TRANSPORT AND CONNECTIVITY

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What you’ve told us

Public transport improvements are needed
- Wide support for the Bakerloo line extension
- Better bus routes and more reliable services are needed, especially in areas lacking good rail services
- Concerns with overcrowding on train platforms
- More trains are needed on the Catford Loop Line

Walking and cycling should be encouraged by:
- Making routes and pathways safer and easier to use
- Improving routes between parks and open spaces

Concerns with local roads:
- Many are too busy and polluted
- Vehicles passing through the borough add to traffic and congestion
- Too much reliance on main roads, especially in and around town centres

Mixed views on car parking:
- Car-free development must be carefully considered
- Pressure for parking on streets if new residents are not provided with spaces
- Local businesses often rely on parking for customers
What we’ve learned

Some parts of Lewisham are more accessible than others

The DLR, Overground and rail services link with Lewisham. But these are mainly north-south routes, and there is no direct access to the Underground.

Most areas in the north are better served by public transport than those in the south.

More people own cars in areas lacking good access to public transport.

Public transport: improvements planned but more investment needed

The Bakerloo line extension, will greatly improve transport access in Lewisham and south London - land must be safeguarded for stations and routes.

Funding secured for upgrades to the Overground and DLR will improve services, including a new Overground station in Deptford.

Foot traffic at Lewisham interchange has tripled over the past 15 years.

New platforms at Brockley station would allow for an interchange between the Overground and the Lewisham-Victoria rail line.

Stations and platforms are becoming busier at peak travel times, with some overcrowding.

Not all stations in the Borough have step-free access.

Our research suggests there are some 280,000 trips daily that could be made by bicycle instead of a car or public transport.

Pollution and congestion

Major roads (such as the A21, A2 and South Circular) are often congested and pollution hotspots.

Traffic affects bus journey times - busy (high frequency) routes take about 20% longer than intended.

The Ultra-Low Emission Zone (ULEZ) will be extended to cover north Lewisham.
Main issues

Public transport access
Lack of public transport options in many parts of Lewisham limits people’s access to opportunities - for schools, jobs, services and community facilities.

Improving transport options
There is potential to boost the number of journeys made by walking and cycling by investing in new and improved routes.

Lack of east-west links
Lewisham benefits from good north-south links to and from central London but east-west routes are lacking, making trips across Lewisham and into neighbouring areas more difficult.

Environmental impacts
Vehicle use and traffic contributes to pollution and carbon emissions.

Rising demand for services
Population growth will increase demand for public transport. Improved facilities and services are needed to keep journeys safe and convenient.
We’re proposing to...

Secure improvements to the transport network
- Work with partners to deliver the BLE and Lewisham interchange upgrade to improve transport accessibility and support growth.
- Re-route the South Circular to help regenerate Catford town centre
- Enable river bus services with a stop at Convoys Wharf.
- Require new developments to help fund transport improvements.

Make neighbourhoods healthier and more liveable
- Transform major roads into ‘Healthy Streets’ that are, greener and safer for walking and cycling.
- Create the ‘Lewisham Links’, a network of high quality walking and cycle routes.

Promote walking and cycling
- Make trips by walking, cycling and public transport safer and more convenient.
- Carefully manage the amount of car parking.

We’ve also considered
- How to plan for the future if the Bakerloo line extension is not delivered, or arrives later than expected.
- If the regeneration of Catford major centre can be delivered without re-routing the South Circular.
- Using London Plan parking standards, but using a local approach for car-free development.
A The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, healthy, liveable, walkable and sustainable neighbourhoods in Lewisham. Development proposals will be expected to make the most effective use of land, and optimise the capacity of sites, by taking into account connectivity and accessibility to existing and planned future public transport. Priority should be given to reducing car use and improving opportunities for movement by walking, cycling and the use of public transport.

B Development proposals must aim to improve and not adversely impact on the effective functioning and safe use of Lewisham’s transport network and public realm.

C The land, buildings, space and supporting infrastructure required for the construction and operation of Lewisham’s network of strategic and other transport infrastructure will be safeguarded, including for the schemes identified in Table 12.1. New development proposals will be required to provide adequate protection for, and respond positively to the need to facilitate the delivery of, the Borough’s network of transport infrastructure.

D To encourage a shift away from car use to more sustainable transport modes, as well as to tackle local deprivation by ensuring equality of access to opportunities, the Council will work positively and in partnership with stakeholders to secure improvements to the public transport network including:

