

# Our Newham Local Plan: TRANSPORT

## Main Changes from the Draft (Regulation 18) to the Draft Submission (Regulation 19) Newham Local Plan

### Car free development

#### Policy T3: Transport behaviour change

The policy approach has been amended to make clear that that all new development will be car free, apart from limited provision for certain uses/use cases (such as industrial development with shift work and poor public transport accessibility).

The London Plan parking standards for inner London boroughs is maintained, in light of a general policy direction to discourage private car use to support a Just Transition and modal shift targets. This change was made following representations from developers and Transport for London.

The supporting text has been amended to make it clear when it would be acceptable to reduce the quantity of blue badge parking by providing mobility scooter parking. This is only when the development is located in an accessible and well connected location. This change was made following representations from Transport for London.

We consider these changes to be necessary to comply with the London Plan, reducing car dependency and encouraging active travel while supporting the use of electric vehicles for people who need them.

### Airport

#### Policy T5: Airport

The policy approach has been clarified to state that development at London City Airport would be acceptable only if it does not cause unacceptable negative impacts to existing local residents and new homes and their future residents, following mitigation. Furthermore, the policy approach has been amended to make clear that it is noise, vibration, smell and air quality impacts which should be mitigated and to state that where negative impacts would be unacceptable even following mitigation, development would not be supported.

The implementation text states that it is considered that reducing the extant respite period or the introduction of night flights would result in an unmitigatable and unacceptable impacts to existing local residents and to development proposals for new homes.

The policy approach has changed to remove specific examples of uses that support or complement the airport and therefore provides more flexibility for future ancillary development, as requested by London City Airport.

The policy wording has been amended to make clear that dedicated freight planes would not be supported, however using any spare capacity on existing passenger flights for freight would be acceptable.

This change was made following representations from London City Airport. We consider this change to be necessary to clarify that the policy seeks to restrict further flights but acknowledges that freight can already be transported on existing passenger flights.

### Difference between policies

#### Policy T1: Strategic transport,

#### Policy T2: Local Transport and

#### Policy T3: Transport behaviour change

Supporting text has been amended to make clear the difference between the various transport policies (T1, T2 and T3). This change follows representations from local residents as well as internal discussions with environmental health, transport and planning colleagues. We consider this change to be necessary as it makes clear how each policy should be used, assisting those who use the Local Plan.



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### **Drive-throughs and excess road space** **Policy T3: Transport behaviour change**

A new policy clause has been added, outlining that drive-throughs would not be supported, in light of their impacts including idling vehicles, littering and health impacts from takeaway food. This change was made following internal discussions with public health, transport and environmental health colleagues.

The policy also supports applications which would result in the loss of existing car parking/excess road space, helping to encourage more sustainable modes of transport, in line with our transport objectives. This change was made following representations from local residents, as well as the recommendations of the Sustainable Transport Strategy.

We consider this change to be necessary to make effective use of land and kerbside space, as well as to reduce the impacts of drive-throughs on the local community, in line with our objectives to create a healthier food environment.



### **Publicly accessible car clubs and cycle hire** **Policy T2: Local transport and** **Policy T3: Transport behaviour change**

Wording in Policy T3 has been changed to clarify that cycle hire and car clubs should be publicly accessible and not be located within private parking for security reasons. This follows representations from the Metropolitan Police. We consider this change to be necessary as it improves safety for local residents, while ensuring public access to cycle hire and car clubs.

Policy requirements regarding car clubs have moved from Policy T3 to Policy T2. This is to reflect that car clubs are a form of local transport and should be part of a wide network of provision, so sit better with policy T2. This change was made following internal discussions with transport colleagues and representations from Transport for London.

### **Low Traffic Neighbourhoods and School Streets** **Policy T2: Local transport**

The policy text has been amended to make clear that residents will be consulted regarding new LTNs and School Streets, following representations from councillors. We consider this change to be necessary as it reinforces the public consultation that transport colleagues undertake when implementing new LTNs and School Streets.

### **Electric vehicle charging** **Policy T3: Transport behaviour change**

The supporting text has changed to make clear that short term parking bays (i.e. loading or deliveries) or taxi ranks are recommended to have fast electric chargers. This change was made following consultation responses received as part of the Sustainable Transport Strategy, which indicate the importance of fast charging facilities.

The supporting text has been expanded to explain why the policy maintains restrictions on new car usage, while supporting the rollout of electric vehicles for residents and businesses who need them. This change follows internal discussions with transport colleagues, as well as representations from local residents and Transport for London.

We consider these changes to be necessary to ensure that people who require vehicles use electric vehicles, as part of wider efforts to reduce car dependency and improve air quality in line with our commitments to tackling the climate emergency.



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### Freight

#### Policy T1: Strategic transport and Policy T4: Servicing a development

Policy wording has been amended to include the safeguarding of rail heads, following a representation from one developer that the Bow East Goods Yard be safeguarded, in light of its use for the transport of aggregates to supply the construction industry in London.

The supporting text has been amended to support the use of the river for freight. This change follows representations from the Port of London Authority. We consider this change to be necessary to support the use of Newham's waterways for freight, given our objective to move goods and freight more sustainably.

### Deliveries, servicing and construction

#### Policy T4: Servicing a development

The policy approach has been amended to make clear that it applies to construction as well as deliveries and servicing.

The supporting text also references the emerging Demolition and Construction Logistics Plan (D/CLP) guidance, giving policy backing to this important guidance that helps to improve road safety, reduce congestion and minimise any environmental impacts.

### Protection of Infrastructure

#### Policy T1: Strategic transport

Policy wording has been updated to include bridges and piers as strategic transport infrastructure. This change follows representations from the Port of London Authority. We consider this change to be necessary to support the Port of London Authority's statutory navigation role.



Submit your comments online, by email, by post or in-person at our drop-in sessions. Find out more by scanning the QR code or by visiting your local library.

**Have your say before  
5pm, 6 September 2024!**



### E-scooter and e-bike charging

#### Policy T3: Transport behaviour change

The policy approach has been amended to make clear how charging of E-bikes and mobility scooters can be charged safely (i.e. in the home, not in cycle storage, due to fire risk) following representations from Transport for London and the London Fire Brigade. We consider this change to be necessary in light of the safety concerns raised by the London Fire Brigade.

