cope with the forecast number of trips generated. In cases where the capacity of the network is inadequate, improvements may be sought from planning obligations or other appropriate programmes or mechanisms, including the Council's Interim Local Implementation Plan and Borough Spending Plan. The number and type of trips generated by individual developments will vary, with the number of person trips generated and likely distances to be travelled being the main determinants of the levels of public transport accessibility that will be needed.

POLICY T2: THE COUNCIL WILL ENCOURAGE MAJOR DEVELOPMENT THAT GENERATES OR ATTRACTS LARGE NUMBERS OF TRIPS TO LOCATE NEAR GOOD PUBLIC TRANSPORT FACILITIES. WHERE THE CAPACITY OF THESE FACILITIES IS INADEQUATE FOR THE PROPOSED USE, THE COUNCIL WILL SEEK TO NEGOTIATE IMPROVEMENTS WITH THE DEVELOPER RELATED TO THE NATURE AND SCALE OF THE PROPOSAL.

POLICY T3: DEVELOPMENT WITH A POTENTIAL FOR TRAFFIC GENERATION WILL BE REQUIRED TO LOCATE WHERE THE CAPACITY OF THE HIGHWAY NETWORK IS SUFFICIENT FOR THE NUMBER OF TRIPS LIKELY TO BE GENERATED. WHERE CAPACITY IS INSUFFICIENT TO MEET THE NEEDS OF THE DEVELOPMENT, UPGRADING WILL BE REQUIRED BEFORE ANY DEVELOPMENT PERMITTED IS BROUGHT INTO USE.

New Development : Areas in Need of Major Highway/Public Transport Investment

- 7.43 Some of the major development sites in the Borough have inadequate public transport provision and/or are inadequately served by the highway network. If development is to proceed on such sites, infrastructure improvements need to be made as a part of the development itself. The Government supports the principle of developers' contributions toward highway improvements necessitated by new developments (PPG13).
- 7.44 Major development sites are likely to require significant investment in transport links, although this will vary depending upon circumstances. Public transport infrastructure is especially important to be consistent with the Council's sustainable development objectives, but provision of highways and works to encourage other sustainable means of transport may also be required. Funding for such development will come from a variety of sources. The major sites in the Borough where significant improvements will be necessary have been identified and are listed as part of Policy T4. Urban Framework Plans (UFPs) for certain Major Opportunity Zones (MOZs) have been produced and include more detailed requirements for the provision of transport infrastructure. UFPs for the remainder of the MOZs will be published in due course. Please refer to the Urban Regeneration Chapter for details.
- 7.45 The Council recognises that the current capacity of the A13/A406 junction is extremely limited at peak times, and that improvements are necessary in order to allow further major developments in the south eastern part of the Borough. In order to overcome the capacity problem, the Council supports the construction of a flyover. Preliminary feasibility work has been commenced on this project. The Council has for some years sought financial contributions from developers in the area, through planning obligations and other appropriate mechanisms, towards the cost of implementation of this scheme and will continue to do so as necessary.

POLICY T4: ON THE FOLLOWING, OR PARTS OF THE FOLLOWING SITES WHICH ARE IDENTIFIED AS BEING IN NEED OF MAJOR HIGHWAY AND/OR PUBLIC TRANSPORT INVESTMENT, THE COUNCIL MAY IMPOSE PLANNING CONDITIONS OR NEGOTIATE WITH DEVELOPERS WITH A VIEW TO MAKING PLANNING AGREEMENTS FOR THE PURPOSE OF SECURING IMPROVEMENTS TO THE PUBLIC TRANSPORT SYSTEM AND/OR THE HIGHWAY NETWORK WHERE SUCH IMPROVEMENTS ARE NECESSARY TO MEET THE NEEDS OF THE PROPOSED DEVELOPMENT AND THEY ARE NOT PROPOSED TO BE PROVIDED BY ALTERNATIVE PROGRAMMES OR MECHANISMS:

- A) BECKTON GAS WORKS;
- B) STRATFORD AND THE LOWER LEA VALLEY ;
- C) ROYAL VICTORIA DOCK SOUTH SIDE;
- D) KING GEORGE V DOCK SOUTH SIDE;
- E) STRATFORD RAIL LANDS;
- F) BECKTON GATEWAY;
- G) ALBERT DOCK BASIN NORTH SIDE;
- H) ALBERT DOCK BASIN SOUTH SIDE;
- I) THAMES WHARF/LIMMO; AND
- J) ANY OTHER AREA WITH SIGNIFICANT DEVELOPMENT POTENTIAL AND INADEQUATE TRANSPORT INFRASTRUCTURE THAT BECOMES AVAILABLE DURING THE PLAN PERIOD.

Preferred Modes of Transport

- 7.46 The Council recognises that public transport, cycling and walking are preferable modes of transport to the motor car, primarily in terms of improving environmental quality. Although it is accepted there will be some use of the motor car, trips need to be kept to a minimum. This general approach of encouraging alternatives to the motor car is supported by the government in PPG13 and the London Planning Advisory Committee in 'Advice on Strategic Planning Guidance for London'. The policies and proposals in this chapter, and relevant ones in other sections of the Plan, therefore aim to keep the number of trips made by car in the Borough to as low a level as possible through restraint of the car and encouraging use of alternative means of transport.
- 7.47 The Government encourages employers to produce 'Green Travel Plans' in order to minimise the use of cars for commuting. The Council strongly supports such an objective, and will seek to agree such a Plan with developers, operators and other relevant bodies prior to the granting of planning consent. The Plans should include targets for modal split for users of the development.

POLICY T5: THE COUNCIL SUPPORTS THE USE OF PUBLIC TRANSPORT, CYCLING AND WALKING AS PREFERRED METHODS OF TRANSPORT TO THE MOTOR CAR. THE COUNCIL'S POLICIES WILL NORMALLY BE DESIGNED TO MINIMISE CAR TRIPS AND ENCOURAGE THE USE OF ALTERNATIVES. APPLICANTS WILL BE ENCOURAGED TO PRODUCE A 'GREEN TRAVEL PLAN' IN ORDER TO ACHIEVE THESE OBJECTIVES.

Rail Services

- 7.48 Although Newham is relatively well served by rail, there are still areas that lack access to the rail network, and other areas where existing services could be improved. One particular problem is that the A13, the Royal Docks and the River Thames act as barriers to north-south travel. In order to try to overcome these problems, there are several rail schemes either under construction, programmed, or under active consideration. The Channel Tunnel Rail Link, with a combined international and domestic passenger station at Stratford, is due for completion in 2007 (please refer to paragraphs 7.54 and 7.55 for more details) and a DLR extension to Silvertown and London City Airport is targeted for opening in 2004.
- 7.49 A rail crossing of the River Thames at Woolwich, (also known as the 'Woolwich Metro') connecting the North London Line with the network south of the river and a multi-modal bridge crossing of the river at Gallions Reach, are proposed in the document 'A Transport Strategy for London' (Government Office for London, 1996), 'Strategic Guidance for London Planning Authorities' (Government Office for London, 1996) and the Mayor's 'Transport Strategy' (2001) as part of a 'package' of Thames crossings (please refer to paragraphs 7.58 and 7.59 for further information). Also under

active consideration are the Chelsea-Hackney Line (London Transport) and CrossRail (Railtrack), which will connect Railtrack networks to the east and west of London, and will include a stop at Stratford and a DLR link from Stratford to the proposed International Passenger Station.

- 7.50 The Council also supports East London Transit which would provide links to other parts of the Thames Gateway beyond, currently the subject of a feasibility study by Transport for London. Elsewhere, the Council supports the reintroduction of the Lea Valley passenger service (from Stratford northwards) and the continued programme of improvements to the Gospel Oak-Barking Line, in conjunction with other boroughs. These two projects may involve development or redevelopment of station sites.
- 7.51 In order to protect the proposed routes of CrossRail (Proposal No. t4) and the Channel Tunnel Rail Link (Proposal No. t3) the Department of Transport has designated safeguarding zones which delineate areas within which any planning application must be referred to either Railtrack or Union Railways, as appropriate. Safeguarding lines for the proposed Chelsea to Hackney Line (Transport for London project) affect the north west corner of the Borough (Proposal No. t5), at Thornton Fields sidings, proposed by TfL to be used for stabling and maintenance of rolling stock. However, this use of Thornton Fields would conflict with the strategy to regenerate Stratford Rail Lands (Please refer to Policies UR14-18 in the Urban Regeneration Chapter).
- 7.52 TfL is currently consulting on revised proposals for the Chelsea-Hackney line. The Council is supporting a route via the northern part of the Rail Lands with a station therein, in order to further improve transport connections to the area. If approved, construction of this line would not commence until after the end of the Plan period.
- 7.53 There is scope to improve the existing rail system by the construction of new stations to serve parts of the Borough that are at present not provided for. This includes Browning Road, E12 (Proposal No. t9) on the Gospel Oak-Barking line.