### Table 12.1: Indicative list of strategic transport schemes

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PUBLIC TRANSPORT</strong></td>
<td></td>
</tr>
<tr>
<td>Bakerloo line upgrade and extension</td>
<td>Medium</td>
</tr>
<tr>
<td>Lewisham Station and interchange</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Brockley Station and interchange</td>
<td>Medium</td>
</tr>
<tr>
<td>Surrey Canal Road Station</td>
<td>Short to medium</td>
</tr>
<tr>
<td>New Cross to Lewisham Overground extension</td>
<td>TBC</td>
</tr>
<tr>
<td>‘Metroisation’ of London Overground services</td>
<td>Short to medium</td>
</tr>
<tr>
<td><strong>HEALTHY STREETS AND ACTIVE TRAVEL</strong></td>
<td></td>
</tr>
<tr>
<td>A2 New Cross Road / Amersham Gyratory removal</td>
<td>Short</td>
</tr>
<tr>
<td>A21 Healthy Streets Corridor (‘Lewisham Spine’)</td>
<td>Short to medium</td>
</tr>
<tr>
<td>A205 (South Circular) Re-routing (Catford)</td>
<td>Short</td>
</tr>
<tr>
<td>Ringway Corridor (Southend Land and Whitefoot Lane)</td>
<td>Medium</td>
</tr>
<tr>
<td>Healthy Neighbourhoods</td>
<td>Short to medium</td>
</tr>
</tbody>
</table>
Figure 12.1: Public Transport Accessibility Levels
a. Improvements at Lewisham’s stations, including enhancements to accessibility and interchange between modes, such as step-free access;

b. Bus priority and bus stop infrastructure; and
c. The use of the River Thames for passenger-based transport.

E Development proposals must contribute to sustaining and creating healthy, liveable and walkable neighbourhoods. Development should maximise opportunities to improve the walking and cycle environment. This will require that careful consideration is given to the movement and connective function of the public realm, along with its place qualities, having particular regard to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods).

Assessing and mitigating transport impacts

F Transport Assessments, Transport Statements and/or Travel Plans must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including the walking and cycling network). These should be commensurate with the nature and scale of development proposed, and provide sufficient information to address impacts at the local, network-wide and strategic level where relevant.

G Development proposals that do not comply with (B) and (C) above, or otherwise prohibit or prevent the necessary and safe functioning of Lewisham’s transport infrastructure and network, will be refused unless it can be demonstrated that adverse impacts will be avoided or appropriately mitigated. Proposals will be expected to deliver direct mitigation measures, with suitable alternative provision that is agreed by the relevant transport authorities and service providers, including Transport for London, and/or planning contributions, where appropriate.

H Development proposals will be assessed having regard to the cumulative impact of development, including within Lewisham and neighbouring local authority areas.

I Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, planning permission will be contingent on the provision of the necessary public transport and/or walking/cycling infrastructure to cater for this demand, in line with draft London Plan Policy T4.D (Assessing and mitigating transport impacts). Consideration will be given to both existing and planned transport infrastructure, taking into account timeframes and funding committed for any future schemes. The Council will use measures to ensure that development is appropriately phased, in order to avoid excessive strain on the transport network and to ensure additional infrastructure demands arising from the development (including for community and green infrastructure) can be appropriately accommodated.
12.1 An effective, resilient and safe transport network is necessary to ensure equality of access to opportunities for Lewisham residents and to facilitate growth in an efficient and sustainable way. The integration of land use and transport is an important consideration both at the strategic Borough-wide and individual site level. The Local Plan aims to support delivery of the London Mayor’s Transport Strategy by rebalancing the transport system away from car use and towards more sustainable transport modes. This policy sets out our approach to facilitate this ‘modal shift’ so that Lewisham contributes to the achievement of the draft London Plan target for 80 per cent of all journeys in London to be made by walking, cycling or public transport by 2041; as in inner-London borough, Lewisham’s modal shift target is 90 per cent. The policy also forms part of our response to the Climate Emergency as a means to significantly reduce greenhouse gas emissions locally, along with tackling the associated issues of poor air quality and noise.

12.2 There is an uneven distribution of transport provision in the Borough particularly in terms of public transport. Neighbourhoods around New Cross, Deptford, Lewisham and Catford are generally well served by rail and bus transport. A high concentration of stations link to frequent services on the Docklands Light Railway (DLR), National Rail and London Overground networks. However, other parts of the Borough do not benefit from the same level of provision and connectivity. Furthermore, bus and rail orbital routes are somewhat limited, making radial movements typically faster than orbital trips. The main orbital road links, such as the South Circular Road, contribute to orbital trips being more attractive by car. This situation, combined with the uneven distribution of public transport infrastructure, has contributed to a greater reliance on car use in some areas.

12.3 Investment in transport infrastructure is necessary to support the levels of planned growth within the Borough over the plan period, as well as to substantially increase the proportion of journeys being made by walking, cycling and public transport. An indicative list of strategic transport schemes is set out in Table 12.1. These schemes have been signposted as they are critical to the delivery of the spatial strategy for the Borough. However, a wider complement of investments and interventions are also needed to address the distinct accessibility issues in local areas. This list should therefore be read together with Lewisham’s Infrastructure Delivery Plan and Table 10.1 in the draft London Plan. The Bakerloo line extension to Hayes and interchange upgrades at Lewisham and Brockley stations are noteworthy as they are vital to ensuring the development capacity of sites is optimised, and to addressing the increase in passenger demand arising from London’s growth.
12.4 We will work proactively with key stakeholders (including the Greater London Authority / Transport for London and Network Rail) along with landowners and development industry partners to deliver new and improved transport infrastructure. This includes safeguarding the land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Lewisham’s transport network. Development proposals will be required to provide adequate protection for, and respond positively to the need to facilitate, strategic and other transport schemes.

