



# 14

## Safe, Healthy and Sustainable Transport

# 14

## Chapter



## Safe, healthy and sustainable transport

**14.1** Camden's transport network and streets play an essential role in connecting people to opportunities and essential goods and services both within and outside of the borough, including jobs, education, health care, shops, recreation, and leisure.

**14.2** Transport accessibility is also a major catalyst for unlocking sites allocated for development in the Local Plan.

**14.3** The Camden Transport Strategy sets out the Council's ambitions for transport in the borough with the aim of transforming mobility, enabling and encouraging people to travel and goods to be transported, healthily and sustainably. The policies in this chapter support the delivery of the Council's Transport Strategy by prioritising sustainable modes of transport such as walking, wheeling, cycling and public transport. They seek to minimise the use of motor vehicles to transport both people and freight, by only supporting this where there is essential need, and encouraging use of low polluting motor vehicles.

# Policy T1

## Safe, Healthy and Sustainable Transport

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- A.** The Council will prioritise the delivery of safe, active, healthy, affordable, and sustainable transport in line with the Camden Transport Strategy, Climate Action Plan, and Clean Air Action Plan to maximise health and well-being, reduce traffic congestion, reduce harmful emissions, improve air quality, help to tackle climate change and deliver sustainable communities. The Council will:
1. prioritise walking, wheeling, and cycling;
  2. expect development that involves changes to existing, or the provision of new streets, to implement the Mayor's Healthy Streets approach, to ensure that streets are designed to be attractive, safe, inclusive and accessible for all, giving particular attention to the needs of older people, users with disabilities, neurodiverse people, women, girls and gender diverse people. All major development proposals will be required to include a Healthy Streets Assessment as part of a Transport Assessment;
  3. seek contributions from development towards the delivery of appropriate highways greening measures including tree planting, rain gardens and Sustainable Drainage Systems;
  4. reduce vehicle use through the delivery of car free development; the provision of alternative, sustainable modes of travel; supporting improvements to and investment in public transport; and by prioritising the sustainable movement of people, goods, services and materials;
  5. require development to reduce and mitigate the impact of transport-based emissions and noise;
  6. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure projects;
  7. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;
  8. seek contributions towards the delivery of shared transport infrastructure and services from development that increases the demand to travel in Camden, in accordance with Policy T4 (Shared Transport Infrastructure and Services);
  9. seek contributions towards the delivery of an efficient, well-maintained highway network and kerb-side space that prioritises the sustainable movement of goods, services, materials, and people from development creating a demand for travel;
  10. ensure that economic growth and regeneration is both supported by, and supports, a sustainable transport network; and
  11. seek contributions towards enhancing the existing transport network from development that increases the demand to travel, where appropriate, to improve and increase opportunities for active and sustainable travel.
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**14.4** Policy T1 supports the delivery of the Council's Transport Strategy and associated Action Plans, the Climate Action Plan, Biodiversity Action Plan and Clean Air Strategy and seeks to deliver London-wide transport initiatives including the Mayor's Healthy Streets approach and Vision Zero Strategy. The policy is also intended to help meet the target set in the Council's Local Implementation Plan for 93% of all journeys in Camden to be made by sustainable modes by 2041.

**14.5** The policy aims to:

- improve health and reduce health inequalities;
- promote highways greening, including through the introduction of more street trees, pocket parks, green space, rain gardens and Sustainable Drainage Systems;
- reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise;
- increase walking, wheeling, cycling and public transport use;
- improve street safety, comfort, convenience, and amenity; and
- support these outcomes through sensitively designed servicing facilities.

## Healthy streets

**14.6** The Mayor's Healthy Streets Approach is about making streets healthy places for everyone, by putting human needs and experiences at the centre of public realm and transport design, to ensure that streets:

- are welcoming places for everyone;
- are easy to cross for everyone;
- include shade and shelter;
- provide places to stop and rest;
- are not too noisy;
- incentivise active travel;
- feel safe;
- are visually appealing and provide things to see and do;
- help people feel relaxed instead of anxious; and
- are not adversely effected by poor air quality.