Channel Tunnel Rail Link and International and Domestic Station at Stratford

- 7.54 In February 1994, the Secretary of State for Transport published safeguarding directions for the Channel Tunnel Rail Link (CTRL) on a route following the Thames Gateway Corridor. These, together with subsequent modifications, are shown on the Proposals Map (Proposal no. t3). The route crosses Newham from east to west in tunnel from Barrington Playing Fields to the Stratford Rail Lands, with ventilation shafts proposed at Forest Gate and Barrington Road. The London terminus will be St. Pancras. In February 1996 the Secretary of State for Transport announced that a combined international and domestic station (IPS) would be constructed at Stratford on the CTRL. The exact location of the station concourse has not yet been finalised. In January 1997 a draft order was published seeking the construction of the station, a connection to the West Coast Main Line at St. Pancras, and other matters, but has yet to be confirmed by the Secretary of State. A public inquiry was held in late 1997 in relation to objections to this Act. In 1998 the Secretary of State for the Environment, Transport and the Regions announced that the CTRL would be constructed in two phases; the construction of the second section, affecting London, is forecast to commence in 2001 and be completed in 2007.
- 7.55 The Council has adopted a Draft Urban Framework Plan (UFP) for Stratford Rail Lands for the purposes of development control. This includes key principles and objectives for transport.

POLICY T6: THE COUNCIL SUPPORTS IMPROVEMENTS TO THE RAIL SYSTEM, INCLUDING THE FOLLOWING SCHEMES:

- A) THE CHANNEL TUNNEL RAIL LINK WITH A COMBINED INTERNATIONAL AND DOMESTIC PASSENGER STATION AT STRATFORD;
- B) CROSSRAIL;
- C) THE CHELSEA-HACKNEY LINE ROUTED THROUGH THE NORTHERN PART OF THE STRATFORD RAIL LANDS, WITH A STATION THEREIN;
- D) A WOOLWICH RAIL CROSSING AND/OR FURTHER JUBILEE LINE EXTENSION;
- E) A LIGHT RAPID TRANSIT NETWORK IN THE EAST THAMES CORRIDOR AND LEA VALLEY;
- F) THE UPGRADING OF THE GOSPEL OAK-BARKING LINE;

- G) REINTRODUCTION OF THE LEA VALLEY PASSENGER SERVICE;
- H) A LIGHT RAPID TRANSIT LINK THROUGH THE EASTERN ROYAL DOCKS AREA TO NORTH WOOLWICH (t31);
- I) THE EXTENSION OF THE DOCKLANDS LIGHT RAILWAY TO LONDON CITY AIRPORT AND ON TO NORTH WOOLWICH (PROPOSAL No. t30);
- J) THE EXTENSION OF THE DOCKLANDS LIGHT RAILWAY TO STRATFORD RAIL LANDS (PROPOSAL No. t6); AND
- K) IMPROVEMENTS TO RAIL SERVICES IN THE NORTH LONDON LINE CORRIDOR BETWEEN STRATFORD AND CANNING TOWN.

Bus Services

- 7.56 Most of the Borough is relatively well served by bus, particularly the town centres. However, some parts do not have any service and for others there is a reduced service at weekends and in the evenings. Links are needed particularly in the Wall End area, across the A13 and to Waltham Forest.
- 7.57 Two of the main problems affecting the quality of bus services are unreliability and slowness due to traffic congestion. In order to try to address these problems on major routes, the London Bus Priority Network (LBPN) has been developed by boroughs in conjunction with Transport for London, the Traffic Director for London and the Government Office for London. It comprises a number of routes across the city where measures have been, or will be taken, to improve the reliability of bus services. Map T10 shows Newham's section of the network, which should be completed by 2003. The LBPN complements the Priority (Red) Route network which is also partly aimed at improving bus reliability (please refer to paragraphs 7.70 - 71 for more details of Priority Routes).

POLICY T7: THE COUNCIL WILL, IN CONSULTATION WITH PUBLIC TRANSPORT OPERATORS, CONTINUE TO IMPLEMENT BUS PRIORITY MEASURES, INCLUDING BUS LANES. FURTHER MEASURES WILL BE INVESTIGATED DURING THE PLAN PERIOD.

River Transport

- 7.58 A large proportion of Newham's boundaries comprise navigable waterways, but there is no regular public passenger transport service, apart from the Woolwich Ferry. The rivers, particularly the Thames, represent an opportunity to carry large numbers of people without contributing to existing congestion and without significant damage to the environment. Investigation into this potential is needed to ensure that any service meets the needs of local people. Integration into the existing public transport system would be necessary to ensure full use. Suitable potential mooring points on the River Thames have already been identified by the Port of London Authority, and these need to be protected, unless a suitable alternative is provided.
- 7.59 The Government supports greater use of the River Thames for passenger transport. Its 'Thames 2000' initiative will result in the provision of a number of new services for London, but none of these will serve Newham, or any other area east of the Millennium Exhibition site at Greenwich. The Council believes that the extension of a river passenger service could make an important contribution towards a sustainable transport system for London and assist in the regeneration of the Borough. It also believes that the potential market exists for such a service, given the number of major development schemes underway or proposed adjacent or close to the river.

POLICY T8: IN SUPPORT OF PROPOSALS FOR A RIVERBUS SERVICE FOR NEWHAM, THE COUNCIL WILL PERMIT DEVELOPMENT OF MOORING POINTS WHICH INCLUDE PROVISION FOR A RIVERBUS SERVICE. THE REDEVELOPMENT OF MOORINGS FOR OTHER PURPOSES WHICH WOULD AFFECT A RIVERBUS SERVICE WILL ONLY BE PERMITTED IF SUITABLE ALTERNATIVES TO SUSTAIN A RIVERBUS SERVICE ARE IDENTIFIED (PROPOSAL No. t32).

Minicab Offices

- 7.60 Taxis and minicabs are an important part of the transport system, supplementing bus and rail services, as well as providing a service in their own right. Minicab offices are particularly well-used in shopping areas and near to railway stations. However, minicab offices can give rise to serious problems of noise and parking, particularly if there is a 24-

hour service. Offices therefore need to be located in premises where disturbance to local residents and traffic congestion is kept to a minimum. Minicab offices often locate in former shop premises, and whilst many of these may be suitable, minicab offices are not considered appropriate in designated shopping frontages in the Borough's major, district and local centres (Please refer to Policies SH8, SH9 and SH10).

POLICY T9: THE COUNCIL WILL ONLY ALLOW MINICAB OFFICES WHERE IT CAN BE DEMONSTRATED THAT THERE WILL BE NO DANGER OR SIGNIFICANT EFFECT ON THE AMENITY OF RESIDENTIAL PREMISES, WHERE THERE ARE ADEQUATE PARKING PLACES AND WHERE THERE WILL BE NO SIGNIFICANT DISRUPTION TO PEDESTRIAN AND TRAFFIC FLOWS.

THE ROAD SYSTEM

Road Hierarchy : Relation to Development Proposals

7.61 The purpose of designating a hierarchy of roads is to ensure that traffic levels are compatible with the character of the development along the roads in question, and that new development is located by the category of road suitable for the likely traffic generation for that development. For example, factories or depots that generate large amounts of heavy freight traffic should be served by major roads. These are more likely to be able to cope with the loads and will minimise the need for journeys through residential areas. The road hierarchy is listed in Appendix T1 and shown on Map T1.

POLICY T10: THE COUNCIL WILL CONSIDER DEVELOPMENT PROPOSALS IN RELATION TO ITS DEFINED ROAD HIERARCHY, WHICH COMPRISES PRIMARY DISTRIBUTOR, DISTRICT DISTRIBUTOR, LOCAL DISTRIBUTOR AND ACCESS ROADS AND PEDESTRIAN STREETS. IT WILL SEEK TO ENSURE THAT TRAFFIC LEVELS REMAIN OR BECOME CONSISTENT WITH THIS HIERARCHY.

Road Hierarchy : New Roads

7.62 Limited road construction is necessary, mainly to permit either access to new development sites and thus stimulate the local economy, or to remove unnecessary traffic from residential areas and thus improve the local environment and help road safety. Where possible road improvement schemes will incorporate improvements for pedestrians and cyclists.

7.63 Although some schemes may bring local benefits, it is important to take into account the possible effects elsewhere; a scheme which merely transfers problems from one area to another would not produce any net benefit and would be unacceptable.

7.64 The two links needed to complete Newham's road network are the improvements to the A13 (Proposal Nos. t23, t24, t25 and t26) and the Thames Gateway Bridge (Proposal No., t27). The latter is part of a package of river crossing proposals supported in the Mayor's Transport Strategy. These are considered in more detail below.