12.5 High quality public realm underpins the integrated approach to land use and transport. By improving the public realm and making places and streets well-connected, greener, safer and more accessible, we aim to encourage and better enable movement by sustainable modes. Development proposals will be expected to consider public realm at the early stage of the design-led approach, having regard to Policies QD3 (Public realm and connecting places) and TR3 (Healthy streets as part of healthy neighbourhoods). High quality public realm will be integral to increasing the number of trips made by walking, cycling and public transport, which in turn has the potential to lead to improved health outcomes, including through uptake in physical activity and improved air quality.

Assessing and mitigating transport impacts

12.6 It is important that opportunities are taken to avoid and/or mitigate any potential adverse impacts on the transport network. In order to ensure that impacts are appropriately considered and addressed through the planning process, development proposals will be required to include a Transport Assessment, Transport Statement and/or Travel Plan, where appropriate. The information should be sufficiently detailed and accurate to allow for the clear identification of specific impacts and to inform any necessary mitigation measures.

12.7 Transport Assessments should be undertaken in line with relevant good practice guidance, including that published by the Greater London Authority / Transport for London. Transport modelling may be required to demonstrate that a proposal will not result in any adverse impacts, either individually or cumulatively in combination with other development. Healthy Streets Assessments must be included as part of the Transport Assessment for major development proposals, in line with Policy TR3 (Healthy streets as part of healthy neighbourhoods).

12.8 Travel Plans must reflect the Local Plan priority given to supporting and enabling sustainable transport modes, including active travel along with use of public transport. They should address the accessibility requirements of all likely users of the development, taking into account the needs of disabled people and others with specialist mobility requirements.
Figure 12.2: Proposed Bakerloo line route and potential stations
TR2  TR2 Bakerloo line extension

A The Bakerloo line extension is fundamental to improving accessibility and supporting strategic growth and regeneration objectives in Lewisham and southeast London. The Council will work in partnership with stakeholders to secure the timely delivery of the BLE, in accordance with the draft London Plan. It will also seek to maximise the opportunities associated with the BLE by directing investment to significantly improve accessibility across the Borough, tackle deprivation and optimise the development potential of local areas and sites.

B Development proposals will be required to facilitate the delivery of the Bakerloo line extension, having regard to policies TR1.C and TR1.D (Sustainable transport and movement).

C Development proposals on sites located within 400 metres of a proposed Bakerloo line station must demonstrate that development will not preclude or delay the delivery of the Bakerloo line extension, and will optimise the accessibility provided by its introduction into the local area. This may include provision for new or improved public realm and infrastructure enhancements.

D Development proposals should optimise the use of land and capacity of sites taking into account the Bakerloo line extension and future improvements to Public Transport Accessibility Levels enabled by its delivery. The Council will seek to ensure that development on sites in proximity to existing, planned or potential future Bakerloo line stations is appropriately phased in order to secure the most beneficial use of land, particularly to help meet Lewisham’s housing needs, including by implementing Policy TR1.H (Sustainable transport and movement).
Despite its inner-London location Lewisham does not currently benefit from direct access to the London Underground network. However, the draft London Plan commits to extend the Bakerloo line from Elephant and Castle to Lewisham and beyond. We will continue to advocate and plan positively for the extension of the Bakerloo line through Lewisham to Hayes. This strategic transport scheme will improve connectivity, increase the capacity and resilience of the transport network in London, as well as support modal shift in the Borough.

The Bakerloo line extension is critical to the achievement of our growth and regeneration objectives. The extension will assist in addressing the existing inequality in access to public transport, particularly in the Borough’s southern area where we have designated a Strategic Area for Regeneration. The extension will also play a vital role in stimulating investment in helping to unlock the development potential of strategic sites, including those sites around stations and within areas along its route. In addition, the scheme could potentially enable a future London Plan Opportunity Area designation in the Bell Green and Lower Sydenham area.

Given the expected transformative effects of the Bakerloo line extension it is important that new development helps to facilitate and does not preclude its delivery. This includes the safeguarding of land and buildings required for the construction and operation of the extension, including for its route, stations, portals, ventilation shafts and other operational functions. The nature and phasing of new development close to the route alignment or sites required for stations or construction has the potential to impact upon the deliverability of the scheme. Proposals within 400 metres (approximately 5 minutes walking distance) of a proposed Bakerloo line station will be heavily scrutinised and must demonstrate how they will ensure that development will not prejudice the scheme’s delivery, and responds positively to its introduction in the locality. This includes

New Cross Gate Station

Lewisham Station
transport and public realm measures to enhance legibility and access to the station and the surrounding area by all sustainable modes of travel.