**14.7** However, we know that not everyone's experiences of streets are equal, which is why when designing new streets, or making improvements to existing ones, developers will be expected to give particular attention to the needs of older people, users with disabilities, neurodiverse people, women, girls and gender diverse people, and seek to ensure that these needs are met.

**14.8** Development coming forward in Camden will be expected to contribute to the delivery of Healthy Streets, in line with the priorities set out in the Council's Transport Strategy, Clean Air Action Plan and Climate Action Plan. As part of this, applications for major development will need to include a Healthy Streets Assessment as part of the Transport Assessment. Further guidance on this is set out in Camden Planning Guidance on Transport and developers will be expected to have due regard to this guidance when progressing development schemes in Camden.

## Transport infrastructure

**14.9** Projects to provide new and improved transport infrastructure will play a central role in supporting development and promoting sustainable transport within the borough. As major development will largely be concentrated in locations that are, or will be, subject to significant transport improvements, land and facilities will therefore need to be safeguarded to ensure delivery of these projects. Furthermore, given the constraints on transport capacity in a densely developed borough like Camden, almost every part of the existing transport infrastructure is an asset. The Council will therefore seek to protect all existing and proposed transport facilities and links and safeguard the potential for improvements to the transport network.

## Transport assessments

**14.10** When determining applications for new development, the Council will consider the impacts of movements to, from and within a site, including links to existing transport networks, through transport assessments, travel plans, delivery and servicing management plans, and construction

management plans, to manage and mitigate the impact of developments on Camden's infrastructure, environment and communities, and ensure that benefits are secured which meet the needs of Camden's communities.

**14.11** Where the transport implications of proposals are considered to be significant, we will require a full Transport Assessment to examine the impact on transport movements arising from the development. In some circumstances where the transport implications are less severe, but still significant, we would require a Transport Statement rather than a full Transport Assessment. Camden Planning Guidance on Transport provides guidance on the scale of development that is likely to generate a significant travel demand and therefore requires either a Transport Assessment or a Transport Statement. It also sets out how Transport Assessments should be prepared and what they should cover.

**14.12** For further information on the content and application of these documents please refer to Policy A1 (Protecting Amenity), Policy T6 (Sustainable Movement of Goods, Services and Materials) and our Camden Planning Guidance documents on Transport, Amenity, and Developer Contributions.

## Financial contributions to transport improvement schemes

**14.13** If a Transport Assessment shows that a development will have an impact on existing infrastructure in a local area that cannot be mitigated through the use of planning conditions, then a financial contribution will be sought and this will be secured by a Section 106 legal agreement.

**14.14** Where an impact on existing infrastructure in a local area is identified, developments will be expected to contribute towards the delivery of appropriate mitigation measures. This may include:

- measures identified in the Council's Transport Strategy and associated 3-year Delivery Plans (index linked);

- interventions identified in Transport Assessments in line with Camden Planning Guidance on Transport and/or Transport for London Healthy Streets guidance;
- infrastructure projects identified in the Area Policies for the South, Central, West and Northern areas of the borough (Policies S1, C1, W1 and N1), and the site allocation policies set out in Chapters 3 to 6 of the Local Plan;
- strategic Transport Delivery schemes identified in the Council's Infrastructure Delivery Plan; and
- measures that assist in the delivery of the wider objectives set out in the transport policies in the Local Plan.

**14.15** Where a financial contribution is required, the scale of the contribution will be proportionate to the level of intervention required to mitigate the impact of the development.

**14.16** Securing financial contributions from developments to mitigate the impact on existing infrastructure in a local area will assist the Council to:

- continue to invest in active travel infrastructure, which supports wider environmental, social (including public health), climate change and economic objectives by encouraging sustainable travel options, to create a greener, more sustainable Camden;
- ensure that adequate infrastructure is in place to accommodate and support growth in Camden, to deal with future demand; and
- pool monies collected through Section 106 to fund significant transport infrastructure projects, with wide reaching benefits.

