

Transport Comments

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted.						T1 Strategic transport	Transport	Reg18-E-072/008	Barking and Dagenham Council	Reg18-E-072
	This wording change has been made. Please see the new wording in Policy T1 Strategic Transport that supports the safeguarding of strategic rail heads.			T1.1			T1 Strategic transport	Transport	Reg18-E-065/011	DB Cargo (UK) Ltd	Reg18-E-065
	This wording change has been made. Please see the new wording in Policy T1 Strategic Transport that supports the safeguarding of strategic rail heads.	T1.1					T1 Strategic transport	Transport	Reg18-E-065/015	DB Cargo (UK) Ltd	Reg18-E-065

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		Policies Map”. Notably this is not the case for the ‘safeguarded railhead’ it is only identified as SIL.										
	This wording change has been made. Please see the new wording in Policy T1 Strategic Transport that supports the safeguarding of strategic rail heads.	Draft Policy T1 should be amended to specifically include reference to ‘Safeguarded Rail Freight Sites’. It is suggested this could be worded/included as follows (suggested additions shown in red and underlined): 1. Development will be required to protect and enhance the strategic transport network through: a. Ensuring that it will not... b. Protecting the ongoing function and provision of strategic transport infrastructure such as: i. Radar... ii. Rail (including National Rail, Elizabeth line, Tube, DLR) lines, stations and depots <u>iii. Safeguarded Rail Freight Sites and their access requirements</u> iv. Buses – priority.. v. Protected mooring... vi. Safeguarded wharves and their access requirements.... vii. London City..... In line with the ‘Implementation’ requirements the Bow East Goods Yard should be identified on the Policies Map as a ‘Safeguarded Rail Freight Site’.	T1.1					T1 Strategic transport	Transport	Reg18-E-065/016	DB Cargo (UK) Ltd	Reg18-E-065

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	This wording change has been made. Please see the new wording in Policy T1 Strategic Transport that supports the safeguarding of strategic rail heads.						T1 Strategic transport	Transport	Reg18-E-065/020	DB Cargo (UK) Ltd	Reg18-E-065
	Comment noted. The Sustainable Transport Strategy sets out how reduction in car dependency and modal shift to walking/cycling/public transport can be achieved, and the Local Plan transport policies support the Council's effort to achieve this.			T1.2 .a			T1 Strategic transport	Transport	Reg18-E-146/076	LBN - Public Health	Reg18-E-146

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	Comment noted. Policy T1 focuses on strategic transport, active travel is contained within other transport policies.	T1 should mention active travel!					T1 Strategic transport	Transport	Reg18-D-001/097	Local Plan Drop-In	Reg18-D-001
	Comment noted. The Sustainable Transport Strategy outlines how improvements to public transport and new strategic public transport infrastructure will be delivered, working with TfL. The Local Plan supports this through new development.	Major transport. Developers need to deliver improvements - Showcase					T1 Strategic transport	Transport	Reg18-D-001/141	Local Plan Drop-In	Reg18-D-001
	The Sustainable Transport Strategy outlines how new connections to the Greenway will be improved access for better walking and cycling. The Local Plan will support this through new development.	Major transport. Developers need to deliver improvements - Plaistow Place (no link to Greenway)					T1 Strategic transport	Transport	Reg18-D-001/142	Local Plan Drop-In	Reg18-D-001

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Reg18-D-001	Local Plan Drop-In	Reg18-D-001/143	Transport	T1 Strategic transport						Support strategic transport - no escape for developers!	Support noted.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/144	Transport	T1 Strategic transport						T1 - strategic cycling routes. TfL strategic routes - future routes. Major connections	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/145	Transport	T1 Strategic transport						[Cycling routes] Network of potential routes - Leisure Parks Greenway	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/146	Transport	T1 Strategic transport						[Cycling routes] [Network of potential routes] Roding Green N-S link connection	Comment noted. The Local Plan Policy T2 supports the delivery of new strategic walking routes identified in the Sustainable Transport Strategy, such as the River Roding Way.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/147	Transport	T1 Strategic transport						[Cycling routes] [Network of potential routes] Leaway - walking and cycling. Attractive for residents. One of best LAs for this.	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.

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							T1 Strategic transport	Transport	Reg18-E-057/024	London City Airport	Reg18-E-057
	Support noted.	Policy T1: Strategic Transport We are generally supportive of the approach to policy T1, particularly its acknowledgement of LCY as part of the strategy transport network and the requirement for developers to protect the ongoing function of the airport and its Public Safety Zones.									
	Support noted.	T1.1 We are also supportive of the approach to implementation that advises developers to discuss proposals with the airport at the earliest possible stage.					T1 Strategic transport	Transport	Reg18-E-057/025	London City Airport	Reg18-E-057

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	This wording change has been made. Please see the new wording in Policy T1.	T1.1 We suggest that specific reference is also made to the Aerodrome Safeguarding requirements which are different from the Public Safety Zones. Suggested text is provided in the Annex.					T1 Strategic transport	Transport	Reg18-E-057/026	London City Airport	Reg18-E-057

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-057	London City Airport	Reg18-E-057/051	Transport	T1 Strategic transport			T1.1 .b			[Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: T1: Strategic Transport, P262 • Current Wording: 1. Development will be required to protect and enhance the strategic transport network through: ... b. Protecting the ongoing function and provision of strategic transport infrastructure such as: ... vi. London City Airport and the Public Safety Zone • Commentary: The text should also include reference to Aerodrome safeguarding. • Suggested Change: Change part vi to: vi. the Public Safety Zones and Aerodrome Safeguarding requirements of London City Airport.	This wording change has been made. Please see the new wording in Policy T1.
Reg18-E-059	Newham Cyclists	Reg18-E-059/001	Transport	T1 Strategic transport						NC welcome the plan for a ‘vigilance/due diligence’ pre-assessment process for all new LB Newham developments with regards to the potential to compromise or create severance to future strategic transport schemes especially ‘Active Travel mode’ ones.	Support noted.
Reg18-E-059	Newham Cyclists	Reg18-E-059/002	Transport	T1 Strategic transport						NC will also recommend this been done in conjunction with a statutory requirement to create a local development Travel/Transport Plan with ‘Active Travel’ as the centre piece of such plan	Comment noted. The Sustainable Transport Strategy provides a strategic transport plan for Newham, including cycling and walking to deliver modal shift.
Reg18-E-059	Newham Cyclists	Reg18-E-059/003	Transport	T1 Strategic transport						The principles of ‘Low Traffic Neighbourhoods’ should be incorporated into the conceptual design at the onset and not an ‘after thought’ process.	Comment noted, Policy T2 outlines that the design of a scheme should prioritise walking, cycling and public transport, and discourage vehicle use.
Reg18-E-059	Newham Cyclists	Reg18-E-059/004	Transport	T1 Strategic transport						NC also welcome the requirements the ‘proposals for new strategic transport schemes must’ meet.	Support noted.

Reg18-E-073	Notting Hill Genesis	Reg18-E-073/005	Transport	T1 Strategic transport							[However, there has been significant regeneration in the local area, creating over 1,800 new homes and jobs at Royal Albert Wharf, Gallions Quarter and Albert Island, resulting in unsustainable pressure on Gallions Reach DLR station.] As such, it is considered the existing Gallions Reach DLR station should be improved to facilitate need.	This wording change has not been made. We did not consider this change to be necessary as the Sustainable Transport Strategy considers necessary interventions to public transport as a consequence of development, including at DLR stations such as Gallions Reach.
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	This wording change has been made. Please see the new wording in Justification T1						T1 Strategic transport	Transport	Reg18-E-033/006	Port of London Authority	Reg18-E-033
	Support noted.					T1.1 b	T1 Strategic transport	Transport	Reg18-E-033/030	Port of London Authority	Reg18-E-033
	Support noted.	T1.1					T1 Strategic transport	Transport	Reg18-E-033/031	Port of London Authority	Reg18-E-033

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	This wording change has been made. Please see the new wording in Policy T1.						T1 Strategic transport	Transport	Reg18-E-033/032	Port of London Authority	Reg18-E-033
	Support noted.						T1 Strategic transport	Transport	Reg18-E-033/033	Port of London Authority	Reg18-E-033
	Comment noted.						T1 Strategic transport	Transport	Reg18-E-002/034	Resident	Reg18-E-002
	Comment noted.						T1 Strategic transport	Transport	Reg18-E-098/064	Resident	Reg18-E-098

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. TfL are comprehensively upgrading the DLR with new trains and signalling, in light of the proposed development in east London.	The DLR has its origins as a small scale light rail network connecting the City and Docklands. It now has expanded platforms, extra carriages and additional spurs added to its network. Despite those capacity expansions, and because vast development has taken place around its network it already runs at capacity. The DLR is an inappropriate hook on which to place transport investment.					T1 Strategic transport	Transport	Reg18-E-098/065	Resident	Reg18-E-098

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. TfL are comprehensively upgrading the DLR with new trains and signalling, in light of the proposed development in east London.	This area of East London now requires a 21 st century infrastructure to bring about a truly sustainable transport system. That requires reliable rapid transit separate to the exhausted DLR network and one which will also link with the Elizabeth line at Stratford Canary Wharf and potentially Woolwich/Abbey Wood.					T1 Strategic transport	Transport	Reg18-E-098/066	Resident	Reg18-E-098
	This wording change has not been made. We did not consider this change to be necessary, as TfL consider the DLR the most appropriate mode of transport to serve Beckton Riverside and Thamesmead	Whilst some further improvements and expansion to the DLR may be the most appropriate policy in specific locations, the DP should be amended so that where “extension to the DLR” is mentioned the following words should be added “or an alternative new rapid transit system for outer East/South East London”.					T1 Strategic transport	Transport	Reg18-E-098/067	Resident	Reg18-E-098

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Reg18-T-026	Resident	Reg18-T-026/022	Transport	T1 Strategic transport						Romford Road from Manor park to Ilford should have a lot more green spaces and trees.	Comment noted. As part of the Romford Road Active Travel scheme being delivered by the Sustainable Transport and Highways team, new trees and planters will be installed along Romford Road.
Reg18-T-026	Resident	Reg18-T-026/024	Transport	T1 Strategic transport						Make polluters pay higher business rates.	Comment noted. The Council does not control the level of business rates that are paid.
Reg18-T-026	Resident	Reg18-T-026/025	Transport	T1 Strategic transport						Car wash shops polluting the street should be paying fines until they fix their problem.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the environmental health department are able to help. We have also provided them with your comments.
Reg18-T-043	Resident	Reg18-T-043/009	Transport	T1 Strategic transport						[Add to it] While there is a very good connection to the London center via underground and DLR	Comment noted.
Reg18-T-126	Resident	Reg18-T-126/025	Transport	T1 Strategic transport						[Keep it]	Support noted.

Comment Response											Comment
Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation		
Reg18-T-019	Resident	Reg18-T-019/020	Transport	T1 Strategic transport						[Add to it] Need more information	Unfortunately, it was not clear what addition you wanted to make to this part of the Plan. No changes/additions have been made.

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Reg18-T-034	Resident	Reg18-T-034/049	Transport	T1 Strategic transport						Limit tall buildings in local areas, town centres and along high roads as this impacts pedestrians and cyclists.	Comment noted. The impact of tall buildings has been taken into consideration and addressed in the Policy D4.3. The policy is clear that development proposal for tall buildings are required to address the criteria set by London Plan (2021) Policy D9 section C, including visual, environmental and cumulative impact and to demonstrate them in a tall building section of the Design Access Statement. Furthermore, to stress the importance of wind assessment in high streets and town centres, a wording change has been made. Please see the new wording in implementation text D4.3.
Reg18-T-045	Resident	Reg18-T-045/009	Transport	T1 Strategic transport						Better public transport.	Comment noted. The Sustainable Transport Strategy outlines how public transport will be improved across the borough. The Local Plan will support this through new development.
Reg18-T-045	Resident	Reg18-T-045/010	Transport	T1 Strategic transport						No cycle lanes between bus stop and bus.	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-T-045	Resident	Reg18-T-045/011	Transport	T1 Strategic transport						Discourage driving.	Support noted. Local Plan policy seeks to reduce car dominance and dependence, in favour of walking, cycling and public transport.
Reg18-T-057	Resident	Reg18-T-057/040	Transport	T1 Strategic transport						H	Unfortunately it was not clear what change or addition you wanted to make to this part of the Plan.
Reg18-T-058	Resident	Reg18-T-058/036	Transport	T1 Strategic transport						[Originally made under T1] Firstly I am concerned about the Air pollution,	Comment noted, air quality is addressed throughout the Local Plan, including by reducing car dominance and dependence, in favour of walking, cycling and public transport.

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Reg18-T-058	Resident	Reg18-T-058/037	Transport	T1 Strategic transport						buildings in Newham should have greenery at the top of the building such as trees, and plants and follow the Singapore way	A change to this policy approach has not been made. Local Plan policy supports increased biodiversity, as well as green roofs.
Reg18-T-072	Resident	Reg18-T-072/019	Transport	T1 Strategic transport						[Add to it] Please ensure all transport are fully integrated and operate efficiently to ensure people are able to get to work early in the mornings or late at night. Many people work shift hours and need access to safe transport home and to work. Many are travelling alone and need to feel safe.	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-078	Resident	Reg18-T-078/001	Transport	T1 Strategic transport						[Add to it] DLR EXTENSION TO THAMESMEAD SHOULD ALSO GOTO ABBEY WOOD OR BELVEDERE	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-078	Resident	Reg18-T-078/002	Transport	T1 Strategic transport						[Originally submitted under T2] [Add to it] DLR EXTENSION should go to abbey wood and belvedere	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-078	Resident	Reg18-T-078/006	Transport	T1 Strategic transport						[Please share any feedback you have with us.] DLR should go to abbey wood	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-080	Resident	Reg18-T-080/001	Transport	T1 Strategic transport						[Keep it] Love the plans for the DLR to extend to thamesmead, it will provide great links to the other side of the river. Make sure it happens sooner than later	Support noted.
Reg18-T-098	Resident	Reg18-T-098/018	Transport	T1 Strategic transport						Improve safety and look and promote Greenway;	Comment noted. The Sustainable Transport Strategy outlines how the Greenway will be improved to allow for better walking and cycling. The Local Plan will support this through new development.

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Reg18-T-109	Resident	Reg18-T-109/060	Transport	T1 Strategic transport						not everyone wants the silver town tunnel thanks to Sadiq who is despised in Newham sadly	Comment noted.
Reg18-T-120	Resident	Reg18-T-120/001	Transport	T1 Strategic transport						[Add to it] Given Connaught Riverside is being planned to have more residents, the Council should engage with TfL and GLA to explore the feasibility of a new DLR stop and Elizabeth line stop nearby. This will at least allow sites to be identified and reserved for future even if construction may not be able to start immediately.	Comment noted. The Sustainable Transport Strategy considers future requirements for public transport, including the level of interventions required as a consequence of new development.
Reg18-E-092	Royal Docks	Reg18-E-092/029	Transport	T1 Strategic transport						Transport • T1 – we would suggest here that the Plan sets out the potential to work with TfL and DLR to increase the hours of operation of the DLR, particularly in the Royal Docks. This will support shift works who need to arrive and leave work outside of the hours of operation of the DLR. It will enable them to make sustainable transport choices.	This wording change has not been made. We did not consider this change to be necessary as the Sustainable Transport Strategy considers improvements to public transport in the borough - including longer hours of operation and improved public transport for shift workers generally.
Reg18-E-136	St William Homes LLP and Berkeley South East London Limited	Reg18-E-136/159	Transport	T1 Strategic transport						At a strategic level the Berkeley Group is supportive of new strategic transport projects and agree that new strategic transport has the potential to unlock significant development opportunity that can deliver substantial economic, social and environmental benefits for the borough.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/019	Transport	T1 Strategic transport						We welcome the approach of this policy which is broadly in accordance with London Plan Policy T3.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/020	Transport	T1 Strategic transport			1.b.i ii			It would be helpful if part 1.b.iii. were expressed as 'Buses—priority measures, stops, stands (including drivers' facilities), stations and garages and bus depots'. This is clearer than the existing reference to bus depots and includes street infrastructure	This wording change has been made. Please see the new wording in Policy T1.

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										that may need protection from the impacts of development.	
Reg18-E-095	Transport for London	Reg18-E-095/021	Transport	T1 Strategic transport					T.1.1	This point should also be reflected in T1.1 Implementation under point 4 – Buses. [see comment Reg18-E-095/020]	This wording change has been made. Please see the new wording in Policy T1.
Reg18-E-095	Transport for London	Reg18-E-095/022	Transport	T1 Strategic transport					T.1.1	It would be helpful if section T1.1 could also refer to projects and interventions that support delivery of TfL's Bus Action Plan	This wording change has not been made. We did not consider this change to be appropriate as these projects and interventions would not be strategic transport - they are better considered in T2.
Reg18-E-095	Transport for London	Reg18-E-095/023	Transport	T1 Strategic transport					T.1.2	We suggest that the word 'negatively' is inserted at the end of the third sentence in T1.1. Alternative wording could be ' <u>should demonstrate that negative impacts on the strategic transport infrastructure are minimised.</u> '	This wording change has been made. Please see the new wording in Implementation T1.
Reg18-E-095	Transport for London	Reg18-E-095/024	Transport	T1 Strategic transport			2.a.ii			In part 2.a. it should be clarified that strategic transport schemes should be designed to 'increase public transport mode share <u>and active travel</u> ' because some major improvements may be aimed primarily at increasing cycling and walking.	This wording change has been made. Please see the new wording in Policy T1.
Reg18-E-095	Transport for London	Reg18-E-095/025	Transport	T1 Strategic transport						We welcome the reference to planning obligations being used to deliver strategic transport improvements, although this may be better included as part of the core policy.	Comment noted.
Reg18-E-095	Transport for London	Reg18-E-095/026	Transport	T1 Strategic transport						Reference to step-free access at existing/new infrastructure would be welcomed, although this will need to be funded through planning obligations or other funding sources because TfL is not able to commit funding at the current time.	Comment noted.

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Reg18-E-095	Transport for London	Reg18-E-095/027	Transport	T1 Strategic transport				3.25 2		We welcome the support expressed in paragraphs 3.252–3.254 for a potential DLR extension to Beckton Riverside and Thamesmead, and future improvements to Stratford station and the intention to protect land and access to ensure delivery of the projects.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/028	Transport	T1 Strategic transport				3.25 2		Mention could also be made of other potential new/improved stations linked to development proposals.	Comment noted.
Reg18-E-095	Transport for London	Reg18-E-095/029	Transport	T1 Strategic transport						Support for these projects [DLR extension and Stratford Station] could be made stronger by referencing them in policy T1.	This wording change has been made. Please see the new wording in Justification T1.
Reg18-E-095	Transport for London	Reg18-E-095/030	Transport	T1 Strategic transport				3.25 2		The justification text in 3.252 outlines some of the benefits associated with these projects but it could also refer to unlocking and supporting growth. The justification text could also outline the role in which strategic transport provision enables better planning for wider and more local transport such as good interchanges with other public transport (including buses and cycling). This could also refer to TfL's Interchange Best Practice Guidelines.	This wording change has been made. Please see the new wording in Justification T1.
Reg18-E-095	Transport for London	Reg18-E-095/031	Transport	T1 Strategic transport					T1.1	The reference to safeguarded land, as well as its potential release where appropriate, is welcomed. This should be consistent with London Plan Policy T3 and London Plan Guidance (LPG) on Sustainable Transport, Walking and Cycling. It would be helpful in the Implementation section to refer to the LPG as it provides guidance on protecting transport infrastructure.	This wording change has been made. Please see the new wording in Implementation T1.
Reg18-E-095	Transport for London	Reg18-E-095/032	Transport	T1 Strategic transport					Monitoring	Rather than referring to the London-wide target, the Monitoring section should set a target of 83 per cent mode share for sustainable transport by 2041, consistent with the agreed LIPs target for Newham.	Comment noted. This wording change has been made. Please see the new wording throughout the transport policies.