12.12 Development proposals should optimise the use of land and capacity of sites taking into account the Bakerloo line extension and future improvements to Public Transport Accessibility Levels enabled by its delivery. A pragmatic and carefully managed approach to site development will be required. This is in order to ensure that new development contributes to the delivery of sustainable communities, with density levels that are appropriate to the site context, including public transport accessibility and local area character. For major development proposals we will seek that development is appropriately phased. Planning permission may be contingent on the provision of the necessary infrastructure to cater for additional demand arising from the scheme, in line with the Policy TR1.H (Sustainable transport and movement) and draft London Plan Policy T4.D (Assessing and mitigating transport impacts).
Figure 12.4: Strategic walking and cycling routes
TR3  Healthy streets as part of healthy neighbourhoods

A The Healthy Streets Approach will be promoted in Lewisham in order to support the delivery of inclusive, healthy, liveable, walkable and sustainable neighbourhoods. Priority will be given to measures that encourage and help to improve the walking and cycling experience, along with travel by public transport, including high quality public realm.

B Development proposals will be required to demonstrate how they have considered and applied the draft London Plan Healthy Streets Approach and Indicators. All major development proposals will be required to submit a Healthy Streets Assessment as part of the Transport Assessment. Proposals will be supported where they have engaged positively with the Healthy Streets Approach through the design-led approach to deliver public realm and other improvements that support walking, cycling and the use of public transport.

C The Healthy Streets Approach will be given particular priority along key movement corridors that link Lewisham’s neighbourhoods and town centres with each other and those outside of the Borough. This includes corridors located in areas with lower levels of public transport accessibility and/or areas experiencing deprivation. Development proposals must have regard to relevant guidance that supports corridor improvements, including the Council’s A21 Design Guidance SPD.

D Development proposals should safeguard and contribute to enhancing the Borough’s network of walking and cycling routes, including the strategic routes of the Thames Path, South-East London Green Chain and the Waterlink Way, along with Cycle Superhighways and Quietways. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible. Proposals that adversely impact on the safety, quality and convenience of the Borough’s network of walking and cycling routes, and associated infrastructure (including dedicated cycle parking provision), will be strongly resisted unless appropriate mitigation measures are provided.

E High quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy QD 3 (Public realm and connecting places) development proposals must be designed to maximise the contribution that public realm makes to encourage active modes of travel. This includes measures to reduce vehicle dominance and enhance site access, permeability and connectivity by maintaining or integrating safe and legible routes for walking and cycling along with removing barriers to movement, such as gates, guardrails and stepped kerbs.
F  To support the Healthy Streets Approach, development proposals should provide end-of-trip facilities for cyclists that are accessible and designed to a high quality standard. These facilities should be provided at a level that is commensurate with the nature and scale of development and the required level of cycle parking, in line with the parking standards of Policy TR4 (Parking).

G  To help facilitate liveable and sustainable neighbourhoods in Lewisham, the Council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the walking and cycle environment.

H  Development proposals should be designed to ensure that the public realm is not adversely impacted by installations, including advertising columns, and seek opportunities to remove redundant installations wherever possible, in line with Policy QD3 (Public realm and connecting places).
The Healthy Streets Approach is set out in the draft London Plan and underpins its objectives for achieving ‘Good Growth’. It will be strongly supported in Lewisham in order to achieve a significant step-change away from car use to more sustainable transport modes such as walking, cycling and public transport. The Healthy Streets Approach is reflected in Lewisham’s Transport Strategy, which includes a number of objectives that will guide implementation of the Healthy Streets Approach locally and which are given effect through the Local Plan.

Everyone should benefit from safe and convenient access to public transport, local services, community facilities, education, training and employment opportunities. Through the Healthy Neighbourhood Approach and its associated ‘Indicators’ we will work with stakeholders and development industry partners to deliver a wide range of public realm improvements. Together these should contribute to making Lewisham’s neighbourhoods and streets safer, greener and less polluted, more legible and accessible to all. A key guiding principle is to ensure that priority is given to movement by walking and cycling, making active travel a more attractive option for people to move throughout the Borough.

Lewisham’s population will continue to increase in the context of London’s growth. Maintaining the current levels and high proportion of journeys made by car is not efficient or sustainable. Many of London’s streets are already heavily congested and the road network has limited capacity to absorb further increases in the number of vehicles. In response to this situation, we will seek to deliver a more efficient and effective use of land and road space by promoting travel by walking, cycling and public transport.

In the local context, Lewisham’s southern areas currently have the highest levels of dependency on car use for personal travel. This is due to the comparatively low levels of public transport accessibility along with limited opportunities for active travel on high quality walking and cycle routes. The Local Plan places a particular focus on key strategic corridors that can better link the Borough’s neighbourhoods with each other. This includes the A21 Corridor which has the potential to significantly improve north to south connections in the Borough, and encourage multi-modal journeys by linking walking and cycle routes with bus and rail services. Similarly, the Ringway Corridor (Southend Land and Whitefoot Lane) can help to improve orbital...
movements east to west. In addition to the strategic corridors it is imperative that there is good connectivity within and between town centres, along with improved access to community facilities and public transport nodes. Development should support the delivery of a fully integrated active travel and public transport network in Lewisham, with good linkages to neighbouring Boroughs and wider London.