**14.17** Further guidance on the Council's approach to planning obligations is set out in Camden Planning Guidance on Transport and developers will be expected to have due regard to this guidance when progressing development schemes in Camden.



## Prioritising walking, wheeling, and cycling

**14.18** To manage a diverse and often conflicting demand for limited carriageway, footway and kerbside space, the Council currently adopts a road user hierarchy, which prioritises the most efficient, sustainable, and healthy modes of travel - walking, wheeling, cycling and public transport.

**14.19** This approach is set out in the Council's Transport Strategy and is reflected in the approach taken in this Local Plan, which seeks to improve the conditions for pedestrians, cyclists (including disabled pedestrians and cyclists) and public transport users in the borough.

**14.20** Enabling a greater proportion of journeys to be made by walking, wheeling, and cycling is an essential element of the Council's efforts to improve air quality, reduce transport's contribution to climate change, tackle congestion on the transport network, create more inclusive streets, and improve the health and well-being of our residents and visitors. Development will therefore be required to prioritise the needs of pedestrians, cyclists and disabled pedestrians and cyclists in line with Policy T2 below.



# Policy T2

## Prioritising Walking, Wheeling, and Cycling

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- A.** The Council will promote active travel by prioritising walking, wheeling, and cycling in the borough, to improve health and well-being, reduce traffic congestion, reduce harmful emissions, improve air quality, help to tackle climate change, and deliver sustainable communities.
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### Walking and Wheeling

- B.** To promote walking and wheeling in the borough the Council will:
1. promote the delivery of high-quality public realm improvement works, including pedestrianisation and the provision of safe road crossings where needed, wider pavements where possible, seating, signage, and landscaping, including tree planting, and other street greening measures and we will seek contributions from development to deliver this where appropriate;
  2. require development to be easy and safe to move through (permeable), adequately lit and well connected to adjoining areas;
  3. require development to be designed to be inclusive and fully accessible to meet the needs of all pedestrians in accordance with Policy SC2 (Access for All);
  4. expect the provision of high-quality footpaths and pavements that are wide enough for the number of people expected to use them;
  5. seek contributions towards new bridges and bridge improvement works where appropriate (for example over railways and the Regents Canal); and
  6. seek contributions from schemes that increase travel demand towards other relevant infrastructure and “behaviour change” measures as set out in the Council’s Walking and Accessibility Action Plan.
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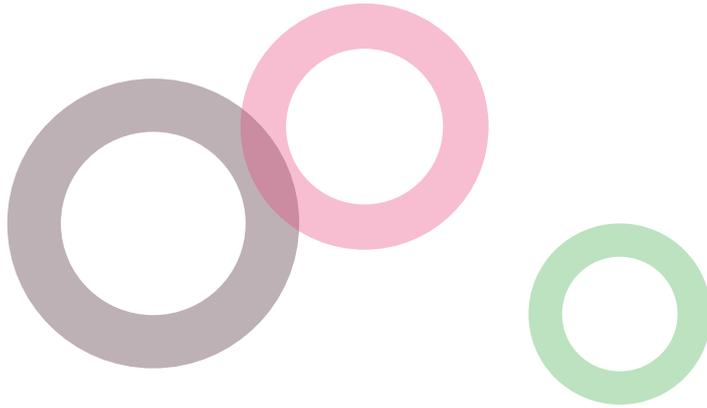
# Policy T2