POLICY T11: THE COUNCIL WILL ONLY SUPPORT THE CONSTRUCTION OF NEW PRIMARY DISTRIBUTOR, DISTRICT DISTRIBUTOR, LOCAL DISTRIBUTOR AND ACCESS ROADS WHEN THESE WILL BRING NET ECONOMIC AND/OR ENVIRONMENTAL BENEFITS TO THE BOROUGH. REGARD WILL BE HAD TO THE LIKELY CONSEQUENCES OF NEW ROADS FOR NEIGHBOURING BOROUGHs, AND MEASURES WILL BE TAKEN, WHERE APPROPRIATE, TO MINIMISE ANY LIKELY ADVERSE EFFECTS.

7.65 The Council has identified a number of road construction/improvement schemes, in addition to the schemes listed in paragraph 7.64. Where the detailed layout of these schemes are known, they have been included on the Proposals Map, in the Schedule of Proposals, and in more detail as Maps in this chapter (Maps T6-9). Where details of the schemes have not yet been finalised the schemes have been listed in Appendix T4.

River Thames Crossings

7.66 In May 1996 the Government Office for London published 'A Transport Strategy for London' and 'Strategic Guidance for London Planning Authorities'. Both these documents include support for three crossings of the River Thames in Newham. These schemes are also now supported in the 'Mayor's Transport Strategy'. They comprise the Thames

Gateway Bridge (Proposal No. t27), the Woolwich Rail Crossing (also known as the 'Woolwich Metro') which would link surface rail systems on both sides of the river, and the Silvertown road crossing which would link with the Lower Lea roundabout. The latter two proposals are not shown on the Proposals Map on the instructions of the Government Office for London, but the provisional indicative routes are shown on Maps T12 and T13.

- 7.67 The 'package' of schemes should improve access from Newham to the respective transport networks, and the Gateway Bridge should assist the opening up of the former Beckton Gas Works site for comprehensive development. The Council supports the inclusion of a range of transport links in the crossing proposal including rail, road, cycle and pedestrian.
- 7.68 For the Thames Gateway Bridge the Secretary of State for the Environment, Transport and the Regions issued a 'Notification of Intention to Provide and Improve a Trunk or Special Road', under which applications close to the route are to be referred to the government by the Local Planning Authority. The route and safeguarded area are shown on the Proposals Map (Proposal No. t27). The other two East London River Crossing options are also safeguarded (by Directions under Article 10 of the GPDO).
- 7.69 Potentially the scheme may have some adverse effects on the environment of Newham and adjoining boroughs. These need to be minimised through sensitive design and other appropriate measures. Policy T11 deals with these concerns.

POLICY T12: THE COUNCIL SUPPORTS IN PRINCIPLE THE PACKAGE OF THAMES CROSSINGS AS INCLUDED IN 'STRATEGIC GUIDANCE FOR LONDON PLANNING AUTHORITIES' I.E.,

- A) A MULTI-MODAL BRIDGE CROSSING AT GALLIONS REACH (PROPOSAL NO. t27);
- B) A RAIL TUNNEL CROSSING AT WOOLWICH; AND
- C) A ROAD CROSSING AT SILVERTOWN.

Priority (Red) Routes

- 7.70 The Road Traffic Act 1991 made provision for the designation of a network of Priority (Red) Routes across London. Routes totalling approximately 315 miles were designated by the Secretary of State for Transport in June 1992. The aims of these routes are to allow for efficient movement of buses, the reduction of congestion, improvement of the local environment and better conditions for cyclists and pedestrians. The scheme is not designed to increase the amount of car commuting into central London. Each local authority is required to produce a local plan for the sections of the network for which they are the highway authority, and other roads that may be affected, and may be asked to prepare the local plans for any trunk roads within their area.
- 7.71 The network of Priority Routes in Newham comprises the A13, A406 and part of the A117. These are shown on Map T10. All schemes have been completed.

Road Safety, Traffic Management and Calming

- 7.72 The Council is committed to reducing the number of people killed or seriously injured in road accidents by 40% by 2010, based on the average for 1994 - 98. Individual targets have been set for pedal cyclists, motorcyclists, pedestrians, all other road users and children. Background information and policies are incorporated in the Council's ITP (to be replaced by the LIP). In terms of the land use planning aspect of accident prevention/reduction one of the main ways to improve road safety is the introduction of traffic management and calming measures. These can be implemented either as single or separate schemes, or as part of a 'Residential Haven' which allows specific areas to be comprehensively treated. However, traffic calming measures, such as speed cushions, may affect public transport operators and emergency service vehicles, as well as local residents, therefore full consultation is necessary to avoid potential problems. The Residential Havens are shown on Map T2. Some Havens have already been treated and the remainder are due to be treated over the Plan period. Those areas already treated may be subject to further improvements as necessary.

POLICY T13: THE COUNCIL WILL CONTINUE ITS PROGRAMME OF TRAFFIC MANAGEMENT AND TRAFFIC CALMING MEASURES IN ORDER TO REDUCE THE NUMBER OF ROAD ACCIDENTS AND IMPROVE THE

ENVIRONMENT OF RESIDENTIAL AREAS. FULL CONSULTATION WILL BE CARRIED OUT BEFORE IMPLEMENTATION.

Design to Minimise Road Accidents in New Development

7.73 New development provides the opportunity to incorporate measures that will enable road accidents and personal injuries to be kept to a minimum. For development that may have implications for road safety, the Council will require a Safety Audit which will either be carried out by the Council itself or by the developer, as appropriate. The audit will cover all aspects of the development affecting road safety, including the need for signing, pedestrian guard rails, road layout, parking restrictions and vehicle speed restrictions. The development will be required to comply with the appropriate development control standards, including Annex D of PPG 13, and standards published by the DETR, London Transport and other relevant bodies.

POLICY T14: THE COUNCIL WILL REQUIRE ALL DEVELOPMENT INVOLVING ACCESS/EGRESS ONTO A PUBLIC HIGHWAY TO BE DESIGNED SO AS TO MINIMISE THE POSSIBILITY OF ROAD ACCIDENTS.

Parking

7.74 Government Office for London forecasts a large increase in the amount of road traffic in the Borough over the Plan period and, even if the Capital's road system is not able to absorb such increases, the degree of congestion is likely to worsen. In order to minimise the levels of traffic and associated problems, Government guidance supports the restraint of use of cars, particularly in urban areas (PPG13). An important method of restraint is the use of appropriate parking policies and standards. This should reduce pollution and congestion and help to alleviate associated problems, such as delays to essential traffic, on-street and pavement parking, and road safety.

Off-Street Parking Standards for New Developments

7.75 Although the Council's approach is one of restraint, the provision of off-street parking may be required in certain developments in order to avoid the congestion that can result from parking on the street and for reasons of security and road safety. When applying car parking standards the Council's general approach will be one of minimising the number of spaces provided subject to there being no unacceptable effect on amenity and congestion. Zero provision of spaces will be acceptable in principle provided that it will not result in any significant adverse effect on local amenity caused by on-street parking and subject to any minimum or absolute standards required. Location within a Designated Centre will be an important consideration and zero provision in residential development will require a high standard of design. Please refer to Policy H16.

7.76 Designated Centres are those parts of the Borough where there is good access to public transport, on-street parking controls are in place or there are plans to introduce them and, in the case of residential development, there is a broad range of local shops and services to encourage walking. Within the Centres parking standards are more restrictive. The boundaries of the Centres are shown in Appendix T3. They are based on an initial assessment of public transport accessibility levels but may be refined and amended as necessary.

7.77 The Council's standards are contained in Appendix T2.

POLICY T15: NEW DEVELOPMENT WILL BE EXPECTED TO PROVIDE PARKING IN ACCORDANCE WITH THE STANDARDS AND DESIGN PRINCIPLES AS ADOPTED BY THE COUNCIL.

Controlled Parking Zones and Additional Public Car Parks in Shopping Centres

7.78 In July 1994 the Borough was designated as a Special Parking Area under the Road Traffic Act 1991 and responsibility for the determination and enforcement of certain parking regulation areas transferred from the police to the Council.

7.79 Controlled Parking Zones (CPZs) are a means of deterring commuter and other undesirable long stay car parking, usually in shopping centres and around railway stations, and help to ensure the availability of parking places for shoppers and residents. In order to determine whether or not CPZs will be an effective means of managing public parking in local areas, feasibility studies need to be carried out. Priority has been given to the main town centres and around railway stations, where the problems are currently perceived to be the most pressing. It is important that any

CPZ provides adequate places for orange / blue badge holders. In addition the Council supports the provision of places in off-street car parks designed for non-orange / blue badge holders who may have mobility difficulties.