12.17 High quality and effectively managed public realm is integral to the successful delivery of the Healthy Streets Approach. All development proposals will therefore be considered in line with the detailed requirements of QD3 (Public realm and connecting places). Proposals should seek to identify and positively address issues of severance and poor connectivity, amenity and pollution (including air quality) to support the creation of attractive, vibrant and accessible urban environments. By transforming the quality of our streets we also aim to encourage people to spend more time in public spaces, which in turn, can provide more opportunities for recreation and socialising, and help to support the vitality and viability of town centres and other places.

12.19 Improving safety on Lewisham’s roads is also a key objective of this policy. Interventions that prioritise safe movement by walking and cycling, and which may consequently impact on car use and vehicle movement (such as by reducing speeds), are necessary to realise modal shift. This approach will support the Mayor of London’s ‘Vision Zero’ strategy of eliminating all deaths and serious injuries on the London transport network from all road collisions by 2041.

12.20 Addressing the current high levels of inactivity amongst Londoners is a key focus of the Healthy Streets Approach. According to data cited in the London Plan, currently only 34 per cent of adult Londoners report having walked or cycled for two ten-minute periods on the previous day. This lack of activity is a cause of many of public health issues, including Type 2 diabetes, colon cancer, coronary heart disease and depression. Implementation of this policy within the Borough will deliver people-oriented infrastructure (such as street furniture, landscaping, and cycle parking) to encourage active travel, improving the health of our local communities over the long-term.
TR4  Parking

A  Development proposals should be designed to promote and enable safe movement by walking, cycling and the use of public transport. A carefully managed approach to parking provision, and particularly car parking, will be taken recognising the varying levels of access to public transport across Lewisham. Proposals should seek to reduce car use to support the Local Plan’s strategic objectives to deliver inclusive, healthy, safe and liveable neighbourhoods, including by significantly reducing air pollution and greenhouse gas emissions.

B  The design of parking provision and the amount of spaces provided in new development should respond to the need to ensure safe and convenient access for all users, and also reflect the priority given to encouraging active modes of travel and use of public transport. Development proposals will be assessed against, and should not exceed, the parking requirements and standards set out in draft London Plan, including for:
   a. Residential and non-residential disabled persons parking;
   b. Cycle parking, with the higher minimum standards applying in Lewisham;
   c. Car parking;
   d. Residential parking;
   e. Office parking;
   f. Retail parking; and
   g. Hotel and leisure uses parking (including consideration of coach parking).

C  When assessing proposals against (B) above, consideration will be given to existing and future planned Public Transport Accessibility Levels, along with the existing provision of step-free access at stations.

D  Where development proposals for housing require the provision of parking, the design and allocation of space for occupants should be considered in line with the following sequential approach:
   a. Disabled persons parking and access arrangements.
   b. Cycle parking and associated end-of-trip facilities.
   c. Car share or car club parking.
   d. Family dwelling car parking
   e. Other occupant parking
   f. Visitor parking.

E  Major development proposals, development proposals located within town centres and employment locations, or other developments likely to generate a significant number of visitors should investigate opportunities to integrate space for cycle hubs to accommodate provision of cycle hire schemes, as well as space for cargo bikes.

F  Development proposals for car-free development will be supported where they are located in highly accessible and well-connected locations. Elsewhere, car-free development will only be supported where it can be suitably demonstrated that:
a. The development is appropriately located at a well-connected and accessible location;
b. The development is located within an existing Controlled Parking Zone (CPZ), or it can be demonstrated that there is no capacity on the existing local road network to accommodate the parking demand generated by the development;
c. There is sufficient capacity on the public transport network in the locality to cater to the additional demand arising from the development, taking into account existing and planned transport infrastructure; and
d. There will be no adverse impact on existing provision of on-street parking;

G The Council will consider the need for Controlled Parking Zones to manage additional or new demand arising from development across the Borough, and will implement these where appropriate.

H In order to manage the parking demand associated with new development, the Council will consider on a case-by-case basis, whether it is appropriate to require that the development is Permit Free (except for Blue Badge holders).

I A minimum of 20 per cent of total car spaces provided on-site are to have active provision of electric charging points, with a minimum of a further 40 per cent designed with the cabling prepared for future use. In the case that a development has a Travel Plan in place, the levels of usage of electric vehicles should be monitored, with new charging points installed as demand increases.

J Parking Design and Management Plans will be required to be submitted with applications for Major development and other proposals that are likely to generate a significant demand for parking or impact on existing parking provision. This includes parking provision for large public and community facilities, including for sport, leisure and recreation uses. Cycle parking provision should be considered by Parking Design and Management Plans.

K Development proposals for residential and commercial uses will be expected to investigate opportunities to implement rapid electric vehicle charging points, having regard to the Council’s Low Emissions Vehicle Charging Strategy.
When considering the level of parking provision for new development, we will apply the draft London Plan parking standards, as set out in Policy T5 (Cycling) and T6 (Car parking), taking into account the car parking standards for different types of land uses. Development proposals will be expected to refer the London Plan for further information on the requirements in this respect. Where development proposals for housing require the provision of parking, the allocation of spaces should be provided having regard to the sequential approach set out in TR4.D however recognising that types 3, 4, 5 and 6 may not be necessary or appropriate in all cases.