## Prioritising Walking, Wheeling, and Cycling

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### Cycling

- c. To promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will:
1. expect schemes that increase travel demand to provide for, and make contributions towards high quality, connected, accessible, inclusive, convenient, and safe cycle routes, in line with or exceeding London Cycle Design Standards/national LTN 1/20 standards, including the implementation of improvements to strategic primary and secondary cycle routes in the borough set out in the Camden Transport Strategy Delivery Plan;
  2. require development to provide for high quality, accessible, inclusive, convenient, and safe cycle parking facilities, exceeding the minimum standards outlined in the London Plan, and design requirements outlined within Camden Planning Guidance on Transport. Higher levels of provision will be expected in areas well served by cycle route infrastructure, taking into account the size and location of the development;
  3. require major development schemes to make provision for high quality, accessible, and inclusive facilities that promote cycle usage, including changing rooms, showers, dryers and lockers;
  4. seek on-site provision of, or contributions towards, the off-site provision of, improved cycle hire (and e-scooter hire) provision, including both “docked” and “dockless” systems in accordance with Policy T4 (Shared Transport Infrastructure and Services);
  5. require development to be easy and safe to cycle through (permeable) and well connected to the wider cycle network;
  6. seek contributions towards bridges suitable for cycle use, where appropriate (for example over railways and the Regents Canal); and
  7. seek contributions towards other relevant infrastructure and “behaviour change” measures as set out in the Council’s Cycling Action Plan.
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## Walking and wheeling

**14.21** The Council's Transport Strategy and associated Walking and Accessibility Action Plan provide a framework for increasing walking and wheeling in Camden for all types of journeys. To deliver the Council's aspirations, a range of infrastructure improvements will be needed to create safer, more accessible and inclusive streets for all. Several infrastructure projects are set out in the Walking and Accessibility Action Plan and these will be updated on a 3-yearly cycle. The Council will seek to secure contributions towards the delivery of these projects using planning obligations, in line with Policy T2 (Prioritising Walking, Wheeling and Cycling) above.

**14.22** Further to this, Policy D1 (Achieving Design Excellence) and our Camden Planning Guidance documents on Design and Transport set out the Council's approach to providing attractive streets and spaces and developers will be expected to have due regard to these. Public realm improvements will be delivered by the Council using our own funding, developer contributions, funding from Transport for London and other sources where available. The Council will continue to work with Transport for London and neighbouring London boroughs to deliver improved accessibility, connectivity and way finding within Camden and into neighbouring boroughs.

## Cycling

**14.23** Cycling is a popular, healthy, and sustainable means of travel which the Council is strongly committed to encouraging. The Camden Transport Strategy and associated Cycling Action Plan provide a framework for increasing cycling and promoting safer cycling in the borough. To deliver the Council's aspirations, a combination of infrastructure improvements will be required to create safer, more accessible and inclusive cycle routes for all. A number of infrastructure projects are set out in the Cycling Action Plan and these will be updated on a 3-year cycle. The Council will seek to secure contributions towards the delivery of these projects using planning obligations, in line with Policy T2 (Prioritising Walking, Wheeling and Cycling) above.

**14.24** Furthermore, the Council will seek to ensure that developments contribute to and, where appropriate provide links to strategic cycle routes. We will also expect cycle parking to be convenient, safe, and secure, so that users of a development are more likely to use bicycles to travel to and from a site. The Council will expect new cycle infrastructure to be inclusive and accessible to meet the needs of all cyclists, including disabled cyclists. Details regarding cycle parking standards and design requirements can be found within our Camden Planning Guidance on Transport and developers will be expected to have due regard to this.





## Public transport

**14.25** Camden is extremely well served by public transport, particularly in the south of the borough, which has some of the highest Public Transport Accessibility Level (PTAL) ratings in the country.

**14.26** Areas with relatively lower levels of public transport provision continue to exist however, particularly in the north of the borough.

**14.27** During peak commuting times, the borough's public transport network operates at or near capacity despite recent upgrades to frequencies and stations, and only a small number of the borough's stations provide full step-free access.

**14.28** The Area Policies for the South, Central, West and Northern areas of the borough, detailed in Policies S1, C1, W1 and N1, set out the transport infrastructure priorities for those areas and further priorities are set out in the Council's Infrastructure Delivery Plan. Investment in public transport is required to support the delivery of the site allocations identified in this Plan to sustain Camden's economy, to deliver the Council's ambitions around reducing car ownership and use, and to deliver equality in access for Camden's residents. This is expected to be delivered in line with Policy T3 opposite.