- 7.80 Controlled Parking Zones were introduced in East Ham (t19) in 1995 (extended 1997), Stratford in 1996, Upton Park (t18) and West Ham in 1999, Prince Regent in 2000 and Canning Town in 2001. The remainder of the proposals will be investigated prior to 2005, in accordance with the Council's 'Parking Strategy for Newham' (1999). East Ham, Stratford, West Ham, Prince Regent, Canning Town and Upton Park CPZ boundaries are shown in Appendix T3.
- 7.81 The Council will also consider the provision of additional public car parks as necessary, within its restraint-based approach to the level of off-street parking. A specific site has been identified in East Ham (Proposal No. t13) and a commitment in principle has been made in Forest Gate Town Centre (Proposal No. t40).

POLICY T16: THE COUNCIL WILL INVESTIGATE THE DESIGNATION OR EXTENSION OF CONTROLLED PARKING ZONES IN THE FOLLOWING LOCATIONS AND IN THE FOLLOWING ORDER OF PRIORITY:

- A) UPTON PARK (PROPOSAL No. t18);
- B) CANNING TOWN (PROPOSAL No. t28);
- C) WEST HAM STATION (PROPOSAL No. t15)
- D) WOODGRANGE (PROPOSAL No. t7);
- E) MANOR PARK (PROPOSAL No. t8); AND
- F) SHOPPING AREAS ON BARKING ROAD OUTSIDE EAST HAM AND CANNING TOWN.

THE NEED TO INVESTIGATE THE DESIGNATION OF FURTHER CPZS MAY ARISE DURING THE PLAN PERIOD.

THE COUNCIL WILL ALSO INVESTIGATE THE PROVISION OF A SHORT STAY PUBLIC CAR PARK IN EAST HAM (PROPOSAL No. t13) AND IN FOREST GATE (PROPOSAL NO. t42). THE COUNCIL WILL ALSO INVESTIGATE THE POSSIBILITY OF A CPZ AT WEST HAM UNITED FOOTBALL CLUB TO OPERATE ON MATCH DAYS ONLY.

Parking at Railway Stations

- 7.82 Availability of car parking at railway stations is likely to encourage motorists to drive to stations rather than use alternative means of travel. Newham is considered to be too close to central London to justify 'park-and-ride' schemes. Designation of CPZs would discourage on-street parking by commuters and therefore this will be investigated. CPZs in some station areas are covered by Policy T16.

POLICY T17: THE COUNCIL WILL NOT NORMALLY PERMIT COMMUTER CAR PARKS AT RAILWAY STATIONS AND WILL DISCOURAGE ON-STREET PARKING BY COMMUTERS. THE DESIGNATION OF CONTROLLED PARKING ZONES WILL BE INVESTIGATED IN THE FOLLOWING AREAS:

- A) PLAISTOW STATION (PROPOSAL No. t17); AND
- B) DOCKLANDS LIGHT RAILWAY STATIONS NOT COVERED BY POLICY T16 (PROPOSAL No. t29).

Cycle and Motorcycle Parking

- 7.83 Please refer to Policies T24, T25 and T26 respectively.

Service Vehicle Parking

- 7.84 Most commercial development requires some provision for delivery and service vehicles; this may not necessarily mean parking areas, and is likely to vary considerably between individual sites. The matter is covered in Appendix T2.

Loss of Parking and Servicing Areas

- 7.85 The loss of existing parking and servicing areas could exacerbate problems of on-street parking and on-street servicing, and therefore this will normally be resisted. Exceptions may be made where it can be demonstrated that the

parking/servicing areas are no longer needed, or that adequate replacements will be provided. However, given that the Council's overall approach to car parking is one of restraint, this will have to be taken into account.

POLICY T18: LOSS OF PARKING AND SERVICING AREAS WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT THERE IS NO LONGER A NEED OR WHERE A SUITABLE ALTERNATIVE IS TO BE PROVIDED, SUBJECT TO POLICY T15.

WALKING

Improvement of Conditions for Pedestrians

7.86 Virtually all journeys involve walking at some stage. It is a healthy and sustainable means of travel and the Council is therefore keen to improve conditions for pedestrians and to encourage more walking. This can be achieved through Planning measures and other means at the Council's disposal, such as its programme of pavement and lighting improvements. Although most walking is functional, that is reaching a destination as quickly as possible, some is undertaken as a recreational activity; this is covered in Policy T21 below. One important way of improving provision for pedestrians is to ensure that appropriate facilities are incorporated into new development. The Council is committed to making the pedestrian environment accessible to disabled people and those with mobility difficulties. Please also refer to SPG 'Access for All', where further information is provided.

POLICY T19: THE COUNCIL WILL REQUIRE ALL DEVELOPMENT AFFECTING PEDESTRIAN MOVEMENT TO INCORPORATE MEASURES TO MAXIMISE SECURITY, CONVENIENCE AND SAFETY.

Pavement Congestion

7.87 Generally, privately-owned forecourts can be used in principle for trading by the owner/occupier of the land or an employee of the owner/occupier of the land. However, congestion on pavements can be caused or worsened by certain forecourt trading practices. The Council can take action, if necessary, to prevent obstruction of the public highway under highways legislation. Alternatively, in certain cases the Council may acquire the forecourts to deal with the problem. Under planning legislation, the Council is only likely to be able to use its powers infrequently, insofar as there may be permanent structures that can be defined as development. However, the Council is prepared to use these powers if necessary.

POLICY T20: THE COUNCIL WILL ONLY PERMIT DEVELOPMENT ON FORECOURTS WHERE IT WILL NOT CAUSE OR WORSEN PAVEMENT CONGESTION.

Recreational Footway Network

7.88 Walking is also an important leisure activity. The majority of Newham is built up, but there are major open areas, particularly along the Rivers Lea and Roding. Since the 1980s, significant improvements have been made to the recreational footpath network in the Borough, particularly in Beckton and Stratford. However, there is potential for further expansion and improvement of some of the existing network, particularly along the Roding Valley, around the Royal Docks and the southern part of the Lea Valley.

7.89 In order to improve and expand the possibilities for recreational walking, the London Walking Forum has designated a network of footpaths (known as the 'London Walks') across the capital which it is proceeding to implement. This includes the 'Capital Ring', a section of which crosses Newham. This network is being enhanced by the addition of local routes. The network should eventually ensure good access to and link as many areas of open space, green chains, areas of nature conservation interest, etc., as possible. Where appropriate, footpaths and cycleways will follow the same route, and will be segregated where possible.

7.90 Sustrans proposes to develop a combined footpath and cycleway from Tower Hamlets to Essex via Newham, which the Council supports in principle. Details of the route are currently under consideration; an indicative route is shown on Map T4.

7.91 The existing and proposed recreational footway network is shown on Map T4. Some of the proposals are indicative only, as routes may have to be amended to take into account factors such as operational requirements of business

and changing circumstances. Where it is not possible to provide permanent routes in the first instance, it may be necessary to provide temporary replacements. Provision for access to waterways in new development is covered by Policy EQ2 in the Environmental Quality Chapter.

POLICY T21: IN CONSULTATION WITH ALL RELEVANT ORGANISATIONS, INCLUDING ADJACENT BOROUGHES AND AFFECTED LAND OWNERS AND OCCUPIERS TO ENSURE COMPATIBILITY OF PROPOSALS, PARTICULARLY WITH REGARD TO THE OPERATIONAL REQUIREMENTS OF BUSINESSES, THE COUNCIL WILL ESTABLISH AND PROMOTE A CLEARLY SIGNPOSTED NETWORK OF RECREATIONAL WALKS ACROSS THE BOROUGH (PROPOSAL NO. T2). THE NETWORK WILL INCORPORATE THE LONDON WALKING FORUM'S NETWORK OF LONDON WALKS WHERE APPROPRIATE. PROVISION OF TEMPORARY LINKS WILL BE SOUGHT WHERE COMPLETION OF A ROUTE IS NOT IMMEDIATELY POSSIBLE. FOOTPATHS AND CYCLEWAYS WILL FOLLOW THE SAME ROUTE WHERE APPROPRIATE. THE COUNCIL WILL SUPPORT IN PRINCIPLE THE SUSTRANS PROPOSAL FOR A LONDON TO ESSEX CYCLE AND PEDESTRIAN ROUTE ON THE NORTH SIDE OF THE RIVER THAMES.

Walking

7.92 In a number of the major development areas, such as the Stratford Rail Lands and part of the Lower Lea Valley, the proposed recreational footpath network has not been indicated on either Map T4 or on the Proposals Map as details have not yet been finalised. However, the Council does support the construction of a route network as a part of the framework plans to be produced for these areas. In the longer term, likely to be beyond the life of the current Plan, the Council also supports the principle of a continuous cycle/footpath route along the bank of the River Thames.

Public Access to the River Thames

7.93 'Strategic Planning Guidance for the River Thames' encourages the improvement of public access to the River Thames, which is strongly supported by the Council. As a part of this objective, the Council will protect existing public access points, such as steps, stairs and slipways, from redevelopment unless a suitable alternative is provided.