When assessing proposals against the parking standards, we will take into account the presence of step-free access at stations. Whilst some areas may benefit from high Public Transport Accessibility Levels, the lack of step-free access at stations can significantly constrain access for some users. We will therefore take a carefully managed approach to parking provision where stations in proximity to, and likely to be servicing, new developments do not currently benefit from step-free access and/or there are no immediate funding commitments to deliver this provision by the time of the development’s occupation.

New development will be expected to deliver and help to facilitate movement by walking and cycling. This will require that careful consideration is given to the design of public realm, as discussed elsewhere in this section, along with the provision of high quality and dedicated facilities for cyclists, including easily accessible, safe and secure cycle parking. Applicants are minded to note that for cycle parking, Lewisham is identified in the draft London Plan Policy T5 (Cycling) as a borough where the higher cycle parking standards apply.

Whilst we are broadly supportive of car-free or car-capped development, it is important that this type of development is appropriately managed. This will ensure there is no adverse impact on the highway network and local amenity. Car-free or car-capped development will only be acceptable in principle where the development is located within a highly accessible location and within an area where there is an existing Controlled Parking Zone. Consideration will be given to proposals where it can be demonstrated that a new CPZ will be in place by the time of the occupation of development. In addition, there may be some circumstances where car-free development is not acceptable, for instance, to ensure the needs of Blue Badge holders are suitably accommodated.

Cycle hire schemes are becoming an increasingly attractive, convenient and cost-efficient option for people to make part or all of their journeys by cycling. There are a number of schemes within the Capital with different operational requirements, ranging from dedicated docking stations to ‘remote collection and drop-off’, which are aided by new technology. To encourage cycling we are broadly supportive of these schemes, whilst recognising spaces do not count towards the cycle parking requirement for new development. The use of cycle hire schemes must be carefully managed to ensure that docking stations or cycles do not result in unsightly or hazardous street clutter, or otherwise adversely impact on the public realm, safety and local amenity. We will encourage proposals to investigate opportunities to make provision...
of dedicated space to accommodate cycle hubs and cargo bikes, so that they can be sensitively integrated into the site and neighbourhood. This is particularly for major development proposals, proposals within town centres and employment locations or those which are likely to attract a significant number of visitors (for example, cultural or education facilities).

12.26 Whilst it is recognised that some residents and commercial uses in less well-connected areas will continue to rely on vehicles, the use of car clubs and electrically charged vehicles provide an alternative to car ownership and conventional gas fuelled vehicles. Their use can help to reduce harmful greenhouse gas emissions and mitigate impacts on climate change. We will therefore encourage development proposals to make provision for rapid electrical vehicle charging points, wherever vehicle parking is necessary. The Council has prepared a Low Emission Vehicle Charging Strategy, which applicants will be expected to refer. The strategy is targeted at increasing the range of charging options for electric vehicle, including both residential and commercial uses.
TR5  Deliveries, servicing and construction

A  Development proposals should facilitate sustainable freight, where possible, through water, rail, road and over the last mile, cargo bikes. They must also facilitate safe, clean and efficient delivery and servicing for all of the site's intended occupiers and uses. Delivery and servicing requirements should be considered at the early stage of the design-led approach, particularly in mixed-use schemes, in order to ensure practical site layouts and building designs that protect local amenity and avoid or mitigate adverse impacts to the highway network.

B  Provision of adequate space and facilities for deliveries and servicing should be made off-street, with on street loading bays or other facilities only used where it is demonstrated this is necessary due to feasibility. Larger developments, including major residential schemes, should make provision for well-integrated facilities to allow for deliveries to be received outside of peak hours and for secure, temporary storage of parcels or goods.

C  Development proposals for commercial and industrial uses should ensure that parking provision for servicing and delivery is commensurate with the specific operational needs of the development. The level and type of parking provision will be considered on a case-by-case basis, and applicants must provide evidence to demonstrate that the provision is appropriate to location, nature and scale of commercial or industrial use.

D  Major developments and other development proposals that are likely to generate a significant number of vehicle movements from deliveries, servicing or construction will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan as part of the Transport Assessment. This should provide a sufficient level of detail about the servicing, delivery and freight requirements of the development from the construction to occupation stages, and demonstrate that all likely adverse impacts on local amenity and the highway network have been avoided or mitigated, recognising that final details may be sought by condition. Consideration should be given to the timing of deliveries.

E  For larger schemes, including where sites are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the design-led approach and help to enable coordination and integration of servicing requirements across the site(s).
Explanation

12.27 Freight movement (including for deliveries, servicing and construction) is an important consideration in the planning and design process. At a strategic level, the draft London Plan seeks to facilitate sustainable freight movement by rail, river and road through the consolidation of activities, modal shift and improved coordination in the timing of deliveries. We broadly support these strategic objectives, which are given effect locally through the Local Plan.