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							T1 Strategic transport	Transport	Reg18-T-059/003	Travels in borough daily	Reg18-T-059
	Comment noted. The Sustainable Transport Strategy has considered ways to improve the bus network in Newham, including additional bus priority and reducing the number of private cars on the road. It should be noted that TfL control the provision of bus services in the borough.		[Add to it] The bus lanes on Barking Road are not fit for purpose. The roundabout with the A406 is always queuing. This means that I avoid taking the bus, even though when running smoothly, it is the most efficient way to travel.								
	Comment noted. The Sustainable Transport Strategy has considered ways to improve the bus network in Newham, noting that TfL control the provision of bus services in the borough.		[Add to it] I think there needs to be a boroughwide bus study and review particularly of the A406 roundabout				T1 Strategic transport	Transport	Reg18-T-059/004	Travels in borough daily	Reg18-T-059
	Comment noted. The Sustainable Transport Strategy sets out the transport interventions required to support the growth planned across the borough.		It is noted at para 2.3.5 and page 262 that there are plans to uplift the capacity of the Jubilee Line by 25% 'which would benefit the growth areas around Stratford and Canning Town' as well as the Olympic Legacy and Policy BFN1 notes, under N8 Stratford and Maryland, that development will be supported by a redesigned Stratford Station. This development is anticipated to include 47,000 new homes, 90,000sqm of office space, 335,000sqm of industrial development and 26k sqm of retail. The Plan says the improvements to Stratford Station 'may require funds from development which impact on the station', as well as wayfinding, cycle hire and local transport improvements. The Club already works closely with the Council on local transport improvements and has contributed to delivering these. We suggest that the former Olympic Stadium and its environs should be identified as both a use which should be embraced as a key legacy and prioritised when future public transport capacity is being considered and that its role in further	Also 2.3.5			T1 Strategic transport	Transport	Reg18-E-127/006	West Ham United FC	Reg18-E-127

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		assisting with the sustainable regeneration of the area is recognised.									
	Comment noted. The Sustainable Transport Strategy considers how transport infrastructure will support the level of growth in the borough, and what interventions are required to support this.	With regard to cycling infrastructure, LBBD note whilst improved connections are suggested, there are also additional placemaking and cycling opportunities that could further strengthen these links.					T2 Local transport	Transport	Reg18-E-072/006	Barking and Dagenham Council	Reg18-E-072
	Comment noted.	We would like to work with you to see how such connections could be make better between our two boroughs					T2 Local transport	Transport	Reg18-E-072/007	Barking and Dagenham Council	Reg18-E-072
	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including cycling, walking and greenery).	Local transport strategy policy T2 should limit main roads to one lane only, for general traffic, to support delivery of the Mayor's Transport Strategy targets and reduce the negative impact of roads in terms of severance and health.					T2 Local transport	Transport	Reg18-E-040/032	CPRE	Reg18-E-040
	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including for other uses.)	[limit roads to one lane only] Remaining space should be re-allocated for bus or cycle lanes					T2 Local transport	Transport	Reg18-E-040/033	CPRE	Reg18-E-040

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Reg18-E-040	CPRE	Reg18-E-040/034	Transport	T2 Local transport						[limit roads to one lane only] Remaining space should be re-allocated for wider pavements	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including for wider pavements).
Reg18-E-040	CPRE	Reg18-E-040/035	Transport	T2 Local transport						[limit roads to one lane only] Remaining space should be re-allocated for SUDS / trees etc	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including cycling, walking and greenery).
Reg18-E-040	CPRE	Reg18-E-040/036	Transport	T2 Local transport						[limit roads to one lane only] Remaining space should be re-allocated for or in certain circumstances, even built development	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including for wider pavements).
Reg18-E-040	CPRE	Reg18-E-040/037	Transport	T2 Local transport						[limit roads to one lane only] Specifically: • Armada Way roads/roundabouts + Gallions Reach roads should be reconfigured	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including for wider pavements).
Reg18-E-040	CPRE	Reg18-E-040/038	Transport	T2 Local transport						[limit roads to one lane only] Specifically: • The A1020 / A112 / Connaught Bridge road and roundabout layouts are excessively large in many places and could be reduced to one lane only in either direction (or one lane plus bus lanes or cycle lanes) and remaining space returned to green space or used for much needed housing.	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including cycling, walking and greenery).
Reg18-E-040	CPRE	Reg18-E-040/039	Transport	T2 Local transport						[limit roads to one lane only] Specifically: • High Street / A11 should be reconfigured to reduce the impact and reallocate space for sustainable transport and SUDS etc. (Also the roundabout at Rick Roberts Way.)	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including cycling, walking and greenery).
Reg18-E-040	CPRE	Reg18-E-040/040	Transport	T2 Local transport						[limit roads to one lane only] Specifically: • Newham Way / A13 – This should be allocated for reconfiguration in association with relevant agencies to reduce the impact of the road on surrounding neighbourhoods and reallocate space to sustainable transport / SUDS etc.	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including cycling, walking and greenery).

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-040	CPRE	Reg18-E-040/041	Transport	T2 Local transport						[limit roads to one lane only] Specifically: • Monfichet Road / Westfield Avenue – and other roads in this area should be narrowed for general cars and reallocated for with bus / emergency lanes / SUDS etc.	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including cycling, walking and greenery).
Reg18-E-040	CPRE	Reg18-E-040/083	Transport	T2 Local transport						West Ham station should be expanded / re-developed to cope with the likely extra volumes; the station is already struggling to cope with through traffic and is often an unpleasant environment	Comment noted. The Sustainable Transport Strategy notes that several stations in the borough – Stratford, Canning Town and West Ham – have capacity issues. The Council will work closely with TfL and other stakeholders to improve these stations. The Council will also work with TfL and developers to understand the impact of development on other stations in the borough– such as Pontoon Dock and West Silvertown.
Reg18-E-151	Cllr Islam, Cllr Beckles, Cllr Choudhury, Cllr Corben, Cllr Master, Cllr Sarley Pontin	Reg18-E-151/091	Transport	T2 Local transport						For instance, in the context of Low Traffic Neighbourhoods (LTNs), the document fails to mention that the mechanism to realise legal implementation is underpinned by road traffic legislation and traffic orders rather than planning legislation. Incidentally, the proposals for LTNs outlined in the Draft Plan do not present any evidence of a meaningful community consultation having been undertaken. Residential streets are an important asset for those who live on them and can have a major influence on their quality of life. As a result, it is critical that there is a co-designed and meaningful approach with the community rather than what is deemed the imposition of schemes which needs to be addressed in the appropriate platform and not in the local development plan.	Comment noted. The introduction of Low Traffic Neighbourhoods (LTNs) to existing streets is the responsibility of the highways authority. However, LTN principles (such as reducing through vehicle traffic, while encouraging permeability by pedestrians and cyclists) are a key part of design in new developments. The Local Plan encourages co-design of developments, including the delivery of key walking and cycling connections within the site and to and from key local facilities, as well as the layout of the site. Planning colleagues also work with highways colleagues to ensure that new developments do not conflict with the delivery and operation of newly-created LTNs. With regards to consultation of LTNs, consideration of an LTN in the borough involves

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	extensive data collection and consideration of feedback from local residents and businesses. The Council also consults with statutory stakeholders (London Ambulance Service, Met Police, London Fire Brigade and others). If the Council decides to proceed with an experimental scheme, we install temporary modal filters. During this stage, we gather traffic and air quality data to measure the impact of the low traffic neighbourhood. We also collect feedback to help us decide whether or not to make the scheme permanent. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.										
	Environment - reduce through traffic						T2 Local transport	Transport	Reg18-Ae-001/185	East Ham Assembly	Reg18-Ae-001
	Hadley supports the vision for 15-minute neighbourhoods in Newham and the need for developments to support this						T2 Local transport	Transport	Reg18-E-130/150	Hadley Property Group	Reg18-E-130
	Hadley is developing exemplary sustainable development proposals on the sites which are in line with this vision.						T2 Local transport	Transport	Reg18-E-130/151	Hadley Property Group	Reg18-E-130
	It is supportive of the need for major development proposals to provide or contribute towards wayfinding and cycle hire provision					T2.2	T2 Local transport	Transport	Reg18-E-130/152	Hadley Property Group	Reg18-E-130

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Reg18-E-130	Hadley Property Group	Reg18-E-130/153	Transport	T2 Local transport					T2.2b	Hadley suggests that this policy should make clear that if cycle hire provision is provided on site or by the applicant, a contribution to cycle hire elsewhere will not be needed	This wording change has not been made. We did not consider this change to be appropriate, as we understand the wording to be clear.
Reg18-E-146	LBN - Public Health	Reg18-E-146/077	Transport	T2 Local transport			T2.1			[. This will be achieved through:] consider making it more explicit about connectivity from the development to surrounding areas and routes through the development	This wording change has not been made. We did not consider this necessary, as this is part of the Healthy Streets principles.
Reg18-E-146	LBN - Public Health	Reg18-E-146/078	Transport	T2 Local transport			T2.1 .b.			[b. Supporting the delivery of the Walking and Cycling Strategies.] can we say include providing public cycle parking - not just for residents in the development?	Comment noted. Both the Local Plan and the Sustainable Transport Strategy support increased provision of publicly accessible cycle parking.
Reg18-E-146	LBN - Public Health	Reg18-E-146/079	Transport	T2 Local transport			T2.1 .c.			[c. Supporting or delivering local public transport improvements, depending on the nature of the development and the nature of intervention.] including improvements in the areas around the development as well as on the development itself	This wording change has not been made. This was not considered appropriate, as this would depend on the level of development.
Reg18-E-146	LBN - Public Health	Reg18-E-146/080	Transport	T2 Local transport			T2.2 .b.			[b. Cycle Hire provision. This could include the provision of a cycle hire dock on the applicant's land.] that is open to the public - not restricted to people living on the development	This wording change has been made, to make clear that the cycle hire should be publicly accessible. Please see the new wording in Policy T2.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/086	Transport	T2 Local transport			T2.2 .b			Lime bikes/Santander?	The Sustainable Transport Strategy outlines how cycle hire will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/096	Transport	T2 Local transport						Support for Roding Corridor link	Comment noted. The Local Plan Policy T2 supports the delivery of new strategic walking routes identified in the Sustainable Transport Strategy, such as the River Roding Way.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/098	Transport	T2 Local transport						Fragemented cycle strategy - lack of will - investment	Comment noted. The Sustainable Transport Strategy sets out a strategy for cycling in the borough, including new cycle lanes, improved cycle parking and cycle hire. The Local Plan supports the strategy through new development.

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Reg18-D-001	Local Plan Drop-In	Reg18-D-001/109	Transport	T2 Local transport						Six year old to cycle on our streets. Safe!	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/113	Transport	T2 Local transport			T2.2			T2.2 - improve infrastructure	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/115	Transport	T2 Local transport						Cargo bikes - not ridden but carry trailer. More squeezes for road space than regular bike	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/118	Transport	T2 Local transport						Biggest issue - walking/cycling	Comment noted. The Sustainable Transport Strategy outlines how new, high quality walking and cycling routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/119	Transport	T2 Local transport						More/some segregated cycle lanes (north-south)	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/127	Transport	T2 Local transport						Substantial width of cycle lanes for cargo bikes	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/128	Transport	T2 Local transport						[Substantial width of cycle lanes for cargo bikes] Yes.	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
											Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/129	Transport	T2 Local transport						Cycle lanes which do not disappear every 30 yards.	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/153	Transport	T2 Local transport						LTN - Woodgrange Easte Capel Road Whatsapp Group - positive about LTNs	Comment noted.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/154	Transport	T2 Local transport						LTN - disabilities adjusting to new normal. Unreasonable journeys - too long? Adjust/adapt to new normal	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. All properties remain accessible by car. Residents may have to take a slightly different route to get from the main road to their property. Pedestrians, cyclists and wheelchair users can go through modal filters unrestricted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.	More cycle lanes needs					T2 Local transport	Transport	Reg18-D-001/170	Local Plan Drop-In	Reg18-D-001
	Comment noted.	National Highways are a key delivery partner for sustainable development promoted through the plan-led system, and as a statutory consultee we have a duty to cooperate with local authorities to support the preparation and implementation of development plan documents. National Highways is aware of the relationship between development planning and the transport network, and we are mindful of the effects that planning decisions may have on the operation of the SRN and associated junctions. We cannot cater for unconstrained traffic growth generated by new developments, and we therefore encourage policies and proposals which incorporate measures to reduce traffic generation at source and encourage more sustainable travel behaviour.					T2 Local transport	Transport	Reg18-E-016/003	National Highways	Reg18-E-016
	Comment noted.	There are policies in the London Plan that echo this approach, notably Policy T4 Assessing and mitigating transport impacts. It says; A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. B. When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at					T2 Local transport	Transport	Reg18-E-016/010	National Highways	Reg18-E-016

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		the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.									
	Comment noted.	The Policy continues but within [London Plan Policy T4] para B there is reference fully assessing impacts at strategic level. Also, we would echo that any proposed development capable of presenting an impact on our network should be accompanied by a robust transport assessment or similar					T2 Local transport	Transport	Reg18-E-016/011	National Highways	Reg18-E-016
	Comment noted.	We will consider the impact of a development proposal on our network at the time of application submission but we also welcome opportunities for early pre-application engagement or earlier through the production of the Local Plan.					T2 Local transport	Transport	Reg18-E-016/012	National Highways	Reg18-E-016
	Comment noted.	Based on the above, we draw your attention to Paragraph 51 of the Circular 1/22 which notes where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary. Should any impact on the SRN be identified. National Highways will seek to use					T2 Local transport	Transport	Reg18-E-016/013	National Highways	Reg18-E-016

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		Grampian conditions to limit development prior to SRN improvement schemes being in place.									
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.	The proposed TfL Strategic Cycle Analysis (SCA) or Cycle Future Routes (CFR) schemes located in the LB Newham area should also be a priority and should not be compromised e.g. by bus priority plans.					T2 Local transport	Transport	Reg18-E-059/005	Newham Cyclists	Reg18-E-059
	Support noted.	Support in principle part 3 of policy T2 with regard to the borough supporting development that supports new transportation technology.			T2.3		T2 Local transport	Transport	Reg18-E-033/034	Port of London Authority	Reg18-E-033
	This wording change has been made. Please see the new wording in Justification T4.	To strengthen this supporting paragraph 3.260 should be expanded to promote the potential for the increased use of the tidal Thames as part of last mile delivery and light freight deliveries, to help reduce road movements in the borough. This would be supported by the PLA's Thames Vision 2050 plan, which includes the aim that the tidal Thames will become integral to light freight logistics and last mile delivery to supply London	3.260				T2 Local transport	Transport	Reg18-E-033/035	Port of London Authority	Reg18-E-033
	Support noted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood	I strongly support LTNS, even though I live on a main road, so the local LTNS did not benefit me directly immediately – in fact, traffic on my road increased a bit initially after the LTN. But I think the main purpose of LTNS should be to reduce the amount of carbon emissions in the overall area, so I strongly support LTNS.					T2 Local transport	Transport	Reg18-E-027/034	Resident	Reg18-E-027

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Reg18-E-002	Resident	Reg18-E-002/042	Transport	T2 Local transport						I would encourage the Thames Path in this borough to properly be along the Thames, as currently industries are hogging it.	A change to the policy approach has not been made, as we have allocated areas of the river for industrial use. The Local Plan Policy T2 supports the delivery of new strategic walking routes identified in the Sustainable Transport Strategy, such as the Thames Path. In some areas of the borough, the path may not be able to follow the river, given the heavy industry present.
Reg18-E-002	Resident	Reg18-E-002/043	Transport	T2 Local transport						As also the path that could go from Cody Dock to Canning town (to then hook up with Thames path hopefully) is being blocked by businesses currently	Comment noted. The Local Plan Policy T2 supports the delivery of new strategic walking routes identified in the Sustainable Transport Strategy, such as the Leaway.
Reg18-T-043	Resident	Reg18-T-043/010	Transport	T2 Local transport						[Add to it] there is suprisingly 0 busses going to e.g. Trafalgar Square from the Canning Town bus station. Literarily 0. The closest bus going into London center is 20 minutes away from the Canning Town bus station.	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.
Reg18-T-095	Resident	Reg18-T-095/002	Transport	T2 Local transport						[Add to it] Please look into current bus shelters and their proximity to households, thus impacting negatively on residents. Bus shelters should be placed in areas where there is adequate space according to TFL guidelines.	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus shelters in Newham.
Reg18-T-121	Resident	Reg18-T-121/001	Transport	T2 Local transport			T3.3			[Add to it] Ensure the cycle infrastructure facilitates effortless travel without the need for frequent stopping and starting which is very tiring on a bike such as sharp bends and speed bumps	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.
Reg18-T-126	Resident	Reg18-T-126/026	Transport	T2 Local transport						[Keep it]	Support noted.
Reg18-T-002	Resident	Reg18-T-002/075	Transport	T2 Local transport						[Change it] Cycle lanes can only change behaviour if they are real segregated lanes. If they are not, they will not work.	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-T-002	Resident	Reg18-T-002/076	Transport	T2 Local transport						[Change it] Most of Newham's cycle lanes are not segregated and are regarded by most as unsafe and more dangerous than not using them.	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.
Reg18-T-018	Resident	Reg18-T-018/013	Transport	T2 Local transport						Keep it clean	Unfortunately it was not clear what change you wanted to make to this part of the Plan.
Reg18-T-019	Resident	Reg18-T-019/021	Transport	T2 Local transport						[Add to it] Need more information	Unfortunately, it was not clear what addition you wanted to make to this part of the Plan. No changes/additions have been made.
Reg18-T-068	Resident	Reg18-T-068/001	Transport	T2 Local transport						[Add to it] There is no mention of the limited public transport available for travelling from North to South - bus routes are few and very slow. This is a disincentive for people not to use their cars .	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.
Reg18-T-068	Resident	Reg18-T-068/002	Transport	T2 Local transport						[Add to it] Also I think it unrealistic for businesses / trades people to not use vehicles - the notion of everyone can use cargo bikes is ludicrous. There should not be obstacles put in their way - it doesn't help anybody	A change to this policy approach has not been made. Local Plan policy also seeks to reduce car dominance and dependence, in favour of walking, cycling and public transport. It does not ban or prevent access to properties by cars or vans. Evidence shows that many businesses and tradesperson use cargo bikes in London.
Reg18-T-072	Resident	Reg18-T-072/020	Transport	T2 Local transport						[Add to it] Safe and reliable transportation important for local workforce	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-072	Resident	Reg18-T-072/021	Transport	T2 Local transport						[Add to it] Safe and reliable transportation important for [local workforce] and people travelling alone.	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.						T2 Local transport	Transport	Reg18-T-073/004	Resident	Reg18-T-073
	Unfortunately it was not clear what change or addition [delete as appropriate] you wanted to make to this part of the Plan.						T2 Local transport	Transport	Reg18-T-086/008	Resident	Reg18-T-086
	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.						T2 Local transport	Transport	Reg18-T-088/024	Resident	Reg18-T-088
	Unfortunately, it was not clear what change you wanted to make to this part of the Plan. No changes/additions have been made.						T2 Local transport	Transport	Reg18-T-096/007	Resident	Reg18-T-096
	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.						T2 Local transport	Transport	Reg18-T-098/019	Resident	Reg18-T-098
	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.						T2 Local transport	Transport	Reg18-T-098/020	Resident	Reg18-T-098
	Comment noted. The Sustainable Transport Strategy considers improvements to bus routes in Newham, noting that TfL are responsible for planning and delivering bus routes in Newham.						T2 Local transport	Transport	Reg18-T-102/006	Resident	Reg18-T-102

