

## Section 7 – Securing the transport infrastructure to support growth

Change Reference Number		Type of change	Proposed change
C184	Objective 4	Minor	<p><b>Objective 4: Secure the infrastructure required to support growth and convergence</b></p> <p>This will mean:</p> <ul style="list-style-type: none"> <li>• Working with partners to secure the infrastructure identified within the Local Plan and Infrastructure Delivery Plan</li> <li>• Reviewing regularly infrastructure need to ensure the identified requirements remain up to date</li> <li>• Use Section 106 Agreements, <u>in line with the Planning Obligations SPD</u>, and the Community Infrastructure Levy to contribute towards infrastructure delivery</li> <li>• Managing the effects of new development</li> <li>• Improving local connectivity, including delivery of new bridges and routes to maximise walking and cycling.</li> </ul>
C185	SP.4: Planning for and securing transport and utility infrastructure to support growth and convergence	Minor	<p><b>Strategic Policy SP.4: Planning for and securing transport and utility infrastructure to support growth and convergence</b></p> <p>The Legacy Corporation will work with its partners to promote and deliver the infrastructure necessary to support the growth and development identified within this Local Plan and its Infrastructure Delivery Plan.</p> <p>In particular, the Legacy Corporation will support the provision of the following <del>types of infrastructure</del> <u>areas of transport infrastructure</u>:</p> <ol style="list-style-type: none"> <li><del>1. The expansion of electronic communication networks, including telecommunications and high-speed broadband</del></li> </ol>

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			<p>1. Public transport infrastructure and services that will help to deliver the growth objectives set out within this Local Plan, including those that will improve international, national, regional and local connectivity – <u>this will include prioritising work to improve capacity and access to Stratford Station</u></p> <p>The Legacy Corporation will safeguard land for the provision of the following infrastructure:</p> <p>2. DLR double racking between Bow and Stratford</p> <p><del>3. Crossrail 1</del></p> <p>3. Crossrail 2 (existing safeguarded corridor and any updated route)</p> <p>The Legacy Corporation will require the retention of:</p> <p><del>4. Existing waste management facilities (subject to the provisions of Policy IN.2)</del></p> <p>4. Existing public transport infrastructure.</p> <p>The Legacy Corporation will use its Community Infrastructure Levy funding to help deliver the infrastructure on the CIL Infrastructure list. Where appropriate and lawful, infrastructure or contributions towards its delivery will also be secured through the use of Planning Obligations.</p>
C186	Paragraph 7.1	Minor	<p>Paragraph 7.1 Infrastructure is a broad term and can range from energy infrastructure, roads and bridges, transport and communications networks to health facilities, libraries, community centres</p>

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			and schools. New community infrastructure and schools are dealt with in policies in the 'Providing housing and neighbourhoods' section <u>and utilities and communications networks in the 'Creating a sustainable place to live and work' section</u> of this Local Plan. <u>The IDP process and Infrastructure Liaison Group referred to below, the forums and consultation processes with the four boroughs and the Project Proposals Group (PPG) will also be used to ensure they come forward alongside development.</u> The same applied to new and improved open space and projects such as the Lea River Park and Leaway, which are covered by policies BN.78 and T.10.
	Paragraph 7.2	No change	Remains as Paragraph 7.2
	Paragraph 7.3	No change	Remains as Paragraph 7.3
C187	Paragraph 7.4	Minor	Paragraph 7.4 The Legacy Corporation is committed to working alongside <u>the four boroughs</u> to bring forward the infrastructure set out in the IDP, <del>and an Infrastructure Liaison Group has been established by the Legacy Corporation and the Boroughs which meets on a quarterly basis to do this.</del> In its role as landowner, the Legacy Corporation is also bringing forward infrastructure, such as the new schools that will be provided as part of the Legacy Communities Scheme Section 106 Agreement. The existing cooperative arrangements working arrangements between the Legacy Corporation and infrastructure providers, including the Growth Boroughs, will be used to ensure the long term security of infrastructure within the Legacy Corporation area. The development management process will be used to secure new infrastructure through planning obligations and the Community Infrastructure Levy (CIL). A Planning Obligations SPD <del>will</del> provides advice on how it will use Section 106 Agreements alongside CIL and the Local Plan to secure its planning policy objectives. The 'Delivery and