12.28 Careful consideration will need to be given to development involving large-scale freight consolidation and distribution activities. All such proposals should be appropriately located, for example, in Strategic Industrial Locations, and clearly demonstrate how they will positively address sustainable freight movement in the Borough without adversely impacting on the road network, local amenity or the environment. Consolidation and distribution uses should also be commensurate with the role and function of the site or area within which they are located. This is particularly important for employment areas, where our priority is to safeguard land for Class B1 uses to meet identified local needs for workspace.

12.29 To support implementation of the strategic approach to freight, and as part of Lewisham’s Transport Strategy, we will explore options and work with stakeholders to make provision for centralised delivery hubs, including secure lockers, in optimal locations throughout the Borough. This will support our objectives for traffic reduction and reducing road danger, with consequential benefits in terms of address traffic congestion, poor air quality and noise pollution.

12.30 Largely driven by advances in technology, the logistics and freight industry is rapidly shifting to a model of ‘last mile’ delivery. It is also adapting to changes in consumer behaviour and the rising popularity of home deliveries, including for groceries, other retail items and takeaway meals. These changes have contributed to the prevalence of delivery vehicles on the road network. They have also introduced new challenges for the design of buildings and spaces.

12.31 Delivery and servicing requirements for new development needs to be considered at the early stage of the design-led approach. Provision of adequate space and facilities should be made off-street and well-integrated into the site and locality. Larger developments, including residential and mixed-use schemes, have the capacity to generate a significant number of service and delivery trips, which will need to be addressed. Proposals should incorporate delivery receipt and storage facilities that suit the needs the intended occupiers and uses, include secure storage and where possible, containerised (cold storage). Opportunities should be taken to consolidate or coordinate provision in order reduce the number vehicle movements.

12.32 All major development proposals, and other proposals that are likely to result in a significant number of freight movements, including in the construction and operation stages will be required to submit a Delivery and Servicing Plans and/or Construction Logistics Plan. These should be prepared having regard to the latest Transport for London Guidance.
TR6  Taxis and private hire vehicles

A  Development proposals for offices, taxi ranks, and other operational space associated with taxis and private hire vehicle businesses (including minicabs) will be supported where:

a. They are appropriately located, giving priority to sites within or in close proximity to town centres and near stations;

b. The development will not result in a harmful overconcentration of similar uses in the locality;

c. It is suitably demonstrated that there will be no adverse impact on local area amenity and the highway network, including existing on-street parking provision;

d. Walking and cycle routes will not be impeded, particularly where these are used for access to bus stops, station entrances and other public transport services;

e. The development, including any ancillary facilities, is designed to a high quality standard and well-integrated into local area;

f. Offices and ranks are accessible and safe during operational hours, including through the use of appropriate lighting and CCTV; and

g. Parking spaces delivered on-site to meet the operational use of a building (including offices, hotels, community facilities and major public facilities) have active charging points for all designated taxi spaces, in line with the draft London Plan.

B  Development proposals will be assessed having regard to the cumulative impact of facilities for taxis and private hire vehicles in the locality and the draft London Plan strategic target to increase mode share for walking, cycling and public transport to 80% of all trips by 2041.
Explanation

12.33 This policy sets out requirements for new development associated with taxi and private hire vehicle businesses, including minicabs. This type of development is distinguished from the land and facilities used for car clubs or car share services, which are dealt with separately in Policy TR4 (Parking).

12.34 Our priority is to deliver inclusive and healthy neighbourhoods by encouraging and helping to facilitate active travel and the use of public transport. However, it is recognised that other modes of travel play a role in supporting local residents and visitors, including taxis and private hire vehicles. This travel mode makes up a small proportion of local journeys, around 1 per cent of all trips per day in Lewisham. Yet it is an important part of London's transport network and valuable for a wide range of users. This includes people with reduced mobility who require accessible door-to-door transport services, or who those who do not have access to reliable alternative means of travel, for example, due to the lack of public transport accessibility or infrequent services.

12.35 Taxis and minicabs also provide a safe and regulated transport option. They assist people to complete journeys beyond the reach of the bus or train network, or in many cases, provide the only safe and convenient transport option during the early morning, evening and night-time. In addition, the taxi and private hire vehicle industry plays a role in the local and wider regional economy, and is in itself a source of jobs. As of July 2019, there were over 20,000 licensed taxi drivers and 100,000 licensed private vehicle hire drivers registered in London.

12.36 A balanced approach is therefore necessary to ensure the appropriate management of land for transport functions, including that required for taxis and private hire vehicles. Facilities should ideally be located in close proximity to town centres or train stations where there are compatible land-uses, opportunities for linked trips and where journeys are most likely to originate or end. Proposals will be expected to demonstrate that development will not result in an overconcentration of similar uses in the locality. The cumulative impact of development will therefore be a consideration in the assessment of proposals.

12.37 As with all other types of development, proposals associated with taxis and private hire vehicles must be designed to a high quality standard. Taxi offices, ranks and other facilities should be appropriately sited and provide all users of the development with good levels of safety and security, including through sensitively integrated lighting and the use of CCTV. It is also important that facilities are designed to be accessible to all. In line with other Local Plan policies, development proposals will be supported where they do not result in adverse impacts on traffic congestion, public safety, amenity and local character.
TR7  Digital and communications infrastructure and connectivity

**A** The Council will work with stakeholders to secure the provision of high quality, fast and reliable digital infrastructure across Lewisham to support accessible and inclusive communities, as well as to facilitate growth and diversification of the local economy.