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	Comment noted. The Sustainable Transport Strategy considers how LTNs can be rolled out comprehensively across the borough, noting public consultation and trials of the schemes.	[Change it] Policies regarding LTNs should reflect air quality and open space accessibility. Publicly available data on air quality shows how the Green Street East and West wards suffer from significantly higher levels of NO2 and PM 10 particulate pollution compared to wards to the north which benefit from, or are planned to benefit from, LTNs. Similarly, these ward suffer from the lowest levels of access to open space, as defined by the GLA, in the borough. The implementation of LTNs in the borough does not follow an evidence-based approach addressing areas with the highest levels of need and instead follows established patterns of inequality. Rather than improving living conditions for those areas that need it most they are driving gentrification and exacerbating inequality.		T2.1			T2 Local transport	Transport	Reg18-T-115/005	Resident	Reg18-T-115
	Comment noted. The Sustainable Transport Strategy sets out Newham's approach to Cycle Hire, including the potential expansion of the TfL Cycle Hire scheme in future.	T2 – we would suggest that, given the current extent of the TfL Cycle Hire scheme, that where contributions are sought from developers, they should be applied either to the TfL Cycle Hire scheme or, where there is no imminent proposed expansion of the network, to alternative providers. This is to ensure that active travel options exist when developments are built.					T2 Local transport	Transport	Reg18-E-092/030	Royal Docks	Reg18-E-092

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. Local Plan Policy T2 supports the delivery of new strategic walking routes identified in the Sustainable Transport Strategy, such as the River Roding Way.	There is a long strip of Metropolitan Open Land running in Newham from Romford Road to Barking Road alongside the River Roding and A406, through Little Ilford Park, Barrington Road playing fields, the former British Gas sports ground (now owned by Berkeley Homes) and Lady Trower Trust land owned by Aston Mansfield. A walking and cycling route could readily be established along this strip, connecting with the Roding via the footbridge at Watson Avenue. From Barking Road, the route could run south past the Tesco supermarket in Barking to Barking Quay and along the Roding itself to Fleet Road and Jenkins Lane, then via the path behind the old Showcase Cinema to Beckton Nature Reserve and the River Thames. Could a proposal along these lines for the Roding Valley Way be included in the Plan?					T2 Local transport	Transport	Reg18-E-017/004	Rt Hon Sir Stephen Timms MP	Reg18-E-017

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	This wording change has not been made. We did not consider this change to be appropriate, as there may be cases where cycle hire monies are pooled to deliver a station in the local area, rather than delivered on the development site.	T2: Local Transport - Suggestion Point 2b of Policy T2 of the Draft Local plan states that major development should provide or contribute towards: a. Wayfinding in the local area, including through contributions towards Legible London. Very large development sites delivering their own streets or multiple blocks of housing should also deliver high quality wayfinding on their own sites. b. Cycle Hire provision. This could include the provision of a cycle hire dock on the applicant's land. These are then translated into the Planning Obligation where contributions are sought for "Local Cycle Hire – as per the Cycle Hire Strategy. This may involve monies for a docking station nearby, and/or land for a docking station to be located on site." The wordings of the policy, specifically that used in the point b., is not specific to an applicant's land or its local area. Recommendation SHL suggests that wordings in Point 2 of Policy T2 be amended, as planning obligations must be related to the development in accordance with the tests in the NPPF. Amended suggestion is to include wording such as "major development should assess the need to provide or contribute towards		T2.2 b			T2 Local transport	Transport	Reg18-E-069/039	Silvertown Homes Ltd	Reg18-E-069
Support noted.	[Keep it]						T2 Local transport	Transport	Reg18-T-063/012	Student	Reg18-T-063

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Reg18-E-095	Transport for London	Reg18-E-095/033	Transport	T2 Local transport						We welcome the requirement for development to support 15-minute neighbourhoods, improve air quality, maximise health benefits, reduce carbon emissions and deliver sustainable growth, and points a–f to achieve this.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/034	Transport	T2 Local transport			T2.1			We welcome support for the delivery of Low Traffic Neighbourhoods, School Streets and Healthy Streets.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/035	Transport	T2 Local transport					T2.2	We support the requirement for development to provide or contribute towards wayfinding, including Legible London and TfL cycle hire provision as part of a wider London network.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/036	Transport	T2 Local transport					Planning Obligations	The Planning Obligations section also identifies contributions towards local transport and public realm improvements. For clarity, it would be helpful to include this as part of the core policy.	This wording change has been made. Please see the new wording in Planning Obligations T2.
Reg18-E-095	Transport for London	Reg18-E-095/037	Transport	T2 Local transport					T2.1	We support the requirement in T2.1 that ‘Development should show that the design of the scheme prioritises walking, cycling and public transport and discourages vehicle use’ and measures set out to achieve this.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/038	Transport	T2 Local transport						We look forward to providing input to the emerging Sustainable Transport Strategy to include a Walking Strategy and a Cycling Strategy. These documents should identify the existing route networks, barriers and gaps in provision, and proposals to address those barriers/gaps so that they provide an evidence base for seeking contributions from development.	Comment noted.
Reg18-E-095	Transport for London	Reg18-E-095/039	Transport	T2 Local transport					T2.1	In the second paragraph of T2.1 we would like to see additional wording inserted as follows: <u>‘Development should enhance the attractiveness of public transport services. Measures should seek</u>	This wording change has been made. Please see the new wording in Implementation T2.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		allowed. We support the delivery of car free development <u>as a starting point</u> in line with the London Plan, however, the current drafting is too restrictive and should allow for site specific challenges to be considered as part of this assessment.									
	This wording change has not been made. We did not consider this change to be appropriate as we wish to go beyond the London Plan to maximise the electrification of vehicles (noting the limited amount of parking delivered by this policy) - requiring a large rollout of electric vehicle charging points.	Part 5 of the draft policy requires 100% provision for electric vehicle charging for residential from the outset, this should be amended to align with London Plan standards (i.e. 20% active charging from the outset with passive provision for the remainder).					T3.5	Transport	Reg18-E-077/050	Ballymore Group	Reg18-E-077
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments. The Sustainable Transport Strategy considers how safe cycle storage can be delivered on street.	[Kerbside Strategy - use kerbside space for] safe cycle storage,					T3.3	Transport	Reg18-E-040/047	CPRE	Reg18-E-040
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments. The Sustainable Transport Strategy considers how more electric vehicle charging points can be built without blocking pavements.	[Kerbside Strategy - use kerbside space for] EV charging points on build-outs,					T3.5.d	Transport	Reg18-E-040/052	CPRE	Reg18-E-040

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-114	GLP (International Business Park, Rick Roberts Way)	Reg18-E-114/015	Transport	T3 Transport behaviour change						Transport behaviour change We support Policy T3: Transport behaviour change recognising the need for car parking at commercial and industrial premises, where a justified level of car parking spaces would be accepted within new commercial and industrial development.	Support noted.
Reg18-E-114	GLP (International Business Park, Rick Roberts Way)	Reg18-E-114/023	Transport	T3 Transport behaviour change						In addition, we support Policy T3: Transport behaviour change recognising the need for a justified level of car parking at commercial and industrial premises.	Support noted.
Reg18-E-130	Hadley Property Group	Reg18-E-130/154	Transport	T3 Transport behaviour change						Hadley supports the principle of car free development.	Support noted.
Reg18-E-130	Hadley Property Group	Reg18-E-130/155	Transport	T3 Transport behaviour change			T3.3			Point 3 requires new development to provide cycle parking in line, or higher than, the London Plan standards	Comment noted.
Reg18-E-130	Hadley Property Group	Reg18-E-130/156	Transport	T3 Transport behaviour change						Whilst this aligns with Hadley's ambition to deliver a sustainable scheme, it does not allow for alternative solutions, such as mobility hubs serving an entire scheme, to be considered	This wording change has not been made. We did not consider this change to be appropriate, as transport infrastructure (cycle parking, blue badge spaces, electric vehicle charging points etc.) should be delivered as close to residents as possible. In exceptional circumstances and where site constraints demand it, deviation from policy could be considered as part of the planning balance.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This wording change has not been made. We did not consider this change to be appropriate, as transport infrastructure (cycle parking, blue badge spaces, electric vehicle charging points etc.) should be delivered as close to residents as possible. In exceptional circumstances and where site constraints demand it, deviation from policy could be considered as part of the planning balance.			T3.4			T3 Transport behaviour change	Transport	Reg18-E-130/157	Hadley Property Group	Reg18-E-130
	This wording change has not been made. We did not consider this change to be appropriate as we wish to go beyond the London Plan to maximise the electrification of vehicles (noting the limited amount of parking delivered by this policy) - requiring a large rollout of electric vehicle charging points.			T3.5 .b			T3 Transport behaviour change	Transport	Reg18-E-130/158	Hadley Property Group	Reg18-E-130
	Comment noted.			T3.5 .c			T3 Transport behaviour change	Transport	Reg18-E-130/159	Hadley Property Group	Reg18-E-130
	Comment noted - this would be determined at application stage.						T3 Transport behaviour change	Transport	Reg18-E-130/160	Hadley Property Group	Reg18-E-130
	Support noted.			T3.1			T3 Transport behaviour change	Transport	Reg18-E-105/037	IQL South	Reg18-E-105
	Support noted.			T3.1 .c			T3 Transport behaviour change	Transport	Reg18-E-105/038	IQL South	Reg18-E-105

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Support noted.			T3.1 .c			T3 Transport behaviour change	Transport	Reg18-E-105/039	IQL South	Reg18-E-105
	This was an error and has now been corrected. Please see the new wording in T3.3.	T3.3					T3 Transport behaviour change	Transport	Reg18-E-146/081	LBN - Public Health	Reg18-E-146
	This wording change has not been made. Detail regarding what should be included in the transport assessment are part of wider guidance, with the Healthy Streets approach supporting this.	T3.6					T3 Transport behaviour change	Transport	Reg18-E-146/082	LBN - Public Health	Reg18-E-146
	This wording change has not been made. Detail regarding what should be included in the travel plan are part of wider travel plan guidance.	T3.7					T3 Transport behaviour change	Transport	Reg18-E-146/083	LBN - Public Health	Reg18-E-146

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted, the Sustainable Transport Strategy sets out strategic transport improvements across the borough.	Transport The Authority supports the policy on transport in the draft Local Plan and the inter-relationship with policy on the design of development and public realm provision. Policy that assists in shifting behaviour towards public transport and active travel will benefit the Regional Park and help to improve walking and cycling access to the Park that connects with public transport hubs and the surrounding communities. This policy will also assist in the delivery of PDF Area Proposals which emphasise the need for partnership working to deliver access improvements into and through the Park and to make the most of existing public transport hubs which serve the Regional Park such as those at Stratford, Canning Town, and Bromley-by-Bow.					T3 Transport behaviour change	Transport	Reg18-E-097/035	Lee Valley Regional Park Authority	Reg18-E-097
	A change to this policy approach has not been made. We did not consider this change to be appropriate in light of London Plan parking standards, and a desire to reduce trips by private cars. The Sustainable Transport Strategy outlines that some industrial development in the borough may need car parking due to shift work, poor public transport accessibility and other considerations. At the application stage, the Council will push developers for the lowest quantity of parking required for the development.	T3 – Transport behaviour change This policy requires car parking for commercial uses must be the lowest justified quantity, yet there is a large part of the Borough which has a PTAL rating of 0-2, which is predominately located in the Beckton, Silvertown and Forest Gate areas. Many of these areas rely on the private vehicle to commute to work and to undertake regular activities such as shopping, which this policy fails to take into account. Adopting the London Plan requirements for the number of car parking spaces would be a logical step for the London Borough of Newham in order to not lead to inequalities for residents depending on where in the Borough they live.		T3.1 b			T3 Transport behaviour change	Transport	Reg18-E-012/007	Lidl	Reg18-E-012

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy and the Local Plan both support improvements to cycling in Newham.	If our children can feel safe cycling on our streets then the plan would have been successful. Plz make it happen.					T3 Transport behaviour change	Transport	Reg18-D-001/077	Local Plan Drop-In	Reg18-D-001
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.	Need more money and delivery for active travel measures					T3 Transport behaviour change	Transport	Reg18-D-001/095	Local Plan Drop-In	Reg18-D-001
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.	Adequate cycle parking					T3 Transport behaviour change	Transport	Reg18-D-001/110	Local Plan Drop-In	Reg18-D-001
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.	Transport interchanges - better cycle facilities - scale that makes sense					T3 Transport behaviour change	Transport	Reg18-D-001/111	Local Plan Drop-In	Reg18-D-001

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. Camera enforcement is a preferred mechanism to physical interventions (bollards and impermeable closures) as they enable emergency access. We do not restrict access to any street by car, we are reducing the opportunity of vehicles moving straight through areas from one side to the other. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.						T3 Transport behaviour change	Transport	Reg18-D-001/114	Local Plan Drop-In	Reg18-D-001
	Support noted.						T3 Transport behaviour change	Transport	Reg18-D-001/120	Local Plan Drop-In	Reg18-D-001
	Comment noted, this would be dealt with at application stage. Officers would usually defer to the LCDS standards.					T3.3	T3 Transport behaviour change	Transport	Reg18-E-011/012	Metropolitan Police Service - Designing Out Crime	Reg18-E-011

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted, Policy T3.1 makes clear that car club bays should be publicly accessible.			T3.1			T3 Transport behaviour change	Transport	Reg18-E-011/013	Metropolitan Police Service - Designing Out Crime	Reg18-E-011
	Comment noted.						T3 Transport behaviour change	Transport	Reg18-E-016/007	National Highways	Reg18-E-016
	Support noted.	T3.1-T3.7	3.26 1- 3.27 3				T3 Transport behaviour change	Transport	Reg18-E-059/006	Newham Cyclists	Reg18-E-059
	Comment noted, policy encourages the uptake of zero-emission vehicles only in cases where residents and businesses require a vehicle, as outlined in the Sustainable Transport Strategy.						T3 Transport behaviour change	Transport	Reg18-E-059/007	Newham Cyclists	Reg18-E-059
	Support noted.			T3.1			T3 Transport behaviour change	Transport	Reg18-E-027/033	Resident	Reg18-E-027

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	I strongly support the emphasis on accessibility for Disabled people, such as dropped kerbs – and I appreciate the compromises that the Council has made with respect to what is sometimes can seem like a conflict between Disability access and car reduction. I do not support the section of the Disability Rights movement that seeks to stop most of the car reduction and pro-cycling schemes altogether. I say this as someone who has worked in the Disability rights movement for thirty years. However, I must come clean and disclose that I do not have a mobility impairment myself.						T3 Transport behaviour change	Transport	Reg18-E-027/035	Resident	Reg18-E-027
	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. The Council is committed to reducing road danger and the number of people killed or seriously injured on our streets. We also want people to feel more comfortable walking and cycling on Newham's streets. Newham Council is planning to introduce a 20mph speed limit on most streets across the borough. Lower speed limits can help to reduce the number of traffic collisions, reduce the likelihood of serious injuries in collisions, especially for pedestrians, reduce noise and pollution from motor traffic, and encourage people to walk and cycle more. The detection, prevention and investigation of criminal offences (such as speeding) is within the remit of the Metropolitan Police Service.						T3 Transport behaviour change	Transport	Reg18-E-027/036	Resident	Reg18-E-027

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
							T3 Transport behaviour change	Transport	Reg18-E-027/037	Resident	Reg18-E-027
	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. The Council is committed to reducing road danger and the number of people killed or seriously injured on our streets. Electric scooters are currently not legal for use on the road. The detection, prevention and investigation of criminal offences is within the remit of the Metropolitan Police Service.										
	Comment noted. The design of specific highway infrastructure (including LTNs) is considered by the Sustainable Transport and Highways team, and follows best practice and guidance to ensure safety for all.						T3 Transport behaviour change	Transport	Reg18-E-027/038	Resident	Reg18-E-027
	Comment noted, policy encourages the uptake of zero-emission vehicles only in cases where residents and businesses require a vehicle, as outlined in the Sustainable Transport Strategy.						T3 Transport behaviour change	Transport	Reg18-E-027/039	Resident	Reg18-E-027
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality areas of public realm will be delivered across the borough. The Local Plan will support this through new development.						T3 Transport behaviour change	Transport	Reg18-E-002/023	Resident	Reg18-E-002

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-002	Resident	Reg18-E-002/041	Transport	T3 Transport behaviour change						There is a lot of wishful thinking around the amount of walking people will do, haha! I currently do quite a bit of walking and would love routes to be walker friendly.	Comment noted. The Local Plan and the Sustainable Transport Strategy both work to improve existing walking routes, and provide new walking connections and routes.
Reg18-E-002	Resident	Reg18-E-002/044	Transport	T3 Transport behaviour change						Another thing is to make them properly wide enough as a bane of walkers, children and dog walkers is those cyclists who are hell-bent on smashing speed records, often not in their designated marked areas and terrorising pedestrians.	Comment noted.
Reg18-E-004	Resident	Reg18-E-004/001	Transport	T3 Transport behaviour change						I wanted to talk about the drive we said would be important, to have more bikes and and bike bunkers for storage in East Ham, at the work shop Green Infrastructure we did 2021.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested, as on street cycle parking does not need planning permission. Our colleagues in the highways department are able to help, and note that the Sustainable Transport Strategy considers the future provision and rollout of increased cycle parking across the borough. We have also provided them with your comments.
Reg18-E-004	Resident	Reg18-E-004/002	Transport	T3 Transport behaviour change						We still have none here, Brading Crescent, apart from one that is still not open and we have to apply for 6 spaces. For the whole estate. It's remarkably slow and inefficient. I applied for neighbourhood funds and that is the one we have here, after 15 years of campaigning.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested, as on street cycle parking does not need planning permission. Our colleagues in the highways department are able to help, and note that the Sustainable Transport Strategy considers the future provision and rollout of increased cycle parking across the borough. We have also provided them with your comments.
Reg18-E-091	Resident	Reg18-E-091/026	Transport	T3 Transport behaviour change						Reducing drop-kerbs applications across the borough would be a useful way of reducing loss to driveway conversions.	Support noted. Please see the wording in T3.6