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			implementation' section of this Local Plan provides more information on how CIL and Section 106 Agreements will be used to help implement the Plan.
See change Ref. No C211-C213	IN.1: Telecommunications infrastructure and impact of development on broadcast and telecommunications services	Policy moved	<b>Becomes Policy S.6: Increasing digital connectivity, safeguarding existing communications provision and enabling future infrastructure</b>  Policy Moved to Chapter 8 – creating a sustainable place to live and work
See change Ref. No C211-C213	Paragraphs 7.5 and 7.6	paragraphs moved	Supporting Paragraphs moved to Section 8 See change Ref. No C211-C213
See change Ref. No C214-C218	IN.2: Planning for waste	Policy moved	<b>Becomes Policy S.6: Planning for waste</b>  Moved to Chapter 8 – creating a sustainable place to live and work
See change Ref. No C214-C218	Paragraphs 7.7, 7.8, 7.9, 7.10 and 7.6		Supporting Paragraphs moved to Section 8, See change Ref. No C214-C218
C188	Paragraph 7.12	Deletion	<del>TRANSPORT AND CONNECTIVITY The substantial development that has come forward in the Legacy Corporation area over the past few years means that the area has been well studied and analysed. The strengths, weaknesses, opportunities and threats in transport and connectivity terms which have been identified through these studies are summarised below. STRENGTHS The Legacy Corporation area is fantastically well connected. Stratford is one of the best connected places in London, with the following services: a) Regional and local rail services b) Overground services c) Underground services d) DLR services e) A hub for bus services f) High Speed 1 services connect to St. Pancras in six minutes g) Crossrail, when operational in 2019, will enable travel from Stratford to central London in about ten minutes h) Strategic roads, including the A12, Stratford High Street</del>

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			<p>and Leyton Road. Substantial recent investment means that the area has relatively efficient, well designed stations e.g. Stratford Station improvements for Stratford City and the 2012 Games, High Speed 1 stops at Stratford. Jubilee Line capacity enhancements have been completed. Overground enhancements have been implemented and provide a good service to Stratford.</p> <p><b>WEAKNESSES</b></p> <p>There is crowding and congestion on parts of the area's public transport and highway networks, such as on the A12 and on Underground links into central London. Roads, rivers and railway lines cut through the area and are barriers to movement across the area, particularly for pedestrians and cyclists. Some parts of the Legacy Corporation area are less well served by public transport, such as parts of Hackney Wick, Sugar House Lane and Fish Island. Although Stratford is fantastically well connected, rail links to the north-west of the Legacy Corporation area are currently poor. This means residents of those areas have less convenient access to the jobs available in Stratford.</p> <p><b>OPPORTUNITIES</b></p> <p>Stopping international trains at Stratford International and any benefits to Stratford from new proposals to link High Speed 1 to High Speed 2 would help cement the ongoing regeneration of the Stratford area, by increasing its profile nationally and internationally, providing fast and convenient travel opportunities for businesses locating in and around Stratford and providing improved strategic transport links for people working and living in the area. Planning is well under way to bring forward improvements necessary alongside development. These include improvements to Hackney Wick, Bromley-by-Bow stations, and a new western entrance to Stratford Station.</p> <p><b>THREATS</b></p>