POLICY T22: THE COUNCIL WILL NOT PERMIT THE REDEVELOPMENT OF PUBLIC ACCESS POINTS TO THE RIVER THAMES UNLESS SUITABLE REPLACEMENTS ARE PROVIDED (PROPOSAL NO. t38).

CYCLING

Cycle Network

7.94 Cycling is an inexpensive, healthy and non-polluting method of transport. Demand for cycling has been repressed by concerns over the risk of accidents and by the general lack of facilities such as secure parking places. However, in recent years the importance of cycling has become increasingly acknowledged and there is a programme for extensive improvements in the Borough. A network of cycle routes that is safer, more convenient and clearly signposted will encourage more use of cycles. The Council commenced implementation of its share of the London Cycle Network and also the local Newham Cycle Network in 1995. Completion of the networks is expected in 2005. The type of cycle route implemented may vary according to local circumstances. Where it is not possible to provide permanent routes in the first instance, it may be necessary to provide temporary replacements. Complete segregation from motor vehicles is preferable but is rarely practical or affordable, and therefore other types of route will be considered.

7.95 Sustrans, a charity promoting walking and cycling, proposes to develop a combined footpath and cycleway from Tower Hamlets to Essex via Newham, which the Council supports in principle. Details of the route are currently under consideration; an indicative route is shown on Map T3.

Cycling

7.96 In a number of the major development areas, such as the Stratford Rail Lands and part of the Lower Lea Valley, the proposed cycle network has not been indicated on either Map T3 or on the Proposals Map as details have not yet been finalised. However, the Council does support the construction of a route network as a part of the framework

plans to be produced for these areas. In the longer term, likely to be beyond the life of the current Plan, the council also supports the principle of a continuous cycle/footpath route along the bank of the River Thames.

- 7.97 Existing and proposed cycle routes are shown on Map T3. Some of the proposals are indicative only, as routes may have to be amended to take into account the operational requirements of business and changing circumstances.

POLICY T23: THE COUNCIL WILL COMPLETE AND PROMOTE A NETWORK OF CYCLE ROUTES ACROSS THE BOROUGH. THIS WILL INCORPORATE THE LONDON CYCLE NETWORK WHERE APPROPRIATE AND THE NEWHAM CYCLE NETWORK (PROPOSAL No. t1). THE PROVISION OF TEMPORARY LINKS WILL BE SOUGHT WHERE COMPLETION OF A ROUTE IS NOT IMMEDIATELY POSSIBLE. CYCLEWAYS AND RECREATIONAL FOOTPATHS (SEE POLICY T21) WILL FOLLOW THE SAME ROUTE WHERE APPROPRIATE. CONSULTATION WILL BE CARRIED OUT WITH ALL RELEVANT ORGANISATIONS, INCLUDING ADJACENT BOROUGHs, TO ENSURE COMPATIBILITY OF PROPOSALS. OPERATIONAL REQUIREMENTS OF BUSINESSES WILL BE TAKEN INTO ACCOUNT. THE COUNCIL WILL SUPPORT IN PRINCIPLE THE SUSTRANS PROPOSAL FOR A LONDON TO ESSEX CYCLE AND PEDESTRIAN ROUTE ON THE NORTH SIDE OF THE RIVER THAMES.

Access by Cycle and Cycle Parking

- 7.98 The quality, location and the type of facilities provided for cyclists also influences the extent of use of cycles and therefore it is necessary to ensure that routes are properly designed and signposted with dedicated parking facilities at public buildings, railway stations, shopping centres, educational establishments and other important locations. Standards for new developments are included in Appendix T2. The Council has made a commitment through its Interim Local Transport Implementation Plan, and elsewhere, to make a significant investment into improving conditions for cyclists in the Borough. New developments also offer the opportunity for the private sector to encourage cycling as an alternative form of transport and to contribute towards improving the environment. The Council will also encourage the provision of cycle parking facilities, in accordance with the appropriate standards, in existing developments.

POLICY T24: BY MEANS OF PLANNING CONDITIONS OR AGREEMENTS, THE COUNCIL WILL REQUIRE THE PROVISION OF CYCLE ACCESS TO ALL APPROPRIATE NEW DEVELOPMENTS. IN ADDITION, SECURE AND CONVENIENT CYCLE PARKING WILL BE REQUIRED IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX T2.

- 7.99 In some cases it may not be practicable or desirable to locate cycle parking facilities on a particular site, and provision elsewhere in the vicinity may be preferable. In this event, the Council may require the developer to provide a commuted payment.

POLICY T25: WHERE COMPLIANCE WITH THE COUNCIL'S CYCLE PARKING STANDARDS IS IMPRACTICABLE OR UNDESIRABLE ON PARTICULAR SITE, THE COUNCIL MAY ACCEPT A PAYMENT BY THE DEVELOPER TOWARDS THE COST OF PROVIDING OFF-SITE FACILITIES ELSEWHERE IN THE VICINITY.

Motorcycling

- 7.100 The Council recognises that the use of motorcycles, particularly as an alternative to cars, will continue to make an important contribution to its sustainable transport objectives. It will therefore encourage the use of this form of transport by requiring the provision of parking facilities, to be secure where necessary, in most types of new traffic-generating development.

POLICY T26: THE COUNCIL WILL REQUIRE PARKING PROVISION FOR MOTORCYCLES IN ALL APPROPRIATE TYPES OF DEVELOPMENT IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX T2.

FREIGHT TRANSPORT

- 7.101 Freight traffic is necessary to service many types of development and as such is necessary for a prosperous local economy. The vast majority of freight traffic in the Borough is carried by road and this will continue for the foreseeable future. However, road freight traffic can cause a number of problems, mainly noise, vibration and exhaust pollution. Some areas, particularly residential locations, are more sensitive to freight traffic than others. In order to minimise the problems caused by road freight, the Council supports the London-wide weekend and night-time lorry ban which

removes heavy freight from most areas at those times; this has for the most part been effective and is to be continued, but there are still areas that suffer problems. Proper integration of transport and land use planning can also reduce the effect of freight on the environment. By locating major freight-generating developments on or near to the main road system, the passage through residential areas can be avoided (please refer to Policy T10 for further information). There is also potential for the transfer of freight from road to rail and water, which would significantly reduce the adverse effect upon the environment.

- 7.102 Rail freight facilities in Newham are confined to Stratford Rail Lands. Although the Council supports such uses in the Borough in principle, in order to maximise the development potential of the area following the decision to locate a combined International and Domestic Station on the Channel Tunnel Rail Link, the continued operation of freight facilities in this location is unlikely. However, the Council will encourage the location of warehouse and retail uses where they can be served by rail provided they are compatible with other objectives of the Plan.

Protection of River Freight Transport Facilities

- 7.103 In 2001 there were five operational wharves on the River Thames and a number of disused wharves on the Thames and the Lea, some of which are considered to have potential for future use. Priors and Mayer Parry on the Lea and Thames, Manhattan, Sunshine, Minoco and Peruvian on the Thames are the subject of safeguarding directions issued by the Secretary of State. The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. To this end it supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may also be that the continued use of the wharf is not compatible with the Council's objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use. Thames Wharf for instance occupies a strategic position on the river frontage, parts of Thames and Minoco will be required to allow the extension of the DLR and Thames may be affected by the Silvertown Crossing. Subject to the provisions of Policy T27, the continued use of some wharves in the Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.
- 7.104 Nevertheless the Council will seek to ensure that where feasible some appropriate river dependent use of the wharf is retained in the redevelopment or that the future use of the wharf or part of it is safeguarded in other ways. In order to avoid the overall loss of freight handling facilities the Council will encourage the provision of replacement facilities elsewhere.

POLICY T27: THE COUNCIL WILL SAFEGUARD THE RETENTION OF FREIGHT HANDLING FACILITIES (PROPOSAL NO. t22) ON THE WATERWAY NETWORK EXCEPT IN CIRCUMSTANCES WHERE:

- A) IT CAN BE DEMONSTRATED THAT THE FACILITY IS OPERATIONALLY REDUNDANT AND THAT THERE IS NO DEMAND FOR CONTINUED USE; OR
- B) IT IS REQUIRED AS PART OF A MAJOR REGENERATION PROJECT AND THE DEVELOPER CAN DEMONSTRATE THAT THE SAFEGUARDING OF THE FUTURE USE OF ANY PART FOR FREIGHT HANDLING IS NOT COMPATIBLE WITH THE PROJECT.
- 7.105 The Council is required to refer applications for planning consent affecting protected wharves (proposal no. t22) to the Mayor of London. These wharves are Priors and Mayer Parry on the River Lea and Thames, Manhattan, Sunshine, Minoco and Peruvian on the River Thames. The affected areas are shown on the Proposals Map.
- 7.106 The Port of London Authority's 'Development Strategy for Cargo Handling in the Port of London' (1998) contains various recommendations to local planning authorities and other organisations in relation to development proposals in the PLA area. It includes a list of criteria to be used in the assessment of safeguarded sites, to which the Council will have regard when considering development proposals.