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
										Resident	Reg18-E-098
	5 Environment The environment is about more than new LTNs and reducing traffic flow.						T3 Transport behaviour change	Transport	Reg18-E-098/055		
	The DP does not have a wider transport philosophy and set of policies which facilitate and encourage people out of cars; rather it buys into the “bludgeon them out of them” philosophy.						T3 Transport behaviour change	Transport	Reg18-E-098/056	Resident	Reg18-E-098
	LTN policies carry the risk of creating ghettos in some resident’s minds; How can Plan policies minimise this risk while putting forward policies to make neighbourhoods cleaner, greener and more user friendly All properties remain accessible by car. Residents may have to take a slightly different route to get from the main road to their property. Pedestrians, cyclists and wheelchair users can go through modal filters unrestricted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood						T3 Transport behaviour change	Transport	Reg18-E-098/057	Resident	Reg18-E-098

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The Sustainable Transport Strategy sets out the overall vision for transport in Newham, and how a move away from the private car towards public transport, walking and cycling will be delivered. The Local Plan considers environmental issues throughout - including in design, climate emergency and green and water space policies. With regard to residents travelling through their local areas - All properties remain accessible by car. Residents may have to take a slightly different route to get from the main road to their property. Pedestrians, cyclists and wheelchair users can go through modal filters unrestricted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood						T3 Transport behaviour change	Transport	Reg18-E-098/058	Resident	Reg18-E-098
	The policy approach has not been changed, as Local Plan policies promote traffic calming measures as well as high quality designs for front gardens and walls.						T3 Transport behaviour change	Transport	Reg18-E-098/059	Resident	Reg18-E-098

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. Policy T3 asks applicants to consider routes to and from the cycling parking to the street, interior of the building and other facilities.	I think large developments and multi-storey buildings need to be taking greater consideration about how cycle traffic will exit from the public realm onto and into their demise. Its clear that there has been a lack of consideration about how cycling should be implemented at Westfield. Its virtually impenetrable by bike, and there is a lack of secure cycle parking. Conversely, there are multiple entrances for motor vehicles, whether it be for the numerous car parks, loading bays or bus stops/taxi ranks. We cant let this lack of cycle consideration happen again, particularly at such a large development, especially with the proposed developments in the pipeline. In conclusion, I think a development which is anticipated to have a reasonable amount of inhabitants should be designed to allow cycle traffic to easily and safely enter from the public realm and park within it just as easily as they would walk into it, or drive into a loading bay or car park. This could work with buildings as small as GP surgeries for example.		T3.3			T3 Transport behaviour change	Transport	Reg18-K-048/001	Resident	Reg18-K-048
	This wording change has been made. Please see the new wording in T3.	Please reference folding bikes when listing various types of non-standard bikes.	3.26 9				T3 Transport behaviour change	Transport	Reg18-K-048/002	Resident	Reg18-K-048

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
							T3 Transport behaviour change	Transport	Reg18-T-068/004	Resident	Reg18-T-068
	A change to this policy approach has not been made. Local Plan policy also seeks to reduce car dominance and dependence, in favour of walking, cycling and public transport. It does not ban or prevent access to properties by cars or vans. Evidence shows that many businesses and tradesperson use cargo bikes and public transport in London.		[Add to it] Ensure businesses & tradespeople can easily access their customers . Cargo bikes are not the answer!								
	A change to this policy approach has not been made. Local Plan policy also seeks to reduce car dominance and dependence, in favour of walking, cycling and public transport. It does not ban or prevent access to properties by cars or vans.		[Add to it] A bit of realism is needed rather than totally car free utopian dreams - residents need services at their homes and businesses that aren't having to pay additional costs .				T3 Transport behaviour change	Transport	Reg18-T-068/005	Resident	Reg18-T-068
	Unfortunately it was not clear what change you wanted to make to this part of the Plan.		[Add to it] Yes a change is definitely needed. I know that one of the initiatives is to have hubs locally so people don't have to travel so far but I think the hubs bring about unintended consequences too and don't provide enough open space.				T3 Transport behaviour change	Transport	Reg18-T-069/036	Resident	Reg18-T-069
	Comment noted. The Sustainable Transport Strategy and the Local Plan both support improvements to walking in Newham.		[Add to it] Walking is so easy. I heard from a scientist talking recently that we are designed to walk 10-15 kms a day. It really makes sense and would rid us of so many ills. It's what we were doing for millenia. More walkways that are pleasant and join up main areas, without noxious fumes would certainly help, plus re education.				T3 Transport behaviour change	Transport	Reg18-T-069/037	Resident	Reg18-T-069
	Comment noted.		[Add to it] Cycling has become popular but ecycles rather defeat the object.				T3 Transport behaviour change	Transport	Reg18-T-069/038	Resident	Reg18-T-069

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.						T3 Transport behaviour change	Transport	Reg18-T-069/039	Resident	Reg18-T-069
	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.						T3 Transport behaviour change	Transport	Reg18-T-069/040	Resident	Reg18-T-069
	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.						T3 Transport behaviour change	Transport	Reg18-T-069/041	Resident	Reg18-T-069

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-T-072	Resident	Reg18-T-072/022	Transport	T3 Transport behaviour change						[Add to it] Less crowding on platforms like Stratford station,	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-072	Resident	Reg18-T-072/023	Transport	T3 Transport behaviour change						[Add to it] easier access between platforms needed to link up to different modes of transport like bus stations.	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.
Reg18-T-078	Resident	Reg18-T-078/003	Transport	T3 Transport behaviour change						[Keep it]	Support noted.
Reg18-T-088	Resident	Reg18-T-088/025	Transport	T3 Transport behaviour change						[Add to it] rude, drunk, pocket thief people should be BAN in transport forever (after giving 3 times warning) that's the lesson for them and other will learn as well because they do always mess in the bus by their behaviour and in result other people waste their time. Also for extra healthy people (fat) should be separate seat because they have no choice to occupy 2 seats	Comment noted.
Reg18-T-109	Resident	Reg18-T-109/059	Transport	T3 Transport behaviour change						Please don't penalize drivers who are already suffering with ulez and council parking charges and fines...	Comment noted. The Sustainable Transport Strategy sets out how reduction in car dependency and modal shift to walking/cycling/public transport can be achieved, and the Local Plan transport policies support the Council's effort to achieve this. ULEZ is controlled by Transport for London, and parking charges are necessary to control the level of demand for parking in the borough - ensuring that there are enough spaces for residents, businesses and visitors.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This wording change has not been made. We did not consider this change to be appropriate as we are following the London Plan parking standards for commercial uses.						T3 Transport behaviour change	Transport	Reg18-E-110/034	Sainsbury's Supermarkets Ltd	Reg18-E-110
	This wording change has not been made. We did not consider this change to be appropriate as we are following the London Plan parking standards for commercial uses.						T3 Transport behaviour change	Transport	Reg18-E-110/035	Sainsbury's Supermarkets Ltd	Reg18-E-110
	A change to this policy approach has not been made. We did not consider this change to be appropriate in light of a desire to reduce trips by private cars, and move towards active and sustainable transport. At the application stage, the Council will push developers for the lowest quantity of parking required for the development.						T3 Transport behaviour change	Transport	Reg18-E-110/036	Sainsbury's Supermarkets Ltd	Reg18-E-110
							T3.1				
	Policy T3 states all new development will be car free and that car parking for commercial uses must be the lowest justified quantity. This is designed to discourage vehicle use and encourage zero emission mobility, including active travel. Although we understand the ambition of the Council, the application of this policy wording is unrealistic, unjustified and does not align with the adopted London Plan requirements and ignores the fact that much of Newham has poor PTAL levels.						T3.1				
	Levels of parking for commercial uses should align with the site's PTAL and for retail uses acknowledge the fact that many customers wish to use a private vehicle to travel to and from store in order to carry their purchases home again easily. Again, this draconian approach will penalise bricks and mortar retailers to the benefit of online retailers.						T3.1				
	The London Plan (2021) allows flexibility to provide increased parking numbers, where necessary, in policy T6.3 and table 10.5. Generally, we would suggest that policy T3 is reviewed to ensure that there is sufficient flexibility within the policy to allow for some parking within centres where it is appropriate to the use of the site. Without this flexibility, as set out in the London Plan, there is a risk that customers will simply stop visiting centres as it would be more convenient to visit out of centre sites where there is ample parking, or to shop online and have the items delivered.						T3.1				

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
				T3			T3 Transport behaviour change	Transport	Reg18-E-116/060b	SEGRO Plc	Reg18-E-116
	A change to this policy approach has not been made. We did not consider this change to be appropriate in light of London Plan parking standards, and a desire to reduce trips by private cars. The Sustainable Transport Strategy outlines that some industrial development in the borough may need car parking due to shift work, poor public transport accessibility and other considerations. At the application stage, the Council will push developers for the lowest quantity of parking required for the development.						7. Transport a. Draft Policy T3 (Transport behaviour change) <u>SEGRO strongly objects to part 1 of the draft Policy which states that “all new development will be car free”</u> . This is too restrictive and is not consistent with the rest of the Policy (including part (b)) which allows a level of car parking for commercial or industrial uses.				
	A change to this policy approach has not been made. We did not consider this change to be appropriate as the policy makes clear that car free development is the aim of the policy. The Sustainable Transport Strategy outlines that some industrial development in the borough may need car parking due to shift work, poor public transport accessibility and other considerations. At the application stage, the Council will push developers for the lowest quantity of parking required for the development.		3.26 3				T3 Transport behaviour change	Transport	Reg18-E-116/060c	SEGRO Plc	Reg18-E-116

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy will contain modelling and recommendations for transport improvements in the borough, having undergone a period of a public consultation in early 2024.	T3: Transport Behaviour Change, Cycling-Objection The Draft Local plan states the following cycle charging points: • Policy T3.4 states that “the Sustainable Transport Strategy sets out charging requirements for sustainable transport storage. Where twenty or more long-term cycle parking spaces are provided, one e-charging point should be provided per twenty spaces.” The SHL are concerned about the absence of the referred document (Sustainable Transport Strategy) and that this policy is not present in the London Plan. Recommendation SHL suggest that Policy T3.4 should not be the subject of adoption until the Sustainable Transport Strategy has been the subject of a consultation process.		T3.4			T3 Transport behaviour change	Transport	Reg18-E-069/040	Silvertown Homes Ltd	Reg18-E-069

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This wording change has not been made. We did not consider this change to be appropriate as we wish to go beyond the London Plan to maximise the electrification of vehicles (noting the limited amount of parking delivered by this policy) - requiring a large rollout of electric vehicle charging points.	T3: Transport Behaviour Change, Electric Vehicle Charging Point - Objection The Draft Local plan states the following on electric vehicle charging point: - Point 5a of Policy T3: "the delivery of Electric Vehicle Charging Points within a development is supported, and the following requirements must be met: a. Any new development that does provide parking must provide Electric Vehicle Charging Points, with 100 per cent of spaces at residential, and 20 per cent of other developments having Electric Vehicle Charging Points and future proofing of future installation at the remaining spaces." - Policy T3.5: "all parking at residential developments should include Electric Vehicle Charging Points." SHL are concerned that this policy is not aligned with the London Plan where Policy T6.1 Residential Parking states that "At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces ." As the proportion of electric vehicles gradually increases so will the technology used to enable that charge. Committing to use current charging technology now when demand does not require 100% provision, risks installing underused infrastructure (with associated construction and carbon costs) and removes opportunity to provide more efficient infrastructure when demand increases.		T3.5			T3 Transport behaviour change	Transport	Reg18-E-069/041	Silvertown Homes Ltd	Reg18-E-069

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This policy approach has now changed to make clear that electric vehicle charging point contributions is to serve deliveries, servicing and visitors. We seek to increase the number of electric vehicle charging points noting that developments need to receive deliveries and be serviced, and that residents will receive visitors who use cars. Please see the new wording in Policy T3.5.	Additionally, Point 5c of Policy T3 states that “major developments with zero car parking on site must provide contributions towards Electric Vehicle Charging Points in other parts of the borough.” The Planning Obligation section also stated that “contributions will be sought from developments for: • Electric Vehicle Charing Points to be located elsewhere in the borough SHL are concerned that the wordings used for these sections are not specific to an applicant’s land or its local area, and as such cannot be considered as meeting the test of being “directly related to the development” that is required to enforce a planning obligation. The policy must enable an assessment of need for electric charging for the specific development proposed.		T3.5 .c			T3 Transport behaviour change	Transport	Reg18-E-069/042	Silvertown Homes Ltd	Reg18-E-069
	This wording change has not been made. We did not consider this change to be appropriate as the electrification of vehicles (and the limited amount of parking delivered by this policy) will require a large rollout of electric vehicle charging points.	Recommendation SHL suggest that Point 5a of Policy T3 and Policy T3.5 are amended to be aligned with the London Plan. Point 5a and Policy T3.5 should maintain 20 per cent of residential parking spaces to have active charging facilities, with passive provision for all remaining spaces.		T3.5			T3 Transport behaviour change	Transport	Reg18-E-069/043	Silvertown Homes Ltd	Reg18-E-069
	This wording change has not been made. We did not consider this change to be appropriate, as we seek to increase the number of electric vehicle charging points noting that developments need to receive deliveries and be serviced, and that residents will receive visitors who use cars.	Additionally, SHL suggest that Point 5c and the Planning Obligation list to be amended to be directly related to development or removed.					T3 Transport behaviour change	Transport	Reg18-E-069/044	Silvertown Homes Ltd	Reg18-E-069

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This wording change has not been made. We did not consider this change to be appropriate as we encourage sporting facilities to be located in well-connected and accessible locations. Disabled people or people with mobility issues would be able to use blue badge parking.	T3.1					T3 Transport behaviour change	Transport	Reg18-E-118/043	Sport England	Reg18-E-118
	Support noted.			T3.1 .c			T3 Transport behaviour change	Transport	Reg18-E-136/160	St William Homes LLP and Berkeley South East London Limited	Reg18-E-136
	This wording change has not been made. We did not consider this change to be appropriate as we do not plan to have supplementary planning guidance.						T3 Transport behaviour change	Transport	Reg18-E-136/161	St William Homes LLP and Berkeley South East	Reg18-E-136

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
										London Limited	
	This policy approach has now changed to simplify the policy. Please see the new wording in T3.	Point 2 (b) for example requires any parking provision to be in short rows of up to three car spaces...preferably on only one side of the street. This requirement is particularly detailed and does not enable site specific circumstances to be taken account of. The Berkeley Group would suggest that this recommendation is removed to enable the design and layout of parking provision to be considered on a case by case basis. Proposed policy wording change: 2. The limited provision of parking within the site should form part of the wider urban design strategy so that it: b. Is provided in short rows of up to three car spaces, or one larger servicing parking space, interspersed with trees, and preferably on only one side of the street.		T3.2 .b			T3 Transport behaviour change	Transport	Reg18-E-136/162	St William Homes LLP and Berkeley South East London Limited	Reg18-E-136
	Support noted.	The Berkeley Group supports the requirement or support for the delivery of Electric Vehicle Charging Points within a development (point 5)		T3.5			T3 Transport behaviour change	Transport	Reg18-E-136/163	St William Homes LLP and Berkeley South East London Limited	Reg18-E-136
	This policy approach has now changed to make clear that electric vehicle charging point contributions is to serve deliveries, servicing and visitors. We seek to increase the number of electric vehicle charging points noting that developments need to receive deliveries and be serviced, and that residents will receive visitors who use cars. Please see the new wording in Policy T3.5.	albeit would note that where parking can only be provided in the basement of a development there is an ongoing issue with meeting relevant fire regulations and this should be taken account of when considering the requirements of this policy. Proposed policy wording change: 5. The delivery of Electric Vehicle Charging Points within a development is supported, and the following		T3.5			T3 Transport behaviour change	Transport	Reg18-E-136/164	St William Homes LLP and Berkeley South East London Limited	Reg18-E-136

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
							T3 Transport behaviour change	Transport	Reg18-E-095/005	Transport for London	Reg18-E-095
							T3 Transport behaviour change	Transport	Reg18-E-095/006	Transport for London	Reg18-E-095
							T3 Transport behaviour change	Transport	Reg18-E-095/007	Transport for London	Reg18-E-095
						T3.1	T3 Transport behaviour change	Transport	Reg18-E-095/041	Transport for London	Reg18-E-095
						T3.1	T3 Transport behaviour change	Transport	Reg18-E-095/042	Transport for London	Reg18-E-095
						T3.1 .b	T3 Transport behaviour change	Transport	Reg18-E-095/043	Transport for London	Reg18-E-095

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This policy approach has now changed due to make the minimum requirements for mobility scooter parking clear. Please see the new wording in Policy T3.1			T3.1 .c			T3 Transport behaviour change	Transport	Reg18-E-095/044	Transport for London	Reg18-E-095
	Comment noted.			T3.1 .d			T3 Transport behaviour change	Transport	Reg18-E-095/045	Transport for London	Reg18-E-095
	Support noted.			T3.3			T3 Transport behaviour change	Transport	Reg18-E-095/046	Transport for London	Reg18-E-095
	This wording change has been made. Please see the new wording in Policy T3			T3.4			T3 Transport behaviour change	Transport	Reg18-E-095/047	Transport for London	Reg18-E-095

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
				T3.5 .c			T3 Transport behaviour change	Transport	Reg18-E-095/048	Transport for London	Reg18-E-095
	This policy approach has now changed to make clear that electric vehicle charging point contributions is to serve deliveries, servicing and visitors. We seek to increase the number of electric vehicle charging points noting that developments need to receive deliveries and be serviced, and that residents will receive visitors who use cars. Please see the new wording in Policy T3.5.										
				T3.5			T3 Transport behaviour change	Transport	Reg18-E-095/049	Transport for London	Reg18-E-095
	We would however encourage active EVCP for all disabled persons' parking and any parking justified for operational purposes (including all taxi ranks).										
		T3.1					T3 Transport behaviour change	Transport	Reg18-E-095/050	Transport for London	Reg18-E-095
	For clarity and consistency, the requirements for Blue Badge parking in T3.1 should refer to London Plan Policies T6.1 (for residential) and T6.5 (for non-residential uses).										
		T3.2					T3 Transport behaviour change	Transport	Reg18-E-095/051	Transport for London	Reg18-E-095
	Rather than setting out details of parking design in a Design and Access Statement and Landscaping Assessment it would be appropriate to require a Parking Design and Management Plan in line with Policy T6 of the London Plan.										
		T3.6					T3 Transport behaviour change	Transport	Reg18-E-095/052	Transport for London	Reg18-E-095
	In T3.6 it would be helpful to include a reference to Transport Assessments which provide a basis to identify impacts on the transport network and to determine the need for appropriate mitigation.										
	[Add to it] This needs to be stronger, and work from schools all the way up to the elderly						T3 Transport behaviour change	Transport	Reg18-T-059/006	Travels in borough daily	Reg18-T-059
	Comment noted. The Sustainable Transport Strategy sets out how reduction in car dependency and modal shift to walking/cycling/public transport can be achieved, and the Local Plan transport policies support the Council's effort to achieve this.										