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			<p>The level of growth anticipated means <del>private car use within the area will need to be managed to ensure the impact of new development on local and strategic roads within the area is mitigated. New development, if not appropriately managed, could threaten the capacity and resilience of roads through the area, by generating new car journeys. The continued presence of the A12 and its environmental impact on the area could hamper efforts to create a successful place. While providing a strategic link through the Legacy Corporation area, the high volume of traffic that uses the A12 has environmental impacts and causes severance along the corridor.</del></p>
	Paragraph 7.13	No change	<b>Becomes Paragraph 7.5</b>
C189	Figure 21	Reference update	<p><b>Becomes Figure 22</b> Updated to reflect updated context of Crossrail and name change of line.</p> <p>Key:  <u>The Elizabeth Line (from 2018/19)</u>  <u>Crossrail (from 2018/19)</u></p>
C190	T.1: Strategic transport improvements	Minor	<p>Policy T.1: Strategic transport improvements</p> <p>The Legacy Corporation will promote improved connections to support international and national economic growth within its own area and more widely within <u>the four boroughs Growth Boroughs</u>, east London and Thames Gateway. In particular, it will seek to secure:</p> <ol style="list-style-type: none"> <li>1. Stopping international trains at Stratford International Station</li> <li>2. Benefits to the area from any new proposals to link High Speed 1 to High Speed 2</li> <li>3. Improved connections to airports</li> <li>4. Benefits to the area from the proposed Crossrail 2, depending on the final route alignment selected</li> <li>5. <u>Improvements to Stratford Station access and station upgrade</u></li> </ol>

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			<p>6. <u>Works to upgrade the strategic road network within the Legacy Corporation area to support regional traffic issues and improve routes to encourage multi-modal usage.</u></p> <p><u>Cross-reference to policies: Objective 1 and Objective 4</u>  <u>London Plan policies: T1; T3</u></p>
	Paragraph 7.14	No change	<b>Becomes paragraph 7.6</b>
C191	Paragraph 7.15	Minor	<p><b>Becomes paragraph 7.7</b></p> <p>The Legacy Corporation area already has direct DLR links to London City Airport and coach links to Stansted Airport and, <del>from 2018 via Crossrail via the Elizabeth Line from 2019</del>, direct to Heathrow. During the lifetime of this Local Plan, the Airports Commission will examine the need for additional UK airport capacity and recommend to government how this can be met in the short, medium and long term. The Legacy Corporation will support improved rail access to airports.</p>
C192	Paragraph 7.16	Minor	<p><b>Becomes paragraph 7.8</b></p> <p>Transport for London (TfL) and Network Rail are working closely together to develop Crossrail 2. <del>A series of themes emerged from the consultation in 2013, which are being reviewed, prior to recommending a preferred regional alignment. The main areas of analysis include the alignment through Hackney and Haringey and Network Rail branches.</del> <u>The proposed route map as confirmed in 2015 would provide a link across London from the north east to the south west.</u> The concept of an eastern branch <del>is continuing to be</del> <u>has previously been explored focused on an alignment through Hackney and Haringey and Network Rail branches.</u> An eastern branch could provide significant benefits to the Legacy Corporation area <u>and continues to be a priority for the growth boroughs that it would include.</u></p>

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C193	T.2: Transport improvements	Minor	<p>Policy T.2: Transport improvements</p> <p>The Legacy Corporation will use its powers and influence to support and bring forward transport improvements as set out in the Infrastructure Delivery Plan which are necessary to support the level of growth anticipated in the Local Plan.</p> <p>Where development proposals come forward that are near or adjacent to identified transport schemes, development proposals will be required to demonstrate <u>(1) that adequate provision for the implementation of those schemes has been made in the design of the development, or that development proposals do not compromise implementation of transport schemes; (2) how they relate to the Healthy Streets indicators; and (3) support the increase of cycling, walking and public transport usage to meet the Mayor's target of 80% of journeys being made up by these modes by 2041.</u></p> <p>Existing bus stands and bus stops will be protected and new provision sought where necessary to support new development.</p> <p><u>Cross-reference to policy: T.6</u> <u>London Plan policy: T3</u></p>
C194	Paragraph 7.17	Minor	<p><b>Becomes paragraph 7.9</b></p> <p>The Legacy Corporation has already secured substantial funding towards some of the transport projects in the IDP and <u>has delivered or is working on delivery of these projects</u> (Hackney Wick Station, Stratford Station Access). In other cases, such as Bromley-by-Bow Station, the Legacy Corporation is working with TfL to bring forward the improvements.</p>
	Paragraph 7.18	No change	<b>Becomes paragraph 7.10</b>
	Paragraph 7.19	No change	<b>Becomes paragraph 7.11</b>
	T.3: Supporting transport schemes	No change	<p>Policy T.3: Supporting transport schemes</p> <p><u>Cross-reference to policies: BN.1; T.6</u> <u>London Plan policy: T3</u></p>
	Paragraph 7.20	No change	<b>Becomes paragraph 7.12</b>
C195	Paragraph 7.21	Minor	<b>Becomes Paragraph 7.13</b>