Safeguarding of PLA Radar Station Facilities

- 7.107 The PLA operate two radar stations in Newham, at Beckton and North Woolwich, which are essential to navigation on the River Thames. Any development proposals should take account of the operational requirements of these facilities. The locations of the radar stations are shown on the Proposals Map.

POLICY T28: DEVELOPMENT MUST HAVE REGARD TO THE OPERATIONAL REQUIREMENTS OF THE PORT OF LONDON AUTHORITY'S RADAR STATIONS AT BECKTON AND NORTH WOOLWICH (PROPOSAL NO.t39).

AIR TRANSPORT

London City Airport

7.108 The Airport is a major strategic asset to the Borough and to London as a World City, linking business centres in the West End, City, Docklands, East London and elsewhere in Thames Gateway with a wide range of European business destinations. It is an incentive to further development in the Royal Docks and is an important direct and indirect generator of employment. The Council's policy towards London City Airport is one of support and encouragement in recognition of its strategic and economic importance to the Borough and sub-region.

London City Airport : Limitations on Expansion

7.109 The environmental impact of the airport's operations must however be limited, closely monitored and controlled. The limits to the airport's operations and the mechanisms for monitoring and control are set out in the planning permissions granted by the Secretary of State for the Environment dated 23rd May 1985 as amended on 26th September 1991 and 21st July 1998; in legal agreements between the London City Airport (LCA), the Council and the London Docklands Development Corporation dated 30th July 1990 and 19th May 1993; and in schemes agreed pursuant to the agreements. As with other forms of major development, the Council will consider proposals for expansion in the context of Policy T29 below and other policies within the Plan.

POLICY T29: THE COUNCIL WILL NOT PERMIT FURTHER OPERATIONAL EXPANSION OF LONDON CITY AIRPORT BEYOND THE LIMITS SET OUT BY THE SECRETARY OF STATE FOR THE ENVIRONMENT IN THE PLANNING PERMISSIONS DATED 23RD MAY 1985, AS AMENDED ON 26TH SEPTEMBER 1991 AND 21ST JULY 1998, UNLESS IT CAN BE DEMONSTRATED THAT SUCH DEVELOPMENT WOULD NOT RESULT IN UNACCEPTABLE EFFECTS ON THE LOCAL ENVIRONMENT.

Restrictions on Development in Airport Safeguarding Area

7.110 For reasons of public safety and environmental protection, the development of land in the vicinity of the airport may be limited. Applications for permission for certain types of development should be referred to the Civil Aviation Authority (CAA); consultation procedure is covered by the Town and Country Planning (Aerodromes and Technical Sites) Direction 1992, a summary of the main provisions of which is covered below.

7.111 The CAA has published a map, available for inspection at the Council's Development Control office, which indicates the type of development, in terms of building height, that must be referred. Map T11 shows the outer safeguarding boundary, beyond which no referral is required. The whole Borough is located within the referral area. For pre-application advice on building heights and other safeguarding matters, applicants are advised to contact the LCA's Environment and Planning Manager (telephone 020 7646 0200). The airport also has a designated Public Safety Zone where there should be no significant increase in the number of people living, working or congregating. Other restrictions on development may include noise levels, as imposed by the airport operating at capacity. This is likely to restrict the location of certain noise-sensitive uses such as hospitals, schools and dwellings (this is not an exhaustive list) close to the airport. The Public Safety Zone (Proposal No. t34) is shown on the Proposals Map and on Map T5. PPG24 offers advice on minimising the adverse impact of noise. Each proposal for a potentially noise-sensitive use will be considered on its own merits as design measures may be incorporated to mitigate any potential problem.

POLICY T30: THE CIVIL AVIATION AUTHORITY WILL BE CONSULTED ON ALL APPLICATIONS FOR PERMISSION TO DEVELOP SITES WITHIN THE OUTER SAFEGUARDING BOUNDARY SHOWN ON THE SAFEGUARDING MAP FOR THE LONDON CITY AIRPORT, PROVIDED THAT THE PROPOSALS ARE OF THE EXTENT AND NATURE SPECIFIED ON THE KEY TO THE MAP. THESE APPLICATIONS WILL BE DETERMINED HAVING REGARD TO THE ADVICE RECEIVED FROM THE CIVIL AVIATION AUTHORITY.

POLICY T31: NOISE LEVELS FROM OPERATIONS AT THE LONDON CITY AIRPORT WILL BE TAKEN INTO ACCOUNT IN DETERMINING APPLICATIONS FOR NOISE-SENSITIVE DEVELOPMENTS IN THE VICINITY OF THE AIRPORT.

Heliports

- 7.112 Heliports and helipads have the potential to cause disturbance, particularly through noise and surface traffic. Such developments should therefore not be sited where they would adversely affect the amenity of residential areas and other noise-sensitive land uses, such as hospitals and offices. The southern part of the Borough is particularly sensitive to further noise-generating activities due to the presence of London City Airport. The Council will therefore generally resist such developments in the Borough.
- 7.113 In March 1995 the Department of Transport published the London Heliport Study. This study examined the potential for heliport development at six sites, of which four are in Newham: at Gallions Point, London City Airport, Plaistow Wharf/Peruvian Wharf and Thames Wharf. The study did not make recommendations for site development, but identified a number of technical issues that would need to be addressed at any planning inquiry. Newham Council and other boroughs have serious concerns about the document which were forwarded to the DoT.

POLICY T32: LAND-BASED OR FLOATING HELIPORTS WILL ONLY BE PERMITTED WHERE THE COUNCIL IS SATISFIED THAT NO ADDITIONAL NOISE OR OTHER DISTURBANCE IS CAUSED TO LOCAL RESIDENTS. SUCH NOISE CONSIDERATION WOULD RELATE NOT ONLY TO THE IMMEDIATE VICINITY OF THE SITE MOST AFFECTED BY TAKE-OFFS AND LANDINGS, BUT ALSO TO DISTURBANCE DUE TO OVERFLYING OF OTHER AREAS OF THE BOROUGH, AND TO THE SURFACE TRAFFIC GENERATED BY SUCH A DEVELOPMENT. IN CONSIDERING ALL SUCH APPLICATIONS, THE COUNCIL WILL REQUIRE APPLICATIONS TO SHOW THAT THE BENEFITS TO THE BOROUGH OUTWEIGH THE DISADVANTAGES.

Access

- 7.114 The Council is committed to an accessible environment. Please refer to general access Policy EQ25 and reasoned justification. Parking standards for orange / blue badge holders are covered by Policy T15 and Appendix T2.

SCHEDULE OF PROPOSALS : TRANSPORT

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
t1	As shown on Proposals Map	T23	Cycle network	Indicative only in parts. Network shown on Map T3
t2	As shown on Proposals Map	T21	Recreational footway network	Indicative only in parts. Network shown on Map T4
t3	As shown on Proposals Map	T6	Department of Transport safeguarding lines for Channel/Tunnel Rail Link	Commencement due 2001; completion due 2007
t4	Land adjacent to existing railway lines in the Stratford area, E15	T6	Department of Transport safeguarding lines for CrossRail	Commencement/completion dates not programmed
t5	Thornton Fields and other land as shown on the Proposals Map, E15	T6	Department of Transport safeguarding lines for proposed Chelsea to Hackney Line	Commencement/completion dates not programmed. Details of route not yet finalised by Transport for London
t6	Stratford Rail Lands, E15	T6	Extension of DLR	Commencement/completion dates not programmed
t7	Roads in the area of Forest Gate Station E7 (to be determined)	T16	Controlled Parking Zone feasibility study	Feasibility study completed. Implementation due 2002
t8	Roads in the area of Manor Park Station, E12 (to be determined)	T16	Controlled Parking Zone feasibility study	Feasibility study completed. Implementation due 2002
t9	Browning Road, E12	T6	New station on Gospel Oak – Barking line	Commencement/completion dates not programmed. LBN proposal
t10	Waterden Road, E15	T11	New road link into Stratford Rail Lands	Indicative only. Commencement/completion dates not programmed
t11	High Street/Warton Road, E15	T11, UR18	New road link	Indicative only. Preferred road access to the southwestern part of the Rail Lands. Commencement/completion dates not programmed
t12	Cam Road / High Street, E15	T11	Junction Improvements and new road access.	To allow access to proposed Burford Road development site (m4)
t13	Southend Road, E12	T16	Car park	Commencement/completion dates not programmed
t14	Crows Road/Manor Road, E15	T11	New road link across Abbey Mills site and into Parcellforce site.	Indicative only. Commencement/ completion dates not programmed
t15	Roads in the area of West Ham Station, E15 (to be determined)	T16	Controlled Parking Zone	Reviewed in 2001
t16	Plaistow and Upton Park Stations, E13	T6	Station refurbishment	Completed in 2001
t17	Roads in the area of Plaistow Station, E13 (to be determined)	T17	Controlled Parking Zone Feasibility Study	Completion due 2003-2004