# Policy T3

## Public Transport

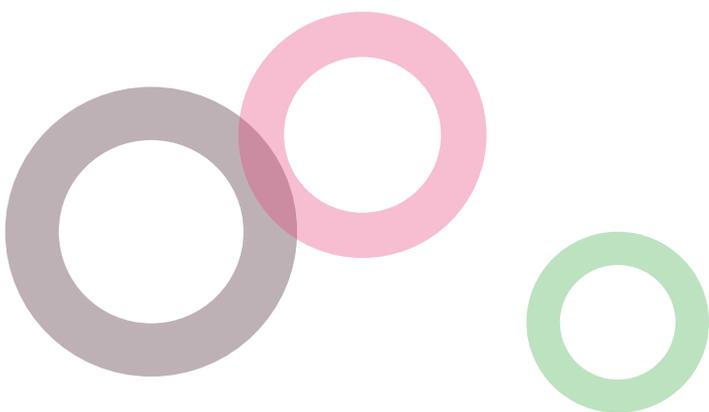
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- A.** To safeguard and promote the provision of public transport in the borough the Council will seek to ensure that development contributes towards improvements to bus network infrastructure, and tube and train station improvements to assist with the delivery of the transport projects identified in the Council's Infrastructure Delivery Plan.

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- B.** Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments and the provision of improved public transport infrastructure including bus shelters and passenger information, and step free access and capacity improvements at stations in the borough.

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- C.** Where appropriate, development will also be required to provide for interchanges between different modes of transport, including facilities to make interchange easy and convenient for all users and maintain passenger comfort.

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**14.29** In partnership with Transport for London, which manages the majority of the public transport network across London, the Council will ensure that Camden’s growth is supported by improvements to public transport secured through planning obligations. Details regarding public transport contributions can be found within Camden Planning Guidance on Transport and developers will be expected to have due regard to this.

**14.30** Many journeys involve changing between one form of travel and another, and developments will sometimes need to cater for this. Passenger transport interchange facilities should be designed and delivered in accordance with Transport for London’s Interchange Best Practice Guidelines. They should provide for the coordination of arrival and departure timetabling on different services as far as possible. Interchanges should be designed to be accessible, safe and welcoming. Where interchanges cater for longer distance journeys, these should include toilets (including Changing Places toilets), baby changing facilities and facilities to provide refreshment for travellers.

**14.31** Public transport should be accessible to all. However, there are several rail and tube stations within Camden that do not offer step-free access. Step-free stations offer accessible routes from entrance to platform via lifts and/ or ramps without the need for stairs and/or escalators. Step-free projects are largely managed by Transport for London and/or rail network companies. The Council will however promote step-free access and other station upgrades where possible and seek contributions from appropriate development schemes to deliver this, in addition to working with organisations seeking to implement step-free access and other station improvements at Camden stations.





## Shared transport infrastructure and services

**14.32** The Council is working to promote the use of shared transport infrastructure and services in Camden to reduce private motor vehicle use and provide alternative modes of transport to the public transport network.

**14.33** The concept of shared transport is where travellers share a vehicle either simultaneously as a group (for example a car club) or over time as a personal rental (cycle/scooter hire). It is a demand-driven, flexible way of accessing transportation services on an as-needed basis, and acts as a hybrid between private vehicle use, and use of public transport.

**14.34** The Council is committed to providing a network of shared transport infrastructure and services across Camden. This includes the expansion and improvement of the cycle hire docking station network, the e-bike and e-scooter hire bay network, the electric vehicle charging point network, and the car club bay network. The Council will also develop a network of micro mobility hubs and cargo bikes for hire.