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-119	Unite Group plc	Reg18-E-119/044	Transport	T3 Transport behaviour change			T3.3 and T3.4			Policy T3 'Transport Behaviour Change' Parts 3 and 4 of Policy T3 requires cycle parking in line with London Plan standards, as well as provision for E-bikes, electric scooters, and mobility scooters from major developments: 3. All new development should deliver high quality, sustainable transport storage (including cycle parking, in line with, or higher than, London Plan (2021) standards) 4. Major developments should make provisions for charging of E-bikes, electric scooters, and mobility scooters within their sustainable transport storage. Unite make the following comments in response to amount of cycle parking sought: • From experience, Unite have seen that the provision of cycle parking at policy compliant levels is severely underused. This is the case at existing developments in the Stratford area such as Angel Lane and Stratford One. • A survey undertaken by Unite in February 2018 across 26 of their sites concluded that the average demand for cycle parking storage is 5% of bedspaces, which equated to one space per 20 students.	This wording change has not been made. We did not consider this change to be appropriate as we are following the cycling parking standards laid out in the London Plan (2021).
Reg18-E-119	Unite Group plc	Reg18-E-119/045	Transport	T3 Transport behaviour change			T3.3 and T3.4			• In addition, student accommodation is generally within walking distance of places of study and in areas with high levels of public transport. These alternative means of transport diminish the need for private cycle ownership.	This wording change has not been made. We did not consider this change to be appropriate as we are following the cycling parking standards laid out in the London Plan (2021).

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-119	Unite Group plc	Reg18-E-119/046	Transport	T3 Transport behaviour change			T3.3 and T3.4			There has also been a significant increase in cycle hire schemes which provide an additional, affordable alternative to private ownership.	This wording change has not been made. We did not consider this change to be appropriate as we are following the cycling parking standards laid out in the London Plan (2021).
Reg18-E-119	Unite Group plc	Reg18-E-119/047	Transport	T3 Transport behaviour change			T3.3 and T3.4			- The overprovision of cycle spaces can lead to the loss of valuable floorspace which could be used for more active ground floor uses, therefore reducing the efficiency of the use of the land. - Thus, even if 25% of The London Plan requirements are provided, this will future proof cycle parking provision and avoid wasted space.	This wording change has not been made. We did not consider this change to be appropriate as we are following the cycling parking standards laid out in the London Plan (2021).
Reg18-E-119	Unite Group plc	Reg18-E-119/048	Transport	T3 Transport behaviour change			T3.3 and T3.4			The loss of further floorspace to provide spaces for larger E-bikes, electric scooters, and mobility scooters will further impact on the level of floorspace that could be given over to active ground floor uses. Particularly in highly accessible areas it is unlikely that the private ownership of these vehicles would be needed. In addition, they are more likely to be used as part of hire schemes which provide their own parking stations around the city.	This wording change has not been made. We did not consider this change to be appropriate as we are following the cycling parking standards laid out in the London Plan (2021).
Reg18-E-119	Unite Group plc	Reg18-E-119/049	Transport	T3 Transport behaviour change			T3.3 and T3.4			Recommendations: The wording is amended to allow for reduced provision of cycle parking and to remove the requirement for E-bike, electric scooter and mobility scooter spaces, where it can be demonstrated that the site is in a highly accessible location, or where cycle hire schemes or pool bikes are being provided.	This wording change has not been made. We did not consider this change to be appropriate as we are following the cycling parking standards laid out in the London Plan (2021).

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	A change to this policy approach has not been made. We did not consider this change to be appropriate, given we wish deliveries to occur using zero emission vehicles and cargo bikes. The Sustainable Transport Strategy supports the electrification of the transportation network, in line with national policy.	T4 – Servicing a development Policy T4 is requiring developments that service and/or deliver to other locations should ensure that these journeys are undertaken by zero emission vehicles or cargo bikes for ‘last mile’ journeys. However, there is no provision within the New Local Plan for servicing lorries to park prior to this ‘last mile’ journey. Within the Borough, Lidl service numerous stores and this approach is inefficient for deliveries to ensure sufficient stock replenishment to provide local people with the products they require. This approach is also not economically viable given the servicing plans in place regarding the number of drivers and ensuring prices remain low for the consumers. As such, Lidl object to this approach and it is recommended that sufficient delivery and servicing plans are adequate to mitigate any impact to highways.		T4.5			T4 Servicing a development	Transport	Reg18-E-012/008	Lidl	Reg18-E-012
	Support noted.	NC strongly support the ‘Justification’ [3.274-3.278] and ‘Implementation’ [T4.1-T4.5] narrative sections of the T4.Servicing a development. See pages 276 -277.	3.274-3.278				T4 Servicing a development	Transport	Reg18-E-059/008	Newham Cyclists	Reg18-E-059
	This wording change has been made. Please see wording in Policy T4.	Within the policy there must be a specific requirement for developments located in close proximity to navigable waterways to robustly consider the use of waterways as part of the construction stage and show evidence of how this has been considered, including through the supply chain and as part of the ongoing servicing and delivery strategy of a development. This would support wider policy objectives and further assist					T4 Servicing a development	Transport	Reg18-E-033/036	Port of London Authority	Reg18-E-033

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		in reducing the impact on the boroughs highways by taking movements off roads and onto the river.									
	Comment noted. Transport for London are responsible for maintaining the Underground and DLR tracks, any issues should be directed to them.	[Change it] It seems like nearly every month there are both planned and unplanned maintenance for the underground and DLR tracks in the night next to Canning Town station. While it is tolerable in winter as windows are mostly closed, it is super disturbing in summer nights. While I do understand the need for maintenance, I would kindly ask to limit those to winter months...					T4 Servicing a development	Transport	Reg18-T-043/011	Resident	Reg18-T-043
	Support noted.	[Keep it]					T4 Servicing a development	Transport	Reg18-T-126/028	Resident	Reg18-T-126
	Unfortunately, it was not clear what addition you wanted to make to this part of the Plan. No changes/additions have been made.	[Add to it] Need more information					T4 Servicing a development	Transport	Reg18-T-019/023	Resident	Reg18-T-019
	Comment noted. The Sustainable Transport Strategy considers improvements to public transport in Newham, noting that TfL are responsible for planning and delivering this in Newham.	[Add to it] Keep all safe and clean for users. TQ					T4 Servicing a development	Transport	Reg18-T-072/024	Resident	Reg18-T-072
	Support noted.	[Keep it]					T4 Servicing a development	Transport	Reg18-T-078/004	Resident	Reg18-T-078

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	A change to this policy approach has not been made. We did not consider this change to be appropriate given poor air quality in Newham, and the large quantity of deliveries and servicing to other boroughs. The Sustainable Transport Strategy outlines how servicing by sustainable means can be encouraged through the use of zero-emission vehicles or e-cargo bikes, increased numbers of parcel lockers as well as freight consolidation between businesses.	b. Draft Policy T4 (Servicing a development) SEGRO recognises that Government targets and legislation will drive industries over the coming decades, and SEGRO firmly believe that it is both possible and environmentally responsible to seek to achieve zero-emission fleets sooner than those government targets. However, it is also recognised that the industry is still developing at this time, and that the production of electric fleet vehicles has been adversely impacted by significant recent events/situations (such as Brexit and COVID-19) which have decelerated industry advancement to some extent and resulted in the availability of electric fleet vehicles in the UK remaining short of the projected demand. It is therefore expected that a transition period will be required to allow operators to adopt this new technology gradually as the availability of electric fleet vehicles improves over time. Likewise, SEGRO acknowledges the important role that cargo bikes can play in achieving sustainability goals and reducing carbon impact. However, in some instances it will not be feasible for cargo bikes to service developments as these are generally best suited to ultra-urban depots located in densely populated areas. They are not efficient or practical where the distances between depot and consumer, and between consumers, are high. It is therefore suggested that part (5) of the draft Policy be amended to allow flexibility where it can be		T4.5			T4 Servicing a development	Transport	Reg18-E-116/060a	SEGRO Plc	Reg18-E-116

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		demonstrated that the policy requirements cannot feasibly be met. The following amendment is suggested: “Developments that service and/or deliver to other locations should: a. Ensure Facilitate and enable the deployment of zero emission vehicles or cargo bikes for ‘last mile’ journeys, where feasible... ”									
	Comment noted, the implementation section of Policy T4 makes clear that Construction Logistics Plans and Delivery and Servicing Plans are required.	Although it is made clear in T4.1, the core policy should include requirements for Construction Logistics Plans and Delivery and Servicing Plans, in line with London Plan Policy T7.					T4 Servicing a development	Transport	Reg18-E-095/053	Transport for London	Reg18-E-095

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-095	Transport for London	Reg18-E-095/054	Transport	T4 Servicing a development						Similarly, the core policy should include a presumption that servicing should take place off street wherever possible and that on street servicing should be an exception and only where it does not impact the safety, comfort and convenience of people walking and cycling, public transport users and public transport operations.	This wording change has not been made, as a presumption for off street servicing may be too restrictive. The policy aims to ensure that servicing and deliveries to and from a site can take place safely, without causing highways impacts or endangering vulnerable road users.
Reg18-E-095	Transport for London	Reg18-E-095/055	Transport	T4 Servicing a development						We welcome support for cargo bikes. These should take precedence over zero emission vehicles which still cause congestion and increase road danger.	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/056	Transport	T4 Servicing a development					T4.3	Reference to the safety implications in T4.3 should encourage accreditation such as Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).	This wording change has been made. Please see the new wording in Implementation T4.3.
Reg18-E-146	LBN - Public Health	Reg18-E-146/084	Transport	T5 Airport			T5.4			[4. Any development proposal must mitigate any impact on local residents,] is it worth adding it would need a HIA as part of the EIA?	A change to this policy approach has not been made. A decision on whether a HIA would be required would be taken at application stage. Policy BFN3 outlines the requirements for an HIA.
Reg18-E-146	LBN - Public Health	Reg18-E-146/085	Transport	T5 Airport					T5.2	• Development proposals which would increase the number of actual aircraft movements from the airport, or reduces the extant respite period. • Development that would enable the use of the airport site for helicopters or drones. • Development that would encourage greater use of the airport by freight planes and increases the number of goods vehicle trips.] Is it worth including other things that may be unacceptable depending on the impact - including days and times of flights and size of planes.	A change to this policy approach has not been made, as the policy makes clear that reduction in the extant respite period or the introduction of night flights would not be acceptable.

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-146	LBN - Public Health	Reg18-E-146/086	Transport	T5 Airport					T5.2	• Development proposals which would increase the number of actual aircraft movements from the airport, or reduces the extant respite period. • Development that would enable the use of the airport site for helicopters or drones. • Development that would encourage greater use of the airport by freight planes and increases the number of goods vehicle trips.] Also - mention impacts that may make a proposal unacceptable - eg health / social impacts (assessed through a SV-HIA)	A change to this policy approach has been made, to make clear the un-mitigatable and unacceptable impacts.
Reg18-E-146	LBN - Public Health	Reg18-E-146/087	Transport	T5 Airport					T5.4	[Development should demonstrate how impacts on local residents will be mitigated. Examples of impacts that would need to be mitigated include noise, vibration, smell and air quality. This should be demonstrated in documentation submitted as part of a planning application. Works to mitigate impacts may be secured by condition.] including SV-HIA. Do we need to link this to T5.2 to say the council will not support applications where the impacts are considered to be unacceptable?	A change to this policy approach has not been made. A decision on whether a SV-HIA would be required would be taken at application stage. The policy also makes clear that "where negative impacts would be unacceptable even following mitigation, development would not be supported." Policy BFN3 outlines the requirements for the HIAs.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/080	Transport	T5 Airport						Transport - airport noise issue	Comment noted. The Council maintains a stringent monitoring process to ensure that the airport complies with conditions of its planning permission.
Reg18-E-057	London City Airport	Reg18-E-057/003	Transport	T5 Airport						However, we are concerned that the draft policies dealing with the airport (particularly T5) are unsound and must be revised. The thrust of Policy T5, as drafted, will also compromise the Council's ability to achieve its stated objectives for the borough over the plan period.	Comment noted.

Reg18-E-057	London City Airport	Reg18-E-057/006	Transport	T5 Airport						<u>2022 planning application</u> On 19 December 2022 an application to vary the CADP permission was submitted to the Council. The application includes proposals to serve increasing passenger demand and make best use of the airport's existing infrastructure by: • increasing the current planning cap on the number of passengers from 6.5 million to 9 million passengers per annum; • extending operating hours on Saturday from the current closing time of 12:30pm to 6:30pm, with an additional hour in Summer for arriving flights only, up to a maximum of 12; • allowing three additional flights in the first half hour of operations on Mondays to Saturdays (6:30am-6:59am) with a new limit of nine flights instead of the current limit of six flights; • mandating that only cleaner, quieter, new generation aircraft will be allowed to operate in any newly extended hours on a Saturday, and for any new flights in the first half hour of the day. The airport carried out a comprehensive 10-week consultation on these proposals last summer. Having listened to the feedback received, the airport adjusted its proposals in a number of key areas as follows: [See Table with comparison of consultation and application] The application does not include any proposals to: • increase the annual number of permitted flights, which will remain at 111,000 ATMs; • change the existing eight-hour nightly curfew, or current Sunday operating hours (with no flights before 12.30pm); or • build any new infrastructure, beyond what is already consented.	Comment noted.
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										The environmental statement accompanying the application carefully assesses the proposals and concludes that no significant adverse impacts have been identified. This takes into account a comprehensive mitigation package proposed, including improvements to the airport's sound insulation scheme for residential and public buildings, a much-increased Community Fund of £3.8million to invest in local projects and amenity improvements and the introduction of a new Transport Fund of £2 million a year to improve local connectivity and achieve our ambitious targets for sustainable transport use by passengers and staff. The proposals will allow the airport to continue to support London's post pandemic economic recovery, make a substantial contribution to Newham's aspirations for levelling up and growth and create almost 2,200 additional jobs, with 1,340 of these jobs located at the airport site. Many of these jobs will be available for residents of Newham and will significantly contribute to its future success and growth. The commitment to only allow cleaner, quieter, new generation aircraft in the newly extended hours on Saturdays and for any new flights in the first half hour will incentivise airlines to replace their older fleets more quickly in order to benefit from any increased flexibility, which in turn will accelerate the benefits of quieter aircraft for local residents throughout the week. By allowing more flexible hours, airlines will have the ability to increase the frequency of existing routes and fly to new destinations, boosting Newham's links with the UK and the wider world, but also benefiting passengers and businesses that have made, or will make, East London their home. Overall, the proposals will deliver an economic	
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										boost to Newham and the local area of nearly £200m a year through improved business productivity and enhanced tourism opportunities as well as substantial savings in the cost and time involved in air travel for local residents. The proposals will also help the airport deliver on our plans to become London's first net zero emissions airport by 2030. A new Energy Strategy will help decarbonise our heating and cooling systems, while in parallel we will work with airlines to increase the usage of Sustainable Aviation Fuels at the airport. The proposals are also consistent with the airport's plans to explore opportunities for hydrogen and zero emission flying. As part of our focus, we will work with industry and partners to put the airport, and East London, at the forefront of this transition. <u>2020 master plan</u> The December 2022 application is consistent with the LCYs 2020 master plan which sets out how the airport can respond to increasing demand to fly from LCY in a sustainable and responsible way. The master plan was produced, following detailed consultation, in line with Government guidance as set out in the Aviation Policy Framework. In the context of the clear ongoing support for airport expansion due to the important economic benefits it brings, as set out by the Government in Flightpath to the Future and reiterated in the Jet Zero Strategy, the production of a master plan by an airport is intended to inform the Local Plan so that sustainable growth could be provided for. As explained in LCY's master plan, forecasts suggest that the airport could handle up to 11mppa annually by the mid-late 2030's accommodated on up to 151,000 ATMs per year and in doing so can: • Create up to 5,300 local jobs and economic	
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										benefits to support the recovery of East London; • Establish a new onsite Aviation Centre of Excellence to create more highly skilled, good quality jobs and creating additional pathways into employment at the airport; • Add £210 million in annual economic output (GVA) through local employment opportunities; • Contribute up to £2 billion to the London and UK economy by the time 11mppa is reached; • Enhance connectivity with more flights to new destinations both nationally and internationally – supporting the wider London economy by providing strategy regional and international connectivity for business and tourism; and • Respond to increasing passenger demand in a sustainable and responsible way by managing environmental impacts and achieving net zero in line with our published targets. <u>LCY Net Zero by 2030</u> The December 2022 application is also consistent with the airport's May 2022 Sustainability Roadmap [Hyperlink to https://sustainability.londoncityairport.com/] in which the airport has outlined five core commitments to: • Become London's first net zero emissions airport by 2030; • Be one of the first in the UK to facilitate zero emission flight; • Support local people by creating more opportunity, increasing investment for community groups, and requiring all on-site partners to pay the London Living Wage by 2026; • Be the best-connected airport in the UK with 80% of all passenger journeys to be made by sustainable transport modes by 2030; and • Eliminate all avoidable single-use plastics within the airport by 2025 and be a zero-waste airport by 2030.	
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										The airport therefore has clear plans for its sustainable evolution over the longer term. As we explain below, it is important that policies in the plan, particularly draft policy T5, do not stifle the airport's role as a major employer for Newham and a catalyst for inward investment, particularly in the Royal Docks, as well as the many economic benefits from business and tourism that flow from LCY connecting Newham directly to destinations across the UK and Europe. It is our view that as drafted, policy T5 is contrary to Government policy where future growth can be delivered sustainably	
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Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-057	London City Airport	Reg18-E-057/007	Transport	T5 Airport						Representations on draft Policy T5 This policy takes entirely the wrong approach to the control of development at the airport and should be completely revised. For instance, Paragraph 3.286 of the draft plan states that expansions in the size, function, operating hours and frequency of the airport activity are not supported, whilst T5.2 of the implementation table precludes increases in the actual aircraft movements, the use of the airport for helicopters/drones and precludes the airport being used for freight purposes. None of the evidence base documents published by the Council support such an approach. Indeed, the Council currently has no evidence before it which justifies precluding any form of development at the airport.	A change to the policy approach has been made, to make clear than some negative impacts could be mitigated. Please see the new wording in Policy T5. By the nature of the use of the airport, changes to the size, function, operating hours and frequency of the airport activity will cause negative impacts to local residents. Where those negative impacts would be unacceptable even following mitigation, development would not be supported. It is considered that reducing the extant respite period or the introduction of night flights would result in an un-mitigatable and unacceptable impacts to existing local residents and to development proposals for new homes.
Reg18-E-057	London City Airport	Reg18-E-057/008	Transport	T5 Airport						Appended to this letter is a table with necessary amendments to the policy. Our more general commentary on policy T5 is provided below in the context of 'soundness test' and associated criteria in paragraph 35 of the NPPF.	Comment noted.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	A change to the policy approach has been made, to make clear than some negative impacts could be mitigated. Please see the new wording in Policy T5. Both the Airport's masterplan and national aviation policy have been given due consideration in the development of this policy. By the nature of the use of the airport, changes to the size, function, operating hours and frequency of the airport activity will cause negative impacts to local residents. Where those negative impacts would be unacceptable even following mitigation, development would not be supported. The Council has to balance various objectives in the development of the policy - and it is considered that some objectives (such as the need for housing) outweigh the case for supporting changes to the airport activity.	Not positively prepared As indicated above, the Council has not provided any evidence which objectively demonstrates that it is appropriate to preclude increases in aircraft movements or operational changes as suggested in draft policy T5. Indeed, there is no indication that the Council has taken into account the clear evidence which is available, including: • Airport's 2020 master plan. National policy in the 2013 Aviation Policy Framework (paragraph 4.11) specifically requires planning authorities to have regard to such master plans because they are intended to: "...provide a clear statement of intent on the part of the airport operator to be given due consideration in local planning processes." • National Aviation forecasts. In July 2022 the Government published its Jet Zero Strategy, which sets out national policy on how the airport industry can grow sustainably and consistently with the UK's Net Zero target for 2050. Alongside the consultation, Government published a dataset explaining the forecast national capacity assumptions for growth at individual airports, including LCY, for which it has allowed for growth beyond the current limits, up to 151,000 ATMs and 11mppa from 2030 onwards and it assumes that such growth would, in principle, be consistent with achieving the Jet Zero Strategy objectives. Precluding any increases in actual aircraft movements or other changes to operations					T5 Airport	Transport	Reg18-E-057/009	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		therefore contradicts the evidence that is available which clearly supports sustainable growth.									
		<i>Not Justified</i> The suggested prohibition on additional flights and other operational changes has not been justified. The airport has carefully reviewed the Council's draft plan and evidence base and can find no evidence to support such an approach, nor is there any consideration of any alternatives.							Reg18-E-057/010	London City Airport	Reg18-E-057
		By contrast the airport master plan, which the Council must take into account as part of the Local Plan process, shows how the airport can grow sustainably up to 151,000 ATMs and 11 mppa. As the Council is aware, the draft master plan was							Reg18-E-057/011	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		accompanied by an evidence base (technical reports) which demonstrated how growth to 11mppa will create a significant uplift in jobs and other economic benefits whilst environmental impacts can be mitigated and are not significant.									
	Comment noted.	The December 2022 planning application to revise some of the CADP conditions also provides evidence to show the acceptability of its current limit of 111,000 ATMs while accommodating an increase in annual passengers to 9 million and important changes to operating times on Saturday afternoon, which will unlock cleaner, quieter aircraft.					T5 Airport	Transport	Reg18-E-057/012	London City Airport	Reg18-E-057
	A change to the policy approach has not been made. It is considered that the use of the airport site for helicopters or drones, or development that would encourage greater use of the airport by dedicated freight planes (thereby increases the number of goods vehicle trips) would result in unmitigatable and unacceptable impacts to existing local residents and to development proposals for new homes	No justification has been provided for the proposed moratorium on freight services either, nor on the use of the airport for helicopters or drones:	T5.2				T5 Airport	Transport	Reg18-E-057/013	London City Airport	Reg18-E-057
	A change to the policy approach has not been made. It is considered that development that would encourage greater use of the airport by dedicated freight planes (thereby increases the number of goods vehicle trips) would result in unmitigatable and unacceptable impacts to existing local residents and to development proposals for new homes.	In fact, there may be scope for limited freight services or higher value smaller freight items to be carried in the holds of passenger aircraft, which could be of significant benefit to exporters or importers in Newham or the surrounding East London area. Ruling out the use of any spare capacity for flights which are already operating would be inefficient and is not justified.	T5.2				T5 Airport	Transport	Reg18-E-057/014	London City Airport	Reg18-E-057