**B** In line with draft London Plan Policy S16 (Digital connectivity infrastructure) development proposals will be required to take appropriate measures to enable full-fibre, or equivalent infrastructure, connectivity to all end users within new development, along with meeting the excepted demand for mobile connectivity generated by the development. Proposals must demonstrate that the development will be ‘connection-ready’ on first occupation.

**C** Development proposals must demonstrate how they will improve digital connectivity on sites located in areas where full-fibre broadband, or equivalent infrastructure, is not currently available or on sites that are otherwise poorly served by broadband coverage, including in designated employment locations. Proposals will be expected to, have regard to Lewisham’s Infrastructure Delivery Plan and other relevant information on broadband coverage.

**Infrastructure and equipment design**

**D** Development proposals for communications infrastructure and equipment will only be supported where it can be suitably demonstrated that:

a. The equipment is the minimum needed to meet operational requirements, having regard to future demand or planned improvements;

b. Opportunities for equipment sharing have been fully investigated and taken into account;

c. There is no significant adverse impact on the visual amenity of the occupiers of the host building, where relevant, and neighbouring occupiers;

d. If located on a main road or walking route, a minimum residual footway is provided;

e. Detrimental impact on the external appearance of the host building or structure, street scene or space on which the equipment is located will be avoided or mitigated; and

f. The equipment is sensitively located and appropriately designed, and does not detract from local area character, having particular regard to:

i. The need to preserve or enhance the significance of heritage assets, including Listed Buildings and conservation areas;

ii. The use of design treatments to ensure the least possible visual impact, including colour, landscape and other interventions to help screen or conceal cabling and other apparatus; and

iii. The cumulative impact of telecommunications installations on a structure, site or area.

**E** In order to minimise visual impact all communications equipment should be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible.
Communications infrastructure, including digital infrastructure, is playing an increasingly important role in the functioning of cities and society. It is transforming how infrastructure and services are provided, with innovative ‘Smart City’ technologies that make use of information to deliver more resource and cost efficient provision. It is also helping to facilitate different forms of communication between people as well as enabling more convenient and wider access to goods and services. In addition, digital infrastructure is important for business and now considered essential to sustainable economic development.

Digital infrastructure also has implications for physical connectivity and the transport network. For example, new technologies are changing the way in which people work and commute, often reducing the need to travel. Further, smart technologies are supporting efficiencies in the logistics sector, with improved timing and coordination in servicing and deliveries. Over time communication technologies may have significant impacts on the transport network, helping to reduce demand and/or the volume of movements, particularly during traditional peak hours.

Digital infrastructure is considered essential strategic infrastructure and necessary to support more inclusive and sustainable communities. Not all areas of Lewisham benefit from the same level of provision of digital and communications infrastructure. Premium full-fibre broadband is currently only available in 13 per cent of the Borough, and there is very limited availability in the area covering the Lewisham North Creative Enterprise Zone.\(^\text{52}\) It is vitally important that full-fibre broadband coverage is enhanced. This is to ensure equality of access to services for Lewisham residents, and to support our economic development objectives, particularly to grow the cultural and creative industries. We will therefore work with industry stakeholders and development partners to ensure the provision of high quality, fast and reliable digital infrastructure across the Borough, including full-fibre or equivalent broadband.

Infrastructure and equipment design

12.41 We are committed to ensuring that local residents, organisations and business are well placed to benefit from modern digital and communications technology. However it is important that the development of associated infrastructure is appropriately managed. If not carefully sited and designed, infrastructure and equipment can adversely impact on amenity, local character, heritage assets and the functioning of the public realm.

12.42 Communications equipment, including satellite dishes, should be sited and designed so they will have the least detrimental visual impact. It is particularly important that equipment responds positively to local character, including conservation areas, listed buildings and other designated and non-designated heritage assets. In addition to siting, proposals should consider how to conceal equipment using design treatments including colour, landscaping or other means, such as GRP shrouding. Unless extremely well designed into a building or structure, or disguised from view, telecommunications should not be located on a principal street frontage.

12.43 All proposals will be expected to demonstrate that they have optimised opportunities to mitigate visual impact, including through engagement with relevant providers and service operators for sharing equipment, such as masts and cabinet boxes. This should include consideration of any planned future improvements necessary to meet the needs of current or future occupiers within a site or area.

12.44 The Manual for Streets should be referred for guidance on appropriate residual distances where development is located on a main road. In town centres and other high traffic areas, the minimum residual distance of 1.8 metres may not be sufficient to enable appropriate pedestrian flow, and the minimum width will be determined based on the number of pedestrians per square metre and pedestrian flows per minute.

12.45 Communications equipment and supporting structures (masts, cabinet boxes, satellite and other dishes, antennae, cabling, shrouds and stands) should be removed as soon as reasonably practicable once not required. This will help to ensure that the quality of townscapes and streetscapes are not adversely impacted by unnecessary clutter.