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			<p>Examples of significant potential schemes include:</p> <ul style="list-style-type: none"> <li>• <del>Removal of Stratford Gyrotory System and introduction of two-way working</del></li> <li>• Narrowing of Stratford High Street to the north-east of Warton Road</li> <li>• Leyton Station upgrade</li> <li>• Improvements to rail links north of Stratford such as Lee Valley improvements and new platforms at Stratford Station</li> <li>• River Crossings package to improve the resilience of the road network</li> <li>• DLR North Route Double-tracking.</li> </ul>
	Paragraph 7.22	No change	<b>Becomes paragraph 7.14</b>
C196	T.4: Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists	Minor	<p>Policy T.4: Managing development and its transport impacts to promote sustainable transport choices, facilitate local connectivity and prioritise pedestrians and cyclists</p> <p>Through its planning powers, the Legacy Corporation will <u>(1) promote sustainable transport choices and minimise reliance on the private car to ensure that the development of the area is optimised; <del>to</del> (2) promote the Healthy Streets Approach set out in the draft New London Plan and in order increase journeys through walking, cycling and public transport, in line with the Mayor's target of 80% by 2041.</u> In doing so, the Legacy Corporation will:</p> <p>Implement a street network that prioritises pedestrians and cyclists as the most important travel modes, followed by public transport and then the private car</p> <p>Expect new development to maximise the opportunities to improve connectivity across, within and through the Legacy Corporation area and, where opportunities arise, with the wider Lower Lea Valley and east London</p> <p>Ensure that the amount of new development and growth across its area is related to the capacity of existing or currently planned improvements to transport infrastructure and services</p> <p>Expect new development to be designed to include measures that will</p>

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			<p>minimise its impact on public transport and the highway network, and to have no or minimum levels of car parking which do not exceed <u>draft New</u> London Plan parking standards</p> <p>Require new development to provide appropriate facilities for the full range of transport users, including pedestrians, rail, bus, car and cycles</p> <p>Require new developments to include on site spaces or satisfactory arrangements for car clubs, facilities for electric vehicle charging and stands for cycle hire, where appropriate</p> <p>Require major new development to demonstrate how its construction impact will be managed through a Construction Management Plan and how, once operational, servicing and deliveries will be managed through Delivery and Servicing Plans</p> <p>Require new developments to use target-based Travel Plans to encourage smarter travel, incentivised through S106 Agreements</p> <p>Encourage the use of the waterways in the area for transport and leisure and the towpaths as routes for pedestrians and cyclists, as appropriate, managing any potential conflict through design.</p> <p><u>Cross-reference to policies: T.5; T.7</u> <u>London Plan policy: T4</u></p>
C197	Paragraph 7.23	Minor	<p><b>Becomes paragraph 7.15</b></p> <p>Planning policy in London has generally followed a pedestrian, cycle and public transport priority based approach for the last 15 to 20 years. These policies are now leading to dramatic changes in Londoners' behaviour and attitudes to their cars. Car ownership per household across London has decreased dramatically in the last ten years according to the 2001 and 2011 censuses, and road vehicle traffic in London has been falling over the last decade, with vehicle kilometres in 2012 10.9 per cent lower than in 2000, and at their lowest level since 1993. Managing development and its transport impacts through Policy T.4 above will ensure</p>