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-057	London City Airport	Reg18-E-057/015	Transport	T5 Airport					T5.2	Imposing a blanket restriction on helicopters or drones ignores future changes in technology which are already being trialled internationally and in the UK. Electric Vertical Take Off and Landing or eVTOL aircraft could revolutionise short distance journeys whilst being much quieter and cleaner than helicopters. It is important the policy does not preclude their potential use without justification. It is also noted that there are already limits on the type of aircraft and noise limits which ensure that impacts are no worse in future.	A change to the policy approach has not been made. It is considered that the use of the airport site for helicopters or drones would result in unmitigatable and unacceptable impacts to existing local residents and to development proposals for new homes
Reg18-E-057	London City Airport	Reg18-E-057/016	Transport	T5 Airport						The airport is particularly concerned about unsubstantiated comments in the draft local plan which appear to have no evidential basis. For example, paragraph 3.282 of the draft Local Plan asserts that 'Residents have told us they do not support an increase in the number of flights (actual aircraft movements) or reduction in the extant respite period – especially in light of Newham's declaration of a Climate Emergency and Air Quality commitments.' However, there is no reference to such concerns in the 'Issues and Options Consultation Report (October-December 2021)' published alongside the draft regulation 18 Local Plan.	Comment noted. Residents have communicated to the Council in a variety of forums that they do not support increase in the number of flights (actual aircraft movements) or reduction in the extant respite period. This includes comments received to the 2022 application, Citizen Assemblies, as well as responses to the Regulation 18 Local Plan consultation.
Reg18-E-057	London City Airport	Reg18-E-057/017	Transport	T5 Airport						Likewise, in the only transport-related document included in the Council's evidence base, "Newham Sustainable Transport Strategy – Baseline Assessment" (November 2022), there are unsubstantiated comments on pages 20 (paragraph 2.4.9) and 84 (paragraph 7.2) linking London City Airport with the poor air quality that is experienced by residents.	Comment noted. Residents have communicated to the Council in a variety of forums regarding air quality impacts from the Airport. This includes comments received to the 2022 application, Citizen Assemblies, as well as responses to the Regulation 18 Local Plan consultation.

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-057	London City Airport	Reg18-E-057/018	Transport	T5 Airport						We also note that the reference on page 20 is to the Newham Council Corporate Plan 2022-2026 and the commitment to “campaign against” London City Airport expansion. In our view, it is not appropriate for this expression of the Council’s political position to feature in the evidence base for the Local Plan; it does not offer any objective justification for policy T5.	Comment noted.
Reg18-E-057	London City Airport	Reg18-E-057/019	Transport	T5 Airport						<i>Not effective</i> Draft policy T5 takes a rigid stance on airport development and jumps to the conclusion that any changes to the use and function of the airport would cause an unacceptable increase in adverse impacts to local residents (draft implementation policy T5.2). The approach is not effective because: • It is inconsistent and incompatible with the Strategic Plan for London (the 2021 London Plan) which in Policy T8 (Aviation), whilst supporting the principle of role of airports strategic role in growth especially in Opportunity Areas (including LCY), adopts a criteria based approach to the consideration of airport development proposals. Such criteria requires there to be acceptable environmental and surface access impacts and does not preclude growth and other changes.	This policy approach has now changed to make clear that airport development could occur that does not cause unacceptable negative impacts. Please see the new wording in Policy T5.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This policy approach has now changed to make clear that airport development could occur that does not cause unacceptable negative impacts. Please see the new wording in Policy T5.	T5.2	[Draft policy T5 takes a rigid stance on airport development and jumps to the conclusion that any changes to the use and function of the airport would cause an unacceptable increase in adverse impacts to local residents (draft implementation policy T5.2). The approach is not effective because:] • The suggested prohibition on any increase in actual aircraft movements, ignores the fact that the airport's permitted number of flights is already 111,000 ATMs. This will not change as part of the current December 2022 proposals to amend CADP. The airport's master plan demonstrates how the airport's noise footprint or contour is expected to continue to reduce as the aircraft fleet continues to become cleaner and quieter. The Government's Jet Zero Strategy is also expected to accelerate such trends and it is important for development proposals at airports to be considered on a case-by-case basis in terms of their benefits when viewed against impacts. The December 2022 application clearly concludes that the proposals will not have any unmitigated negative impacts, instead it will deliver many clear and tangible benefits to Newham and its residents.				T5 Airport	Transport	Reg18-E-057/020	London City Airport	Reg18-E-057
	A wording change to "best use" has been made. Please see the new wording in Justification T5.		<i>Not consistent with National policy</i> A brief mention is made of national policy in paragraph 3.281. However, we note that the text erroneously refers to the national priority of "making better use" of existing runway capacity when in fact the Government's priority is for airports to make "best use" of their existing runways across the whole of the UK.	3.28 1			T5 Airport	Transport	Reg18-E-057/021	London City Airport	Reg18-E-057

Reg18-E-057	London City Airport	Reg18-E-057/022	Transport	T5 Airport							Furthermore, the approach taken in draft policy T5 ignores key aspects of national policy, including: • Aviation Policy Framework (2013) (APF) – The APF acknowledges the aviation sector as a major contributor to the long-term economic growth of the UK. It also recognises the role airports have in ...creating local jobs and fuelling opportunities for economic rebalancing in their wider region or area. The APF supports the growth of airports subject to a balance being struck between the benefits of aviation and the negative effects on climate change, noise and air quality. This balanced approach does not currently feature in policy T5. Paragraph 5.6 of the APF states that: In preparing their local plans, local authorities are required to have regard to policies and advice issued by the Secretary of State. This includes the Aviation Policy Framework, to the extent it is relevant to a particular local authority area, along with other relevant planning policy and guidance. As written, policy T5 appears to have no regard to the APF or any subsequent statement of Government policy on aviation, such as the Airports National Policy Statement, Beyond the Horizon, Flightpath to the Future or the Jet Zero Strategy. • Beyond the Horizon – Making best use of existing runways (2018) (MBU) – The MBU policy builds on the APF and reiterates the government’s support for the sustainable growth of airports by making the best use of existing runway capacity. It provides a clear policy statement on the respective roles of airport operators and local authorities when considering proposals for airport growth: ... any [airport] proposals should be judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations. This policy statement does not prejudice the decision of those authorities who	A change to the policy approach has been made, to make clear than some negative impacts could be mitigated. Please see the new wording in Policy T5. Both the Airport's masterplan and national aviation policy have been given due consideration in the development of this policy. By the nature of the use of the airport, changes to the size, function, operating hours and frequency of the airport activity will cause negative impacts to local residents. Where those negative impacts would be unacceptable even following mitigation, development would not be supported. The Council has to balance various objectives in the development of the policy - and it is considered that some objectives (such as the need for housing) outweigh the case for supporting changes to the airport activity.
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										will be required to give proper consideration to such applications. It instead leaves it up to local, rather than national government, to consider each case on its merits. As currently worded, policy T5 allows no latitude for the objective assessment of any proposals in line with the MBU policy which emphasises that the environmental implications need to be balanced against the economic benefits. • Flightpath to the Future (2022) (FttF) – This document is the Government’s strategic framework for the aviation sector and deals directly with the growth of airports. It states that: ...the Government remains supportive of airport expansion where it can be delivered within our environmental obligations. The Government is supportive of airports bringing forward plans by way of our existing policy frameworks for airport planning. These policy frameworks are the APF and MBU policy documents referred to above. Policy T5 does not allow airport proposals to be brought forward in line with the government policy frameworks, therefore is at odds with the FttF policy.	
Reg18-E-057	London City Airport	Reg18-E-057/023	Transport	T5 Airport						It is therefore clear that draft Policy T5 is unsound. Both the policy and supporting text must be redrafted so that it is positively prepared, justified, effective and consistent with national policy. The	Comment noted.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		supporting text and the implementation policies, in particular, require a completely revised approach. The annex sets out recommend changes to the policy and supporting text.									
	This wording change has not been made. We did not consider this change to be appropriate as we desire policy titles to be succinct.	Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES • Page/Policy: T5: Airport. P279 • Current Wording: T5: Airport • Commentary: The policy heading should reflect the subject of the policy, namely London City Airport. • Suggested Change: T5: Airport London City Airport					T5 Airport	Transport	Reg18-E-057/037	London City Airport	Reg18-E-057
	This policy approach has now changed to support local residents into airport and aviation related jobs. Please see the new wording in Policy T5.	[Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: T5: Airport. P279 • Current Wording: 1. Development at London City Airport that consolidates ancillary airport infrastructure will be supported, where this makes the most efficient use of land and creates land availability for other employment generating uses (such as industrial) that are suitable for close proximity to the airport. • Commentary: We support the principle of consolidating ancillary airport infrastructure especially where it frees up land for employment generating uses. However, we consider the types of uses could be more aspirational than industrial and could better align with Newham's employment and education aims. • Suggested Change: 1. Development at London City Airport that consolidates ancillary airport		T5.1			T5 Airport	Transport	Reg18-E-057/038	London City Airport	Reg18-E-057

Comment Response		
Comment	infrastructure will be supported, where this makes the most efficient use of land and creates land availability for other employment generating uses (such as industrial) that support job creation, including aviation related education opportunities and sustainable aviation research close to the airport. are suitable for close proximity to the airport.	
Implementation		
Justification		
Clause		
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Representor		
Representation Reference		

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The policy has been changed to make clear that airport development could occur that does not cause unacceptable negative impacts. Please see the new wording in Policy T5. Both the Airport's masterplan, national aviation policy and the London Plan have been given due consideration in the development of this policy. The Council has to balance various objectives in the development of the policy - and it is considered that some objectives (such as the need for housing) outweigh the case for supporting changes to the airport activity.			T5.2			T5 Airport	Transport	Reg18-E-057/039	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
				T5.3			T5 Airport	Transport	Reg18-E-057/040	London City Airport	Reg18-E-057
	This wording change has not been made, in light of the Council's commitments to achieve net zero by 2045, and London City Airport being a net zero carbon business by 2050. The Council supports future zero carbon technology, and does not wish to "bake in" unsustainable technology in the interim.										
				T5.4			T5 Airport	Transport	Reg18-E-057/041	London City Airport	Reg18-E-057
	This policy approach has now changed to make clear that noise, vibration, smell and air quality impacts should be mitigated - and where negative impacts would be unacceptable even following mitigation, development would not be supported. Please see the new wording in Policy T5.										

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		is reasonably necessary and justified. • Suggested Change: Delete									
		[Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: T5: Airport. P279 • Current Wording: 5. Development proposals should improve sustainable access to the airport site for both airport passengers and staff alike. This could include: a. Development that reduces the level of car parking on site. b. Development that makes improvements to public transport access to the airport. • Commentary: The objective of improving sustainable access to the airport is generally supported, however the policy cannot require a reduction in existing or consented development, specifically a reduction in the level of car parking on site. However, the airport fully supports the principle of proportionately limiting any parking proposed in future to encourage and incentivise travel by sustainable modes. • Suggested Change: Development proposals		T5.5			T5 Airport	Transport	Reg18-E-057/042	London City Airport	Reg18-E-057

Comment Response		Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
			should that improve sustainable access to the airport-site for both airport passengers and staff alike will be supported. Such improvements could include (but not limited to): a. Development that reduces does not increase the level of car parking on site beyond what has previously been consented. b. Development that reduces level of car parking per passenger relative to any increases in passenger throughput. b. Development that contributes towards makes improvements to travel by sustainable and public transport modes to and from the airport. c. Travel Plan initiatives delivered in consultation with the Council.									

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The policy has been clarified to make clear that the Council does not support dedicated freight planes using the airport, in light of the consequential rise in goods vehicle trips that would result from these flights.			T5.6			T5 Airport	Transport	Reg18-E-057/043	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This wording change has not been made. Residents have communicated to the Council in a variety of forums that they do not support increase in the number of flights (actual aircraft movements) or reduction in the extant respite period. This includes comments received to the 2022 application, Citizen Assemblies, as well as responses to the Regulation 18 Local Plan consultation.	[Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: P279 Para. 3.282 • Current Wording: 3.282 Residents have told us they do not support an increase in the number of flights (actual aircraft movements) or reduction in the extant respite period... • Commentary: It is not clear where the source of this statement can be found in the evidence base. Our recent public consultation exercises in support of our Master Plan (2019) and the CADP S73 application (2022) found that although there is some opposition to increased flights and reduction in respite periods, the responses were far more balanced, with support from businesses, airlines, passengers and indeed local residents. Feedback tended to highlight the importance of job creation, environmental mitigation including the transition to more cleaner, quieter, new generation aircraft, local transport improvements and improved community benefits • Suggested Change: Suggest either the evidence for this statement is referenced or the statement is deleted.	3.282					Transport	Reg18-E-057/044	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The policy has been changed to make clear that airport development could occur that does not cause unacceptable negative impacts. Please see the new wording in Policy T5. The Airport's masterplan has been given due consideration in the development of this policy. The Council has to balance various objectives in the development of the policy - and it is considered that some objectives (such as the need for housing) outweigh the case for supporting changes to the airport activity.	[Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: P279 Para. 283 • Current Wording: 3.283 ... The location of a major airport in a rapidly densifying part of central London is unique and careful land use management has ensured that current scale and nature of the airport, as secured in the City Airport Development Programme (CADP) Permission (13/01228/FUL) and associated conditions, is able to operate alongside this emerging context. • Commentary: This sentence gives the impression that the airport is only 'able to operate' within the current CADP limits and that any change to CADP would somehow not be possible due to proposals to densify the area. That is not the case as the airport's Master Plan clearly demonstrates how it can grow in a sustainable and responsible way while significantly contributing to Newham's future plans, including meeting it's housing targets while the airport continues to grow. • Suggested Change: Delete sentence.	3.283				T5 Airport	Transport	Reg18-E-057/045	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The policy has been changed to make clear that airport development could occur that does not cause unacceptable negative impacts. Please see the new wording in Policy T5. Both the Airport's masterplan and national aviation policy have been given due consideration in the development of this policy. By the nature of the use of the airport, changes to the size, function, operating hours and frequency of the airport activity will cause negative impacts to local residents. Where those negative impacts would be unacceptable even following mitigation, development would not be supported. The Council has to balance various objectives in the development of the policy - and it is considered that some objectives (such as the need for housing) outweigh the case for supporting changes to the airport activity.		3.28 6				T5 Airport	Transport	Reg18-E-057/046	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	attached to the CADP consent, the Council would have no reasonable justification to prevent this aircraft from operating. Freight that travels on passenger aircraft is an important economic supplement to airlines and has the ability to lower ticket prices and make new routes viable where passenger revenue alone would not. Further, air freight services could have a significant benefit to exporters or importers in Newham and could potentially generate new business opportunities. The Council does not have the power to control freight volumes on passenger aircraft within the existing airport infrastructure. Any proposal to increase freight infrastructure at the airport would be subject to a planning application which the Council would be required to assess on its merits. • Suggested Change: Delete and replace with: Given the above, any change to the current physical infrastructure and/or operating restrictions at London City Airport will be judged with careful consideration of the local impacts, taking into account the economic and environmental impacts. The Council is opposed to the introduction of noisier aircraft that do not meet the strict environmental conditions of the CADP consent but will support the airport in incentivising newer, quieter aircraft types that utilise the latest technologies.										