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
t18	Roads in the area of Upton Park Station E13 (to be determined)	T16	Traffic management improvements	Subject to outcome of trial scheme
t19	Roads in the East Ham Town Centre area	T16	Controlled Parking Zone extension feasibility study	To be reviewed in 2001-2002
t20	Twelvetrees Crescent / Cody Road area, E3, E16	T11	Road link – to provide access to development but designed to prevent through movement other than by public transport, cycles, powered two wheel vehicles and emergency service vehicles	Commencement/completion dates not programmed
t21	A13/A406 Junction, E6	T11	Flyover	LBN proposal; no extant planning permission. Commencement/completion dates not programmed
t22	Thames, Peruvian, Manhattan, Sunshine, Minoco, Wards, Tate and Lyle, Cairn Mills, Beckton Sewage Treatment Works, (River Thames) and Mayer Parry and Priors (River Lea) Wharves	T27	Protection of wharves for freight use	Applications affecting Thames, Peruvian, Manhattan, Sunshine, Minoco, Mayer Parry and Priors will be referred to the Mayor of London
t23	Newham Way, Barking Road, Manor Road and Silvertown Way area E16	T11	Road improvements	DTLR A13 scheme. Commenced in 2001/02. Draft Line Orders published. Details shown on Map T10
t24	Freemasons Road, New Barn Street junction E16 (A13)	T7, T19	Construction of road underpass for use by public transport, pedestrians, cyclists and emergency service vehicles and local traffic.	DTLR A13 Scheme. Commenced in 2001/02. Details shown on Map T9
t25	Newham Way, Prince Regent Lane and Tollgate Lane area E16	T11	Major junction improvements	DTLR A13 scheme. Commenced in 2001/02. Details shown on Map T9
t26	Newham Way, High Street South and Woolwich Manor Way junction E6	T11	Major junction improvements	DTLR A13 Scheme. Commenced in programmed for 2001/02. Details shown on Map T8
t27	Gallions Reach area E16	T6, T7 T12	Thames Gateway Bridge multi-modal river crossing; route and safeguarded area	GLA proposal. Commencement/completion dates not programmed.
t28	Roads in the area of Canning Town Station E16 (to be determined)	T16	Controlled Parking Zone feasibility study	To be reviewed 2001-2002
t29	Roads in the area of all Docklands Light Railway Stations, E6 and E16 (to be determined) except Stratford and Canning Town.	T17	Controlled Parking Zones feasibility studies	Commencement/completion dates not programmed

Proposal No.	Location	Policy Ref. No.	Proposal	Comment
t30	Royal Victoria Dock, George V Dock Area, E16	T6	DLR extension to Silvertown and London City Airport, with possible further extension to North Woolwich.	Preferred route up to Airport subject to refinement – target completion date 2003. Possible further extension under consideration. Station locations indicative. No extant planning permission.
t31	Light rapid transit link, North Woolwich to Barking, E16	T6	Safeguarded route for light rapid transport link from North Woolwich to Barking.	North Woolwich to Gallions Reach section is LBN proposal. Gallions Reach to Barking section is Transport for London proposal (part of East London Transit). Subject to feasibility study. Start/completion dates not programmed.
t32	Bass Charrington, Thames Barrier Lands, North Woolwich, Albert Dock Basin, Beckton Gas Works, E16, E6	T8	Protection of mooring points for potential riverbus service	
t33	Freemasons Road and Victoria Dock Road, E16	T19, T23	Custom House Link providing access for cyclists and pedestrians	Commencement/completion dates not programmed
t34	London City Airport, E16	T30	London City Airport Public Safety Zone	Public Safety Zone footprint confirmed by the DTLR in February 2000
t35	North Woolwich Road, E16	T11	Collector road between access to Barrier Point and access to Crescent Wharf, E16	To rationalise access from employment areas onto North Woolwich Road following DLR extension construction
t36	North Woolwich Road, E16	T19, T23	'Land Bridge' type crossing of road for pedestrians and cyclists	Commencement/ completion dates not programmed
t37	Thames Road E16	T11	Road link into industrial estate	Commencement/completion dates not programmed
t38	West Ham/Manhattan Stairs, North Woolwich (2 locations) Old Barge House Drawdock, E16	T22	Protection of public access points on the River Thames	
t39	North Woolwich and Beckton, E16	T28	Port of London Authority Radar Stations	Existing installations; development should have regard to operational needs
t40	Forest Gate town centre (location to be determined)	T16, SH6	Short-stay public car park	Commitment in principle. Site not yet identified. Feasibility study underway. Commencement/completion dates not programmed
MOZ1	Stratford Rail Lands, E15	T6	Redevelopment for mixed uses including combined domestic and international station on the Channel Tunnel Rail Link	Commencement due 2001; completion due 2007

APPENDIX T1

ROAD HIERARCHY (PLEASE REFER TO MAP T1)

Primary Distributor Roads

Primary Distributor roads have been designated for the following purposes:

- a) to provide for longer journeys;
- b) to link with, or form part of, the national network;
- c) to reduce traffic demands on secondary roads so that they in turn can relieve local roads.

Newham's Primary Roads are:

A406 - South Woodford to Barking Relief Road

A13 - Newham Way

District Distributor Roads

District Distributor roads have been designated for the following purposes:

- a) to provide links to primary distributor roads;
- b) to provide access to strategic centres for short and medium distance traffic;
- c) to carry the main bus routes.

Newham's District Distributor Roads are:

A11 Leytonstone Road

A112 Major Road - Chobham Road - Leyton Road - Angel Lane - West Ham Lane - New Plaistow Road - Plaistow Road - High Street - Greengate Street - Prince Regent Lane - Connaught Crossing - Connaught Road - Albert Road

A114 Woodford Road - Woodgrange Road - Upton Lane - Stopford Road - Terrace Road - Pelly Road - Clegg Street

A115 Carpenters Road

A117 Forest Drive - Station Road - High Street North - Ron Leighton Way - High Street South - Woolwich Manor Way - Albert Road - Pier Road

A118 Romford Road, High Street, Broadway and Great Eastern Road

A124 Barking Road

A1011 Manor Road - Silvertown Way

A1020 Lower Lea Crossing - Silvertown Way - North Woolwich Road - Connaught Crossing - Royal Albert Way - Royal Docks Road

Local Distributor Roads

Local distributor roads have been designated for the following purposes:

- a) to give access to residential and commercial areas;
- b) to permit access to frontage development along these roads

Please refer to Map T1 for the location of Local Distributor Roads

Access Roads

Access roads have been designated to give access to residences and business premises

Pedestrian Priority Streets

Pedestrian streets are designated for the following purposes:

- a) to give priority to pedestrian movement;
- b) to allow access for emergency vehicles and other essential vehicles

Newham's Pedestrian Priority Streets are:

Myrtle Road, Pilgrim's Way and parts of: Stratford Broadway, Crescent Road, Lavender Street, High Street North and Tramway Avenue

APPENDIX T2

PARKING STANDARDS

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INTRODUCTION

The Council's approach to car parking standards is one of restraint, in order to minimise the use of the car and therefore encourage the use of sustainable means of travel, such as public transport, walking, motorcycling and cycling. To this end, the standards also include minimum provision for the latter two categories. Minimising car use will also contribute towards other Council objectives, such as a reduction in the levels of pollution.

When applying car parking standards, the Council's general approach will be one of minimising the number of spaces provided, subject to there being no unacceptable effect on amenity and congestion. Zero provision of spaces, therefore, will be acceptable in principle in most cases, although where 'absolute' or 'minimum' provision is specified, zero provision would normally be the exception.

EXPLANATORY COMMENTS - GENERAL

1. Floorspace is defined in all cases as gross floor area, including the thickness of external walls but excluding any floorspace to be used for parking or loading/unloading.
2. Where several land uses are included within a scheme, the parking requirement is calculated separately for each use.
3. There is a requirement for at least six per cent of off-street spaces to be designated as parking for orange / blue badge holders in most categories. For residential use the standard only applies where communal parking is provided.
4. All calculations should be rounded up to the nearest whole number.
5. All staffing figures should be read as full-time equivalent staff employed at peak hours.
6. For categories of development numbered 6-14, the standards represent a starting point for the assessment of off-street parking provision and will be applied in the context of each individual proposal and relevant site characteristics, including the relationship to the local road network.
7. For non-residential developments where servicing is necessary the provision of separate space, additional to that for car parking, is required. The servicing requirements for any non-residential development will be assessed according to the needs of each individual proposal.
8. For types of development not included in the standards, provision will be a matter for negotiation between the applicant and the Council, based on restraint.
9. The term 'secure' in relation to cycle parking spaces normally refers to an enclosed lockable facility and in relation to motorcycles, an anchor point, normally a steel hoop. More information can be obtained from the Council's Head of Environmental Engineering.
10. 'Designated Centres' are those parts of the Borough where in comparison to other areas:
 - a) there is good access by public transport;
 - b) on-street parking controls are in place or there are plans to introduce them and, in the case of residential development;
 - c) there is a broad range of local shops and services to encourage walking.