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			<p>that the development being planned for can be brought forward without significant new public transport (i.e. new railway lines) or new strategic roads, as well as ensuring that pedestrian, cycle and public transport use increases and car use declines. As set out in the context section above, evidence concludes that this is the approach the Legacy Corporation should take to new development in its area. This approach will also facilitate Sustainability Objective 5 of this Local Plan, and help implement policies that seek to improve air quality and reduce emissions from vehicles. <u>This approach also supports the Healthy Streets approach taken in the Draft New London Plan and the Mayor's target of 80% of all journeys being made by walking, cycling or public transport by 2041.</u></p>
C198	T.5: Street network	Minor	<p>Policy T.5: Street network</p> <p>The structure and hierarchy of streets within the Legacy Corporation area as set out in Table 8 7 helps to determine the most appropriate routes within and through the area, and where and how property and development proposals should best connect to <del>that those</del> <u>networks to increase journeys undertaken through walking, cycling and public transport.</u></p> <p>In implementing the street network and in considering development proposals that will impact on the network, the Legacy Corporation will prioritise pedestrians and cyclists as the most important travel modes, followed by public transport and then, as appropriate, the private car</p> <p>The Legacy Corporation will use its powers as Local Planning Authority to ensure that development is appropriately located in terms of its traffic-generation impacts, with the aim of ensuring that, if major traffic-generating uses are proposed (and are considered acceptable against other policies in this Local Plan), they are located in places that have good and</p>

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			appropriate connections to the strategic routes The Legacy Corporation, in its function as Local Planning Authority, will consult with Boroughs and Transport for London as appropriate in respect of their role as Highways Authorities within the area to ensure that effects of proposals are properly considered. <u>Cross-reference to policies: T.4; T.6; T.7; Figure 23</u> <u>London Plan policies: T4</u>
	Paragraph 7.24	No change	<b>Becomes paragraph 7.16</b>
	Paragraph 7.25	No change	<b>Becomes paragraph 7.17</b>
	T.6: Facilitating local connectivity	No change	T.6: Facilitating local connectivity <u>Cross-reference to Sub Area Policies: 1.3; 2.2; 3.2; 4.2; Figure 24</u> <u>London Plan policy: T3</u>
	Paragraph 7.26	No change	<b>Becomes paragraph 7.18</b>
	T.7: Transport Assessments and Travel Plans	No change	T.7: Transport Assessments and Travel Plans <u>Cross-reference to Sub Area Policies 1.3; 2.2; 3.2; 4.2</u> <u>London Plan policy: T4</u>
	Paragraph 7.27	No change	<b>Becomes paragraph 7.19</b>
	Paragraph 7.28	No change	<b>Becomes paragraph 7.20</b>
	Paragraph 7.29	No change	<b>Becomes paragraph 7.21</b>
	Paragraph 7.30	No change	<b>Becomes paragraph 7.22</b>
C199	T.8: Parking and parking standards in new development	Minor	Policy T.8: Parking and parking standards in new development  In considering development proposals that include off street parking, the Legacy Corporation will apply the <u>Draft New London Plan Parking Standards</u> . In considering whether the proposed provision of car parking is appropriate, the Legacy Corporation will require <u>proposals where car parking is being considered to:</u> <del>Be at a low level appropriate to its location, within the LLDC area, with minimum levels of provision in locations with the highest levels of public transport accessibility</del> <u>In the first instance aim as a starting point for car-free development, where development is well connected, or planned to be, by public transport in the Legacy Corporation area.</u> <del>in all other</del>

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			<p><u>areas car parking should be at low level, restricted in line with levels of existing and future public transport accessibility and connectivity.</u></p> <p><del>Be provided in a way that is appropriate to the existing and proposed character and form of the built environment, and acceptable in design terms</del> <u>Submit a Car Park Design and Management Plan as part of their application indicating how the car parking will be designed and managed to be acceptable, referencing Transport for London guidance on car parking management and design.</u></p> <p><u>Be provided in a way that is appropriate to the existing and proposed character and form of the built environment and, <del>W</del>where provided off-street, does not compromise other potential street-level uses or dominate street frontages</u></p> <p>Not take precedence over the incorporation of open space, public realm or amenity space within and around the development</p> <p>Incorporate new car club spaces secured through Section 106 Agreements as part of a sustainable approach to parking</p> <p>Incorporate the provision of electric charging points and parking bays for electric vehicles as part of any car parking provision</p> <p>Provide designated on- or off-street parking bays for Blue Badge holders, <del>appropriate to the size, nature and location of the development</del> <u>in line with the Draft New London Plan Parking Standards.</u></p> <p><u>In cases where the application is for redevelopment of an existing site with parking provision the level of parking provision should be reduced or adjusted to reflect the current approach and standards.</u></p> <p>Where a scheme requires a Transport Assessment to be submitted, in accordance with Policy T.7 of this Local Plan, the appropriate level of parking should be determined through the</p>