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	This policy approach has now changed to remove examples of uses that support or complement the airport. Please see the new wording in Implementation T5. The comment you have provided has not resulted in a change as we did not consider this change to be appropriate as we wish to promote uses that are suitable for close proximity to the airport.	T5.1 [Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: Implementation T5.1 P279 • Current Wording: Development should show how it will make the best use of the limited airport site, enabling land to be unlocked for other employment generating uses that are suitable for close proximity to the airport. This could include uses that support or complement the airport, such as laundry or catering. This should be demonstrated in a Design and Access Statement. • Commentary: The principle of unlocking land for employment generating uses is supported, however the wording should be more aspirational to meet both the airport's and Newham's employment and training objectives. • Suggested Change: Development should show how it will make the best use of the limited airport site, enabling land to be unlocked for other employment generating uses that are suitable for close proximity to the airport. This could include uses that support or complement the airport, such as laundry or catering engineering, aviation related education and training, and sustainable technologies, including zero emissions flight and research and development of such technologies. This should be demonstrated in a Design and Access Statement.					T5 Airport	Transport	Reg18-E-057/047	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The policy has been changed to make clear that airport development could occur that does not cause unacceptable negative impacts. Please see the new wording in T5. The Council has to balance various objectives in the development of the policy - and it is considered that some objectives (such as the need for housing) outweigh the case for supporting changes to the airport activity. It is considered that the use of the airport site for helicopters or drones, or development that would encourage greater use of the airport by dedicated freight planes (thereby increases the number of goods vehicle trips) would result in un-mitigatable and unacceptable impacts to existing local residents and to development proposals for new homes	T5.2	[Annex 1: LB Newham Draft Local Plan – Regulation 18 Consultation LCY SUGGESTED CHANGES TO POLICIES] • Page/Policy: Implementation T5.2 P280 • Current Wording: It is considered that the following changes in the use and function of the airport would result in an unacceptable increase in adverse impacts to existing local residents and to development proposals for new homes: • Development proposals which would increase the number of actual aircraft movements from the airport, or reduces the extant respite period. • Development that would enable the use of the airport site for helicopters or drones. • Development that would encourage greater use of the airport by freight planes and increases the number of goods vehicle trips. • Commentary: The text in this section pre-judges any future airport proposal and is at odds with national policy concerning what local authorities must consider when assessing any application for airport growth. Furthermore, the assertions in this section and the proposed restrictions on development at the airport lack any justification by reference to the evidence base. • Suggested Change: Delete paragraph and bullets.				T5 Airport	Transport	Reg18-E-057/048	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. Discussions with both Transport for London and our consultants working on our Sustainable Transport Strategy, concluded that a station is not necessary to support the levels of growth in the Royal Docks. We have therefore considered that safeguarding land for a station is not required.	T5.5					T5 Airport	Transport	Reg18-E-057/049	London City Airport	Reg18-E-057

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The policy approach has been changed, please see the new wording in Implementation T5.	T5.6					T5 Airport	Transport	Reg18-E-057/050	London City Airport	Reg18-E-057

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-059	Newham Cyclists	Reg18-E-059/009	Transport	T5 Airport						NC believe that London City Airport (LCA) should be mandated to have a Sustainable Transport and Travel Plan that focused on visitors, passengers and employees to and from the airport as well as in airport logistics services provision.	Comment noted, we note that London City Airport have a Travel Plan in place following the CADP permission. A future application at the airport site may also have a Travel Plan, depending on the scale of development.
Reg18-E-059	Newham Cyclists	Reg18-E-059/010	Transport	T5 Airport						A LCA Active Travel (i.e. walking and cycling) strategy plan should be properly integrated or connected into the local sustainable transport especially the nearby upcoming Royal Docks Corridor Active Travel infrastructure.	The policy approach has not changed, as we did not consider it necessary in light of Policy T3 which requires travel plans proportionate to the scale of development.
Reg18-E-002	Resident	Reg18-E-002/035	Transport	T5 Airport						not extend City airport. Unfortunately this does not take into account the other airport traffic, the majority of which is Heathrow	Comment noted, noting that Newham does not set national aviation policy.
Reg18-T-126	Resident	Reg18-T-126/029	Transport	T5 Airport						[Keep it]	Support noted.
Reg18-T-011	Resident	Reg18-T-011/025	Transport	T5 Airport						[Keep it] I welcome and applaud the council's position on this.	Support noted.
Reg18-T-019	Resident	Reg18-T-019/024	Transport	T5 Airport						[Add to it] To give us more	Unfortunately it was not clear what change or addition you wanted to make to this part of the Plan.
Reg18-T-072	Resident	Reg18-T-072/025	Transport	T5 Airport						[Add to it] All airport facilities should be safe and clean, easy access for everyone.	Support noted.
Reg18-T-078	Resident	Reg18-T-078/005	Transport	T5 Airport						[Keep it]	Support noted.
Reg18-T-086	Resident	Reg18-T-086/009	Transport	T5 Airport						[Change it] Less noise	Concerns regarding noise at the airport are noted. The Council maintains a stringent monitoring process to ensure that the airport complies with conditions of its planning permission.
Reg18-T-088	Resident	Reg18-T-088/026	Transport	T5 Airport						[Change it] Should be one train go from Newham to GATWICK, HEATHROW or STANSTED airport, if Mayor can do that this is big achievement, because private cabs charged too much and poor traveller have no choice to pay extra to them.	Comment noted, your desire for better transport connections between airports has been passed to Transport for London.

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-T-103	Resident	Reg18-T-103/027	Transport	T5 Airport						[Change it] Better connections to airport	Comment noted, the policy supports improved connections to/from the airport.
Reg18-T-063	Student	Reg18-T-063/014	Transport	T5 Airport						[Keep it]	Support noted.
Reg18-E-095	Transport for London	Reg18-E-095/057	Transport	T5 Airport						We support the requirement that 'Development proposals should improve sustainable access to the airport site for both airport passengers and staff alike' and that this should include reductions in car parking and improved public transport access.	Comment noted, the policy supports improved connections to/from the airport as well as reduction in the level of car parking at the airport.
Reg18-E-095	Transport for London	Reg18-E-095/058	Transport	T5 Airport					T5.5	It would be helpful for the core policy refer to active travel improvements as mentioned in T5.5.	This wording change has been made. Please see the new wording in Implementation T5.
Reg18-E-095	Transport for London	Reg18-E-095/059	Transport	T5 Airport					Planning Obligations	These requirements should be confirmed in the Planning Obligations section. [active travel improvements mentioned in T5.5]	This wording change has been made. Please see the new wording in Planning Obligations T5.
Reg18-T-059	Travels in borough daily	Reg18-T-059/007	Transport	T5 Airport						[Add to it] It's difficult to get to the airport from the east. Some time ago there was talk of a DLR extension and/or bridge from Barking. This should be explored again.	Comment noted, your desire for better transport connections towards the east (including Barking) have been passed to Transport for London.
Reg18-E-072	Barking and Dagenham Council	Reg18-E-072/015	Building a Fairer Newham	BFN4 Developer contributions and infrastructure delivery						[Lower Roding Crossing] LBBB are currently seeking funding to develop a study to help take this forward, and we are keen to collaborate with LBN as this progresses	Comment noted. The Sustainable Transport Strategy considers how transport infrastructure will support the level of growth in the borough, and what interventions are required to support this - including the Lower Roding Crossing.
Reg18-T-058	Resident	Reg18-T-058/027	Community Facilities	CF2 New and re-provided community facilities					Transport - Emailled JSc agreed	more better crossing,	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help regarding improved crossings. We have also provided them with your comments.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.		[Change it] We need [healthy food shops, cafes, restaurants, more greenery,] quality segregated cycle lanes, [more greenery etc]				HS2 Managing New and Existing Town and Local Centres	High Street	Reg18-T-002/055	Resident	Reg18-T-002

Reg18-K-047	Resident	Reg18-K-047/002	Vision and objectives	Key diagram						[key diagram] Connectivity improvements needed between North Woolwich and Silvertown/Canning Town and North Woolwich and Beckton Riverside, especially for pedestrians and cycle users - notably Factory Road and an alternative to Sir Steve Redgrave Bridge (or rather an alternative to the Bascule Bridge section on the approach to SSR Bridge which has narrow pavements and no cycle provision, with double solid white lines on the road which drivers ignore overtaking cyclists on the corner)	This change has not been made. We did not consider this change to be necessary as the Sustainable Transport Strategy considers transport improvements generally in the borough. An express bus route connecting North Woolwich, Gallions Reach, Barking and beyond will enter service in 2024. The Sustainable Transport Strategy also considers improvements to walking and cycling in the Royal Docks.
Reg18-E-072	Barking and Dagenham Council	Reg18-E-072/011	Neighbourhoods	N1 Gallions Reach						[Regarding the individual neighbourhoods set out in the draft Plan, we have particular interest in]....and N1 Gallions Reach as bordering areas with residential site allocations proposed	Comment noted.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help with this issue. Good and safe footways are important for pedestrians. We try to keep our footways, clean, clear of obstructions and safe for all our residents and visitors. Parking is not allowed on footways or footbaths, pavements or grass verges – unless specifically exempted. Our parking enforcement officers can issue a Penalty Charge Notice (PCN) to vehicles parked in contravention or parked dangerously. You can report a problem vehicle on our website here. https://www.newham.gov.uk/parking-permits/parking-enforcement-fines We have provided the parking enforcement team with your comments						N5 Canning Town and Custom House	Neighbourhoods	Reg18-Ac-001/012	Canning Town and Custom House Assembly	Reg18-Ac-001

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-Ac-001	Canning Town and Custom House Assembly	Reg18-Ac-001/140	Neighbourhoods	N5 Canning Town and Custom House						[Add] Tower Hamlets offer transferable parking permits	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Parking department are able to help. We have also provided them with your comments.
Reg18-E-099	Beckton Alp Real Estate Ltd	Reg18-E-099/001	General	N11 Beckton	New Site					Iceni Projects Limited ('Iceni') has been appointed by Beckton Alp Real Estate Ltd ('BAREL') to submit representations and comment on the current London Borough of Newham ('LBN') Regulation 18 Draft Local Plan for Consultation (December 2022).	Comment noted.
Reg18-Ag-001	Green Street Assembly	Reg18-Ag-001/047	Neighbourhoods	N12 East Ham South						[Change] Parking restriction should change to 9 to 5 pm	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the parking department are able to help. We have also provided them with your comments.
Reg18-E-072	Barking and Dagenham Council	Reg18-E-072/010	Neighbourhoods	N13 East Ham						Regarding the individual neighbourhoods set out in the draft Plan, we have particular interest in N13 East Ham...as bordering areas with residential site allocations proposed	Comment noted.
Reg18-E-070	Aston Mansfield	Reg18-E-070/102	Transport							10. TRANSPORT a. Please share any feedback you have with us. No comment.	Comment noted.
Reg18-E-072	Barking and Dagenham Council	Reg18-E-072/005	Transport							Sustainable Travel and Connectivity On transport and connectivity, we would like to continue to work with you as the draft Newham Local Plan progresses to ensure appropriate transport	Support noted.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		infrastructure and connectivity between the London Borough of Newham and the London Borough of Barking and Dagenham.									
	Comment noted.	[We would also find it helpful to have more detail/evidence on] This is also the case for how the new developments may impact the A13						Transport	Reg18-E-072/009	Barking and Dagenham Council	Reg18-E-072
	Comment noted. The Sustainable Transport Strategy considers how transport infrastructure will support the level of growth in the borough, and what interventions are required to support this.	It would be helpful to know if LBN's assessments have indicated any strains on transport infrastructure that may impact our Borough, and particularly key connecting junctions such as the A406 roundabout which already currently faces queues and delays. We would welcome further discussions with you to find a solution that would improve smooth transit between the two boroughs. On Gallions Reach more specifically, we continue to support the proposed additional connection between the two boroughs in the form of a bridge over the River Roding. LBBD are currently seeking funding to develop a study to help take this forward, and we are keen to collaborate with LBN as this progresses.						Transport	Reg18-E-072/012	Barking and Dagenham Council	Reg18-E-072
	Comment noted.	We note the challenge of ensuring both good placemaking and smooth transit through the area in relation to the placement of the bridge and the Beckton Sewage Treatment Works						Transport	Reg18-E-072/016	Barking and Dagenham Council	Reg18-E-072
	Comment noted. The Sustainable Transport Strategy considered the use of towpaths and waterways during its development.	We note a Sustainable Transport Study is underway, which we hope will also include the towpath and the waterway as sustainable transport corridors (including for waterborne freight, as referenced in the LLDC Local Plan Policy T.10: Using the waterways for transport", above).						Transport	Reg18-E-143/005	Canal and River Trust	Reg18-E-143

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
									Reg18-E-143/016	Canal and River Trust	Reg18-E-143
	This wording change has not been made. We did not consider this change to be appropriate as we wish to word the policy specifically without copying the LLDC plan. However, the policy has changed as to support the use of waterways throughout the transport policies.	Page 269 - Transport As referred to above, LLDC Local Plan Policy T.10 could be repeated in the Newham Local Plan: Using the waterways for transport The Legacy Corporation will encourage and support the use of the waterways for passenger and freight transport and leisure uses, taking into account any impact on biodiversity and drainage functions. Where appropriate, the Legacy Corporation will require development proposals to provide new or improved access to the waterways, and improvements to towpaths and footpaths, and facilitate the introduction of moorings and other waterway-related infrastructure where these do not compromise the other functions of those waterways. Cross-reference to policies: BN.1; BN.2 London Plan policies: 7.25; 7.26.						Transport			
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.	General comment regarding road closures: Could Newham Council set up occasional car free days, to encourage a different way of thinking about car usage. (Ethiopia has held car free Sundays for a number of years. After initial resistance these then became popular, leading to calls for once a week in the capital! They are now held in other African countries.)						Transport	Reg18-E-133/184	Climate You Change	Reg18-E-133
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.	[car free day] As with Ethiopia it could be made a social, community experience, benefitting mental health, with outdoor exercise activities (weather permitting!), encouraging increased walking, jogging and cycling, alongside a program of community engagement, designed to change attitudes to car driving						Transport	Reg18-E-133/185	Climate You Change	Reg18-E-133

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-133	Climate You Change	Reg18-E-133/186	Transport							There would however be many other benefits to residents. Activities such as speed walking with pushchairs could help engage a number of different people from our communities and help different people find something for them.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.
Reg18-E-133	Climate You Change	Reg18-E-133/187	Transport							Residents could be encouraged to have activities and stands, to help create a bigger buzz around the initiative. Residents providing and sharing food, drink, music, plus games for children could all help with community engagement. Car free days could complement an increase in Safer Streets Play Schemes.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.
Reg18-E-133	Climate You Change	Reg18-E-133/188	Transport							These activities could help residents with the cost of living whilst being sustainable...jumble sales, clothes swaps, cycle repair, teaching repair of other items/clothes. This could work in tandem with community summer jumble trails. Community groups and those with relevant skills could be asked to give demos on preparing and using waste, plus plant-based food.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.
Reg18-E-133	Climate You Change	Reg18-E-133/189	General							One great activity to work on changing attitudes to driving and to help bring communities together could be to hold a summer street parade across the borough.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.
Reg18-E-040	CPRE	Reg18-E-040/031	Transport							ROADS – unnecessary large and complex road layouts are taking up very large amounts of space: a policy should be introduced to reduce road space and reallocate it to more sustainable uses	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses.

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-040	CPRE	Reg18-E-040/042	Transport							Kerbside space in Newham is likely to take up over 200 football pitches worth of space – mostly public space – and, as such, a policy should be included in the Local Plan addressing how it is used.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments.
Reg18-E-040	CPRE	Reg18-E-040/043	Transport							A Kerbside Space policy should be introduced.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments.
Reg18-E-040	CPRE	Reg18-E-040/044	Transport							A huge amount of land is currently deployed as kerbside space – used mainly for parking private cars.	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses.
Reg18-E-040	CPRE	Reg18-E-040/045	Transport							Given the London Mayor's Transport Strategy needs to underpin the Newham Local Plan, a policy should be included which recognised the importance of reallocating this space for sustainable uses which support both active travel and environment goals.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments.
Reg18-E-040	CPRE	Reg18-E-040/046	Transport				T2.			[Kerbside Strategy - use kerbside space for] bus and cycle lanes	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments. The Sustainable Transport Strategy considers how bus and cycle lanes can be delivered in the borough.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
									Reg18-E-040/048	CPRE	Reg18-E-040
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments. The Sustainable Transport Strategy considers how car clubs can be rolled out across the borough.							Transport			
									Reg18-E-040/049	CPRE	Reg18-E-040
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments. The Sustainable Transport Strategy considers how delivery and servicing can be improved across the borough, including with delivery hubs.							Transport			
									Reg18-E-040/054	CPRE	Reg18-E-040
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments. The Sustainable Transport Strategy considers how delivery and servicing can be improved across the borough, including with delivery hubs - and how car clubs can be rolled out across the borough.							Transport			

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in Highways and Parking department control the public highway. We have also provided them with your comments.	Specifically, a policy should be included for reallocation of a minimum of 25% of Newham’s kerbside, referencing environmental and social goals and establishing an appropriate target for reinstating kerbside as a public space						Transport	Reg18-E-040/055	CPRE	Reg18-E-040
	Comment noted. The Sustainable Transport Strategy considers how road space could be reallocated for better uses (including for greenery).	[Housing estates, infill development and reconfiguring car-parking parking provision on estates] ;and that ‘grey space’ (parking / roads) on estates will be rationalised into specific locations allowing more to be converted to green space.						Transport	Reg18-E-040/082	CPRE	Reg18-E-040
	This wording change has been made. Please see the new wording in Policy T1 Strategic Transport that supports the safeguarding of strategic rail heads.	The Policies Map is meant to show the spatial incidence of policies. It should be capable of being used by potential developers and by development managers in consideration of applications to try to ascertain the effect of the plan on a particular piece of land. If a spatially applicable policy or proposal is not shown on the Policies Map then its effectiveness and hence, the effectiveness of the plan, is likely to be compromised. As the Policies Map currently stands it would fail to provide any understanding of the location and full policy protection (SIL, Waste Site and Safeguarded Rail Freight Site) which should be afforded to the Bow East Goods Yard Site.						Transport	Reg18-E-065/012	DB Cargo (UK) Ltd	Reg18-E-065
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the parking department are able to help. We have also provided them with your comments.	[Add] Parking zones are limiting (2h a month to park outside of my zone is not enough) [East Ham]						General	Reg18-Ae-001/073	East Ham Assembly	Reg18-Ae-001

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-097	Lee Valley Regional Park Authority	Reg18-E-097/036	Transport							Given the transition of planning powers from the LLDC back to Newham Council it will be important to ensure policy in the Local Plan assists in the safeguarding routes for spectator access as designated safe pedestrian routes, between these public transport hubs and major venues or event spaces such as the Lee Valley VeloPark. As previously stated major development and the associated closure of roads during construction can disrupt key pedestrian routes (such as the Last Mile from Stratford through to the VeloPark).	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested, as we do not control the public highway. Our colleagues in the Sustainable Transport and Highways department are able to help regarding this. We have also provided them with your comments.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/065	Transport				T3.1			More zip cars	Comment noted. The Local Plan supports greater provision of car clubs across the borough.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/078	Transport							It you want to encourage cycling make the bikes have working lights. Bikes without lights going against the traffic on one way roads are deaths waiting to happen	Comment noted. The Sustainable Transport Strategy and the Local Plan both support improvements to cycling in Newham.
Reg18-D-001	Local Plan Drop-In	Reg18-D-001/081	Transport							Transport - environmental impacts of transport	Unfortunately, it was not clear what change you wanted to make to this part of the Plan. The Transport policies aim to improve the quality of the environment through increased walking and cycling, use of public transport and a reduction in car dominance.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The detection, prevention and investigation of criminal offences (such as speeding) is within the remit of the Metropolitan Police Service. The Council is committed to reducing road danger and the number of people killed or seriously injured on our streets. We also want people to feel more comfortable walking and cycling on Newham's streets. Newham Council is planning to introduce a 20mph speed limit on most streets across the borough. Lower speed limits can help to reduce the number of traffic collisions, reduce the likelihood of serious injuries in collisions, especially for pedestrians, reduce noise and pollution from motor traffic, and encourage people to walk and cycle more. Physical measures or traffic calming measures such as road humps or speed cushions will be considered for streets or areas where speeding is occurring frequently. Before implementing any physical measures, informal consultations with residents and businesses as well as statutory consultations will be carried out. We have provided the highways team with your comments.	Transport - car speeding issue						Transport	Reg18-D-001/082	Local Plan Drop-In	Reg18-D-001