Maps of the Designated Centres are included towards the end of this appendix. As refined public transport accessibility levels are introduced in due course, the number and extent of Designated Centres will be reviewed. Designated Centres comprise all properties and land which have direct access from or which physically adjoin those public highways or parts of the highway as defined on the plans.

11. Zero provision of car parking is acceptable in principle provided that it will not result in any significant adverse effect on local amenity caused by on-street parking and subject to any minimum or absolute (i.e. neither maximum nor minimum) standards required. Location within a Designated Centre will be an important consideration.

12. For residential development car parking standards are given as absolute outside Designated Centres and maximum within Designated Centres. Reduced parking will be accepted in Designated Centres and will be considered in other areas with a high level of public transport accessibility.
13. For non-residential development, the majority of car parking standards are given as maximum. In a small number of instances, minimum or absolute standards are given where it is considered appropriate.
14. Use Classes are defined by the Town and Country Planning (Use Classes) Order 1987.

PARKING STANDARDS

RESIDENTIAL DEVELOPMENT

Car Parking

1. New build residential (including retirement dwellings)

For 1 bedroom units (including studio flats) 1 space per unit in-curtilage.

For 2 bedroom units, 1.5 spaces per unit, 1 in-curtilage.

For 3 bedroom units, 2 spaces per unit in-curtilage.

For 4 bedroom units, 2.5 spaces per unit, 2 in-curtilage.

For 5 bedroom units, 3 spaces per unit provided in-curtilage.

2. Flat conversions

1 off-street space for each additional residential unit created, except where the Council considers local road capacity is sufficient to reasonably accommodate on-street parking. Road capacity will be assessed by the Council as applications are submitted. These standards also apply to conversions of non-residential uses to flats.

3. Bedsits and non self-contained flats

1 space per 3 units (on-street provision will be considered as in Section 2 above).

4. Hostels (including warden-supervised dwellings and sheltered housing)

For staff, 1 space is required per 2 members of staff.

For residents and visitors, 1 space is required per 4 residents.

Provision should also be made for access and parking by an ambulance or similar-sized vehicle, as appropriate.

5. Elders' homes/children's homes/nursing homes

For staff, 1 space is required per 2 members of staff.

For visitors, 1 space is required per 10 residents.

Provision should also be made for access and parking by an ambulance or similar-sized vehicle, as appropriate.

Cycle and Motorcycle Parking

These standards apply only where communal car parking is provided, as follows:

Cycle Parking: A minimum of 1 secure space per 4 units plus, for visitors, 1 space per 10 units.

Motorcycle Parking: A minimum of 1 secure space per 10 units.

NON-RESIDENTIAL DEVELOPMENT**6. Offices (B1(a) and (b) and A2)****Car Parking:**

Designated Centres:

A maximum of 1 space per 1000 m²

Elsewhere:

A maximum of 1 space per 600 m²

Cycle Parking:

A minimum of 1 secure space per 200 m² plus for visitors:

A minimum of 1 space per 200 m²

Motorcycle Parking:

A minimum of 1 secure space per 200 m²

7. Retail (A1), Restaurants (A3), Cafes (A3), Hot Food Takeaways (A3), Public Houses (A3), Wine Bars (A3) and Libraries (D1).**Car Parking:** (Except retail warehousing and food retail in excess of 2000 m²)

Designated Centres:

A maximum of 1 space per 1000 m²

Elsewhere:

A maximum of 1 space per 50 m²

Retail Warehousing:

Designated Centres:

A maximum of 1 space per 50 m²

Elsewhere:

A maximum of 1 space per 50 m²

Food Retail in excess of 2000 m²:

No specific standards - a matter of negotiation between the applicant and the Council, based on the following criteria:

- i) location
- ii) public transport accessibility levels
- iii) availability of alternative parking areas in the vicinity
- iv) the need to minimise use of the car
- v) nature of the operation

Cycle Parking:

A minimum of 1 secure space per 400 m², plus, for visitors:

A minimum of 1 space per 200 m²

Motorcycle Parking:

A minimum of 1 secure space per 200 m²

8. Industry (B1(c), B2,) and Warehousing (B8)

Car Parking: (except car repairs)

A maximum of 1 space per 600 m²

For Car Repairs:

2 spaces per unit, plus 1 space per 50 m²

Cycle Parking:

For industry: A minimum of 1 secure space per 500 m² plus, for visitors, a minimum of 1 space per 1000m²

For warehousing: A minimum of 1 secure space per 1000 m² plus, for visitors, a minimum of 1 space per 1000m²

For car repairs: No provision required

Motorcycle Parking:

For industry: A minimum of 1 secure space per 500 m²

For warehousing: A minimum of 1 secure space per 1000 m²

For car repairs: No provision required

9. Hotels, Motels, Boarding Houses and Guest Houses (C1)

Car Parking:

Designated Centres:

A maximum of 1 space per 2 bedrooms

Elsewhere:

A minimum of 1 space per 4 bedrooms and a maximum of 1 space per 2 bedrooms

Cycle Parking:

A minimum of 1 secure space per 20 guest bedrooms

Motorcycle Parking:

A minimum of 1 secure space per 20 guest bedrooms

Coach Parking:

A minimum of 1 coach space outside Designated Centres only

10. Health Centres, Dentists and Vets (D1)

Car Parking:

A maximum of 1 space per practitioner, plus:

A maximum of 1 space per 4 other staff

Cycle Parking:

A minimum of 1 space per practitioner for visitors, plus:

A minimum of 1 secure space per 20 staff

Motorcycle Parking:

A minimum of 1 secure space per practice

11. Schools (including crèches):**Car Parking:**

A maximum of 1 space per 2 staff

Cycle Parking:

For staff: A minimum of 1 secure space per 10 staff

For Secondary School Pupils: A minimum of 1 secure space per 20 pupils

For Primary School Pupils: A minimum of 1 secure space per 40 pupils

For Visitors: A minimum of 1 secure space per 3 staff

Motorcycle Parking:

A minimum of 1 secure space per 10 staff

Adequate off-street passenger loading/unloading facilities must be provided.

12. Places of Religious Assembly (D1)**Car Parking:**

Designated Centres:

A maximum of 1 space per 50 m²

Elsewhere:

A maximum of 1 space per 10 m² and a minimum of 1 space per 100 m²

Cycle Parking:

A minimum of 1 secure space per 20 m²

Motorcycle Parking:

A minimum of 1 secure space per 20 m²

13. Minicabs (Sui Generis)**Car Parking**

3 off-street places per office

Cycle/Motorcycle Parking:

No provision required

14. Leisure (D2)

No specific standards – a matter of negotiation between the applicant and the Council, based on the following criteria:

- i) Location
- ii) Public transport accessibility levels
- iii) Availability of alternative parking areas in the vicinity
- iv) The need to minimise use of the car
- v) Nature of the operation

APPENDIX T4

PROPOSED ROAD IMPROVEMENTS

These are the Council's longer-term proposals for the Plan period. It is intended to incorporate these schemes into the Council's Local Implementation documents that are published over the Plan period.

(N.B. Details of the design of these schemes have not been finalised. Those schemes for which details are available are included on the Proposals Map and on maps attached to this chapter).

1. Stratford High Street/Bridge Road E15 – Junction improvements
2. Angel Lane, E15 - Bridge strengthening and road improvement
3. Manor Road/Stephenson Street E16 - Junction improvements
4. Woodgrange Road/Romford Road/Upton Lane, E7 – Junction improvements
5. The Broadway/Balaam Street, E13 - Junction improvements
6. Plashet Road/Green Street/Plashet Grove, E13 - Junction improvements
7. Barking Road/Pragel Street/New City Road, E13 - Junction improvements
8. Barking Road/Green Street/Boundary Road/Central Park Road, E13 - Junction improvements
9. Romford Road/Station Road/High Street North, E12 – Junction improvements
10. Barking Road/Katherine Road, E6 - Junction improvements
11. Marshgate Lane/High Street, E15 - Junction improvements
12. Burges Road/Barking Road, E6 - Junction improvements
13. Leytonstone Road/Forest Lane/Water Lane, E15 - Junction improvements.
14. The Grove/Windmill Lane/Leytonstone Road, E15 – Junction improvements.
15. Rancliffe Road/High Street South – Bus Stand facility and junction improvements.

This is not an exhaustive list. It may be necessary to carry out further works over the Plan period, and some schemes may be taken out of the list.