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			<p>assessment process <u>in line with Draft New London Plan Parking Standards</u>. For venues which generate a significant level of attendance by members of the public during events, there should be no provision for parking of private vehicles during events, except to meet requirements in the standards for Blue Badge parking bays and for parking for vehicles required for operational purposes.</p> <p>Where low levels of parking are proposed, the Legacy Corporation, in consultation with the appropriate Borough may require that contributions are made towards the setting of new or changes to existing controlled parking schemes and/or that future residents are not eligible for parking permits. <u>Cross-reference to policies: BN.1; BN.11; B.2</u> London Plan policies: T6 (T6.1-T6.5)</p>
C200	Paragraph 7.31	Minor	<p><b>Becomes paragraph 7.23</b></p> <p>This policy will allow for the actual level of parking provision proposed as part of a development to take into account local factors such as the ease of access to public transport services and to town and other Centres. The <u>Draft New London Plan</u> sets out maximum parking standards for different types of new development, currently within <del>the Parking Addendum to Section 6 and within Table 6.2: Parking standards,</del> <u>Chapter 10 of the Draft New London Plan.</u></p>
	Paragraph 7.32	No change	<b>Becomes paragraph 7.24</b>
	Paragraph 7.33	No change	<b>Becomes paragraph 7.25</b>
C201	T.9: Providing for pedestrians and cyclists	Minor	<p>Policy T.9: Providing for pedestrians and cyclists</p> <p>The Legacy Corporation will promote and support the provision of safe routes for walking and cycling within its area that connect well with local destinations (including schools and community facilities) as well as transport nodes within and outside of its area <u>to support the Mayor's target of cycling, walking</u></p>

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			<p><u>and public transport making up 80% of all journeys being undertaken by 2041:</u>  Walking and cycling provision should be safe, direct, coherent and attractive and be designed to be in accordance with the best practice guidance in place at the time  Walking and cycling provision should integrate well with the street environment, minimising conflict with other modes wherever possible  Parking provision for cyclists should meet or preferably exceed minimum standards set out in the <del>current</del> <u>Draft New London Plan standards</u>. Provision should be in a safe and secure and overlooked location, preferably under shelter. Work place cycle facilities should also include adequate levels of showering and changing facilities  The provision of wayfinding and signage (such as Legible London) should be consistently applied across the Legacy Corporation area, in order to ensure continuity for users.  <u>Cross-reference to policies: SP.3; BN.1; BN.2</u>  <u>London Plan policy: T5 (Table 10.2)</u></p>
	Paragraph 7.34	No change	<b>Becomes paragraph 7.26</b>
	Paragraph 7.35	No change	<b>Becomes paragraph 7.27</b>
	Paragraph 7.36	No change	<b>Becomes paragraph 7.28</b>
	Paragraph 7.37	No change	<b>Becomes paragraph 7.29</b>
C202	T.10: Using the waterways for transport	Minor	<p>T.10: Using the waterways for transport</p> <p>Where appropriate, and to help facilitate <del>projects such as the Leaway,</del> the Legacy Corporation will require development proposals to provide new or improved <u>safe</u> access along the waterways...</p> <p><u>Cross-reference to policies: BN.1; BN.2; Figure 13</u>  <u>London Plan policies: SI15, SI16</u></p>
C203	Paragraph 7.39	Minor	<p><b>Becomes paragraph 7.30</b></p> <p>Improvements to the waterways, <u>including appropriate safety measures,</u> and increasing of intensity of use will help promote more sustainable transport choices, and improve the quality, biodiversity and character of the</p>

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			surrounding area. Projects such as the Lea River Park, which is being <u>has been</u> <del>is being</del> led by the Legacy Corporation, <del>will</del> improves access to and along the waterways and provides an upgrade in the surrounding environment.