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		Improved cycling routes						Transport	Reg18-D-001/085	Local Plan Drop-In	Reg18-D-001
	The Sustainable Transport Strategy outlines how new, high quality cycle routes will be delivered across the borough. The Local Plan will support this through new development.							Transport	Reg18-D-001/088	Local Plan Drop-In	Reg18-D-001
	Comment noted.	From these post it grievances I think the residents could do with a session telling us how you plan to deal with these and not just about future building plans						Transport	Reg18-D-001/089	Local Plan Drop-In	Reg18-D-001
	Unfortunately, it was not clear what change you wanted to make to this part of the Plan.	Temporary car parks						Transport	Reg18-D-001/112	Local Plan Drop-In	Reg18-D-001
	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help regarding improved crossings. We have also provided them with your comments.	Mini roundabout - impossible to cross the road						Transport			
	Support noted.	Transport T1 - T5 As mentioned in our response to the Issues and Options consultation, Waltham Forest are in agreement with the approach taken by Newham to address the topic of Transport in the Draft Newham Local Plan and support the policy approach taken. The London Borough of Waltham Forest are committed to supporting Newham wherever possible on cross-boundary transport matters and schemes that help both councils realise their policy objectives and transport aspirations of promoting and improving access to sustainable and active modes of transport; especially encouraging walking and cycling and reducing motor vehicle dependency.						Transport	Reg18-E-134/018	London Borough of Waltham Forest	Reg18-E-134

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		T1.1 and T5.7						Transport	Reg18-E-057/035	London City Airport	Reg18-E-057
Comment noted, we await further information regarding the PSZ.	Other matters The airport welcomes the acknowledgement in the draft Local Plan of airport safeguarding and the recognition that there is a need to consult the airport on such matters. The airport would welcome further discussions in respect of policies T1.1 and T5.7 and the proposals map which relate to the airport's Public Safety Zone (PSZ). The PSZ is currently being revised and this will need to be reflected in the final version of the proposals map which currently shows the 2010 PSZ.										
Comment noted.	National Highways was appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.							Transport	Reg18-E-016/001	National Highways	Reg18-E-016
Comment noted.	In relation to Newham, the closest section of our network comprises the M11 J4, that sits within Redbridge, followed by the point of our ownership of the A13 at Wennington that leads to the M25 at J30. Based on our long term responsibility for the operation of our network we provide the following comments.							Transport	Reg18-E-016/002	National Highways	Reg18-E-016

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
									Reg18-E-016	National Highways	Reg18-E-016/004
	Comment noted.	National Highways will work with local planning authorities and developers to support the preparation of sound documents which enable the delivery of sustainable development. When consulted we will review and provide comments on planning applications that have the potential to affect any part of our network.						Transport			
	Comment noted.	We note there is limited information available relevant to National Highways at this stage. Section T2.3 states “[...]. Depending on the size, scale and nature of development, this may include submission of air quality impact assessments, Transport Assessment and Travel Plans”.						Transport	Reg18-E-016/005	National Highways	Reg18-E-016
	Comment noted.	Any proposed development should prioritise active, efficient, and sustainable transport choices						Transport	Reg18-E-016/006	National Highways	Reg18-E-016
	Comment noted.	For National Highways, it is measures such as public transport enhancements i.e. bus, underground, rail or improved integration of these services that would realistically affect the number of vehicle trips that would otherwise travel on our network						Transport	Reg18-E-016/008	National Highways	Reg18-E-016
	Comment noted.	However, we recognise the continuing need for journeys on the national strategic highway network for both commercial and private purposes. It is for this reason that we encourage production of a cumulative impact assessment for local plans that considers impacts on the strategic as well as local network.						Transport	Reg18-E-016/009	National Highways	Reg18-E-016

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-E-016	National Highways	Reg18-E-016/014	Transport							We have undertaken a review of the Newham Draft Local Plan (Regulation 18) which helps identify and maximise the development potential of the area and we look forward to continuing to participate in discussion and consultations as the Plan, and evidence to support it, are developed. It should be ensured that any forthcoming development that may have the potential to impact upon our network is accompanied by a robust transport assessment or similar, to identify what traffic impacts the development site(s) would have on our network, and mitigation measures put forward to accommodate this.	Comment noted.
Reg18-E-144	Natural England	Reg18-E-144/033	Transport							[4. Other Advice Wider environmental gains] Improving access and links to existing greenspace, identifying improvements to the existing public right of way network or extending the network to create missing footpath or cycleway links.	Comment noted. The Local Plan Policy T2 supports the delivery of new strategic walking routes identified in the Sustainable Transport Strategy, including the Thames Path, Leaway and River Roding Way. Other evidence base such as the Green and Water Spaces Strategy consider missing links and improving access to greenspace.
Reg18-E-089	Newham New Deal Partnership	Reg18-E-089/002a	Neighbourhoods							1.Newham NDP is disappointed, given high rates of disability in Newham and a growing older population over the plan period, that there are no figures or ratio guidance for the provision of blue badges [or public toilets] in the plan, or an identifiable process for targets for these to be included in each of the local neighbourhoods.	Comment noted. Provision of individual blue badges is determined by Government, not through the Local Plan. The Local Plan therefore does not set a target for blue badges, noting that the new development will follow London Plan guidance for blue badge parking provision.
Reg18-Ap-001	Plaistow Assembly	Reg18-Ap-001/117	Transport							[Add] Improvement on travelling in borough	Comment noted. The Sustainable Transport Strategy outlines how improvements to transport will be delivered across the borough. The Local Plan will support this through new development.
Reg18-E-027	Resident	Reg18-E-027/032	Transport							I strongly support the draft transport policy and its objectives. I strongly agree that we must reduce	Support noted.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		car use, and increase walking and cycling, and also public transport for longer journeys.									
	The Local Plan aims to maximise opportunities for urban greening including street trees, as per Policy GWS4. However, it cannot deliver the change you requested. Our colleagues in the Highways department are able to help, as replacing parking spaces with planting or street trees would be a highways matter. We have provided them with your comments.	4. Finally I saw in the Manor Park section on the local plan a comment made by R. Stewart that she'd struggled to get some trees planted that she was given grants for in the Community Assembly. I believe this is caused but the difficulty of finding suitable spots on pavements (I've had similar issues). Might I suggest that a tree / flower border can be positioned on the road instead replacing the area of one parked car. I believe this approach to tree planting is already happening in other boroughs.						Transport	Reg18-E-066/005	Resident	Reg18-E-066
	Comment noted. New development will have standards for accessible parking (blue badge spaces) separate from other parking requirements, with disabled people or people with mobility impairments able to use them.	The documents says all new housing will be car-free. But what about disabled parking? Not all disabled people can use mobility scooters, or access public transport – are they to remain locked in their homes? This omission needs addressing.						Transport	Reg18-E-087/013	Resident	Reg18-E-087

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The detection, prevention and investigation of criminal offences (such as speeding) is within the remit of the Metropolitan Police Service. The Council is committed to reducing road danger and the number of people killed or seriously injured on our streets. We also want people to feel more comfortable walking and cycling on Newham's streets. Newham Council is planning to introduce a 20mph speed limit on most streets across the borough. Lower speed limits can help to reduce the number of traffic collisions, reduce the likelihood of serious injuries in collisions, especially for pedestrians, reduce noise and pollution from motor traffic, and encourage people to walk and cycle more. Physical measures or traffic calming measures such as road humps or speed cushions will be considered for streets or areas where speeding is occurring frequently. Before implementing any physical measures, informal consultations with residents and businesses as well as statutory consultations will be carried out. We have provided the highways team with your comments.							Transport	Reg18-E-085/001	Resident	Reg18-E-085

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
									Reg18-E-098/049	Resident	Reg18-E-098
	The Local Plan addresses this topic through the transport policies However it cannot deliver the change you have requested. Our colleagues in Private Sector Housing department are able to help. We have also provided them with your comments.	There should be a creative use of the Landlord Licencing Scheme, including better enforcement, to support Plan policies and in particular around improved internal and external standards of design, appearance, community safety, energy efficiency, amenity, front garden appearance and rubbish disposal arrangements.						General			
	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. Consideration of an LTN in the borough involves extensive data collection and consideration of feedback from local residents and businesses. The Council also consults with statutory stakeholders (London Ambulance Service, Met Police, London Fire Brigade and others). If the Council decides to proceed with an experimental scheme, we install temporary modal filters. During this stage, we gather traffic and air quality data to measure the impact of the low traffic neighbourhood. We also collect feedback to help us decide whether or not to make the scheme permanent. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.	There should be proper consultation on environmental matters as set out in the 2022 Manifesto--not the sham process now taking place around LTNs						General	Reg18-E-098/062	Resident	Reg18-E-098

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
			3.25 0					Transport	Reg18-E-104/024	Resident	Reg18-E-104
	Paragraph 3.250 should be re written to have an appropriate linkage to the need to reduce inactivity and sedentary lifestyles, noting that the Council's statutory health scrutiny functions made the following 2022 recommendation: "The Executive to create a programme of work which is led by Public Health to drive across the council the need to embed and entrench the addressing of health inequalities in all services, such as planning, housing, highways and environment teams."										
								Transport	Reg18-E-104/025	Resident	Reg18-E-104
	Reference to tackling obesity is insufficient. Tackling obesity is a worthy aspect of public policy, but is not the same as ensuring the planning system does not embed the sedentary and inactivity timebomb in public health.										

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The Local Plan addresses the topic of safety and security through a range of policies, such as requiring developments to have proactively design in safety and security measures (see Policies D1, D2, D6, GWS1), and have Secure by Design accreditation (Policy D1). Planning obligations will also be sought to support physical policing infrastructure (Policy D2) and to build capacity in local partnerships addressing high streets safety coordination (Policy HS5). The Metropolitan Police Service (run by the GLA), is also a consultee for the Local Plan and as part of decisions on major planning applications, and have dedicated designing-out-crime officers who are trained to conduct environmental visual audits to identify methods of making a place less attractive for criminal behaviour. Please also see responses we have provided to their comments on the draft Local Plan. However The Local Plan cannot deliver the change you have requested. These offences are investigated by the Police. However, Community Safety do work in partnership with the Police and other Council departments to tackle and reduce crime and ASB in the hotspot locations around the Borough. Whilst the Council are unable to task Police officers, we can through our partnership work request and recommend patrols in a particular location, should there be justifiable grounds. We have also provided the Community Safety Enforcement department with your comments.								Reg18-E-139/028	Resident	Reg18-E-139

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-K-003	Resident	Reg18-K-003/018	Transport			3.249				The roundabout by the North Circular and Barking Road is very dangerous, and hard to cross with small children. I would like to do my supermarket shop in Barking - it's a 15 minute walk for me, but it's not safe.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help. We have also provided them with your comments.
Reg18-T-012	Resident	Reg18-T-012/011	Introduction							[Please provide any comments and feedback on the *Introduction*.] Why Newham Council does not inform its residents that the lithium-ion battery-powered vehicles (used in e-cars) have a total "carbon footprint" worse than diesel autos when the effects of mining lithium and producing all parts are included?	Comment noted. Evidence shows that this is not the case - Electric vehicles typically have a smaller carbon footprint than cars powered by petrol or diesel cars, even when accounting for the electricity used for charging.
Reg18-T-022	Resident	Reg18-T-022/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] I do not see how taking longer routes to avoid going through traffic gateways on the main streets will help to fight climate change emergency by spending more time on the road burning more fuel to reach out my work place and come back home.	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. All properties remain accessible by car. Residents may have to take a slightly different route to get from the main road to their property. Pedestrians, cyclists and wheelchair users can go through modal filters unrestricted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.

Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-T-034	Resident	Reg18-T-034/005	Introduction							[Please provide any comments and feedback on the *Introduction*.] Future road developments should be appropriately balanced to promote cycle and pedestrian use.	Comment noted. The Sustainable Transport Strategy sets out how reduction in car dependency and modal shift to walking/cycling/public transport can be achieved, and the Local Plan transport policies support the Council's effort to achieve this.
Reg18-T-058	Resident	Reg18-T-058/006	Introduction							[Please provide any comments and feedback on the *Introduction*.] more better crossing to cross the road.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help regarding improved crossings. We have also provided them with your comments.
Reg18-T-058	Resident	Reg18-T-058/012	All about Newham							[Please provide any comments and feedback on *Section 1: All about Newham*.] more better crossing.	The Local Plan addresses this topic through the transport policies. However, it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help regarding improved crossings. We have also provided them with your comments.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. All properties remain accessible by car. Residents may have to take a slightly different route to get from the main road to their property. Pedestrians, cyclists and wheelchair users can go through modal filters unrestricted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.								Reg18-T-101/001	Resident	Reg18-T-101

Comment Response	
Comment	either due to their inability to fill in this complex online form or their language barrier, recognizing the diverse community such as How can we work together on this to ensure that our objections to these proposals are taken seriously and that a large section of the community and their views are not ignored on the basis they missed the memo. The consequences of these plan will prey heavily on our daily lives, where compounded by the crises of Energy prices, Fuel prices, Cost of Living & Bank of England base rate rises impacting mortgages/housing costs. People need to be able to move freely to go to jobs, work extra hours, work their businesses more than ever to ensure they stay on top of the times we live in, not spend more time in congestion, traffic trying to get in and out of the area they live in and call home.
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Representation Reference	Representor	Comment Reference	Chapter	Policy	Site allocation	Introduction	Clause	Justification	Implementation	Comment	Comment Response
Reg18-T-116	Resident	Reg18-T-116/021	Transport							[Please share any feedback you have with us.] Lastly, a walking tunnel to go Greenwich park would be a good idea to get there easier faster and cheaper but I did not read anything relevant I think.	This wording change has not been made. We did not consider this change to be necessary as connections to Greenwich Park from Newham are best served by the DLR.
Reg18-T-119	Resident	Reg18-T-119/001	Introduction							[Please provide any comments and feedback on the *Introduction*.] This plan doesn't help people who have a car and need to get somewhere, safely, in minimal time or those who cannot walk and need to use transport. With the cost of living and petrol, you're making people who live on the corner near balmoral road go all the way down woodgrange road, which is already heavily congested to get to their homes.	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. All properties remain accessible by car. Residents may have to take a slightly different route to get from the main road to their property. Pedestrians, cyclists and wheelchair users can go through modal filters unrestricted. More information about Low Traffic Neighbourhoods in Newham is available on the Newham LTN web page: https://www.newham.gov.uk/transport-streets/low-traffic-neighbourhood We have provided the highways team with your comments.
Reg18-T-119	Resident	Reg18-T-119/002	Introduction							[Please provide any comments and feedback on the *Introduction*.] You can encourage walking by offering more walking activities for residents rather than taking something away from existing residents	Comment noted. The Local Plan and the Sustainable Transport Strategy both work to improve existing walking routes, and provide new walking connections and routes.
Reg18-E-017	Rt Hon Sir Stephen Timms MP	Reg18-E-017/001	Transport							I welcome the commitment to improved provision for cycling.	Support noted.

Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
	Comment noted. The Sustainable Transport Strategy will contain modelling and recommendations for transport improvements in the borough, having undergone a period of a public consultation in early 2024.	F) Sustainable Transport Strategy This representation is written in the absence of the Sustainable Transport Strategy. The Sustainable Transport Strategy is a joint piece of work between the Planning Policy and Highways and Sustainable Transport service and currently underway. This work also includes a Cycling Strategy, Walking Strategy, Cycle Hire Strategy and Electric Vehicle Charging Point Strategy. The representations on the Local Plan Transport Chapter and Sustainable Transport Strategy Baseline Strategy are provisional pending a review of the final Transport Strategy document. The SHL are concerned of the multiple references to Sustainable Transport Strategy throughout the chapter as the document is not yet reviewed and published. The consultation period for consideration of the Local Plan should be extended to ensure that both the policy and the detail within the Transport Strategy can be assessed together. i - Newham Local Plan Review – Transport Chapter General The chapter references the Sustainable Transport Strategy in multiple places in the Draft Local Plan. Examples of mentions include: • Applicants should demonstrate consideration of local cycle hire, following the recommendations in the Sustainable Transport Strategy. (Policy T2.2) • The Council's Car Club Strategy and the Sustainable Transport Strategy outlines the						Transport	Reg18-E-069/038	Silvertown Homes Ltd	Reg18-E-069

Comment Response		preferred approach towards car clubs, and the level of support required. (Policy T3.1) • The Sustainable Transport Strategy outlines that a minimum of five per cent of cycle parking should be dedicated to larger non-standard cycle parking. (Policy T3.3)
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Comment Response	Comment	Implementation	Justification	Clause	Introduction	Site allocation	Policy	Chapter	Comment Reference	Representor	Representation Reference
		ii - Sustainable Transport Strategy: Baseline Assessment General The assessment collected evidence for a baseline assessment, which serves as a good base for community engagements that are currently being conducted. However, it is noted that it has not made any projections or undertaken any modelling for future scenarios. This would be a crucial piece of evidence and a strong justification for actions to be taken and policies to be designed for.						Transport	Reg18-E-069/045	Silvertown Homes Ltd	Reg18-E-069
	Support noted.	The Berkeley Group agrees that high quality, sustainable transport is key to delivering many of Newham's objectives and wishes to support Newham where they can in ensuring all of their development sites deliver and encourage methods of high quality, sustainable transport.						Transport	Reg18-E-136/158	St William Homes LLP and Berkeley South East London Limited	Reg18-E-136

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	The Local Plan addresses this topic through the transport policies, however it cannot deliver the change you have requested. Our colleagues in the Highways department are able to help with this issue. Good and safe footways are important for pedestrians. We try to keep our footways, clean, clear of obstructions and safe for all our residents and visitors. Parking is not allowed on footways or footpaths, pavements or grass verges – unless specifically exempted. Our parking enforcement officers can issue a Penalty Charge Notice (PCN) to vehicles parked in contravention or parked dangerously. You can report a problem vehicle on our website here. https://www.newham.gov.uk/parking-permits/parking-enforcement-fines We have provided the parking enforcement team with your comments								Reg18-As-001/139	Stratford and West Ham Assembly	Reg18-As-001
	Comment noted. The Sustainable Transport Strategy sets out how reduction in car dependency and modal shift to walking/cycling/public transport can be achieved, and the Local Plan transport policies support the Council's effort to achieve this.								Reg18-T-063/003	Student	Reg18-T-063

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									Reg18-E-095/002	Transport for London	Reg18-E-095
	Comment noted.										
									Reg18-E-095/003	Transport for London	Reg18-E-095
	Support noted.										
									Reg18-E-095/004	Transport for London	Reg18-E-095
	Support noted.										