## Policy T4

### Shared Transport Infrastructure and Services

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- A.** To support the delivery of shared transport infrastructure and services the Council will seek contributions towards the measures set out below from developments that increase travel demand. We will:
1. work with Transport for London to expand and improve the cycle hire docking station network in the borough;
  2. continue to expand the network of e-bike and e-scooter hire bays in the borough;
  3. develop a network of cargo bikes for hire in the borough;
  4. develop a network of micro mobility hubs in the borough;
  5. deliver a network of on-street electric vehicle charging points; and
  6. work with car club operators to expand and improve the network of car club bays in the borough, including the provision of electric car club vehicles where possible.
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**14.35** The Council has developed a methodology for assessing Shared Transport Accessibility Levels in Camden (STALC). This is similar to the methodology for assessing Public Transport Accessibility Levels (PTAL). Shared transport options will be prioritised where public transport accessibility levels and STALC levels are low.

**14.36** There are more than 12,000 Santander bikes at around 800 docking stations across London and TfL has begun introducing e-bikes into their fleet. The Council is committed to working with TfL to expand the existing network to parts of the borough without any provision. Improvements to the network will help enable more journeys by residents and visitors to the borough, contributing to the Council's Cycling Action Plan and cycle mode share targets.

**14.37** There is a network of over 200 e-bike and e-scooter hire bays in the borough. These modes of transport are popular with our residents and visitors, including people who work or study in the borough. The Council is committed to expanding the network bays over the Plan period to make it easier and more convenient for citizens to hire e-bikes and e-scooters. Expansion of the network will provide high quality alternative modes of transport to private motor vehicle use.

**14.38** The Council is committed to delivering a network of micro mobility hubs in the borough, including where feasible cycle/scooter hire docking stations, e-bike and e-scooter hire bays, cargo bikes for hire, and car club bays. The network of micro mobility hubs will provide high quality alternative modes of transport to private motor vehicle use.

**14.39** The borough currently has the largest car club network in London with over 200 car club parking bays. This provides a real alternative to private car ownership for people who need to use a car occasionally. Car clubs help people give up private car ownership by offering a vehicle when there is an essential need. It is estimated that each car club vehicle takes approximately 10 vehicles off the road, helping to reduce congestion and pollution as well as parking pressure. The Council is committed to working with car club operators to expand and improve the network of car club bays in the borough, including the provision of electric car club vehicles where possible.

**14.40** Our Electric Vehicle Charge Point Action Plan sets out the Council's plans to develop a comprehensive network of electric vehicle charge points that both responds to existing demand for electric vehicle (EV) infrastructure and provides for and accelerates the uptake of cleaner vehicles in the future. Contributions will be sought towards the expansion of the electric vehicle charging points network in the borough.





## Parking and car-free development

**14.41** Camden is highly accessible and well connected, with residents in most areas of the borough able to access essential day to day services such as shops, healthcare, education facilities and employment opportunities, within 15 minutes of their homes – either by walking, wheeling, cycling, or by public transport, to help them live a fulfilling and healthy life in their local area.

**14.42** Limiting the opportunities for parking within the borough can reduce car ownership and use and therefore lead to reductions in air pollution and congestion and improve the attractiveness of an area for walking, wheeling and cycling.

**14.43** Car-free development will also mean that the borough's limited land can be used more efficiently, which will help to free up space to allow additional housing, employment uses, community facilities, play areas, amenity spaces and cycle parking.

**14.44** The Council does, however, also recognise that some people, businesses and organisations rely on private vehicle use as their only transport option. Parking provision for disabled people and essential uses will therefore be considered where necessary.

# Policy T5

## Parking and Car-free Development

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- A.** The Council will limit the availability of parking and require all new developments in the borough to be car-free to reduce car ownership and vehicle use and encourage the use of alternative, sustainable modes of travel. The Council will:
1. not issue on-street or on-site parking permits in connection with new developments and will use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;
  2. resist the provision of on-site car parking. On-site parking in new developments will be limited to:
    - a. spaces designated for disabled people where necessary; and/or
    - b. essential operational or servicing needs;
  3. require developments that provide or retain on-site parking to install electric vehicle (EV) charging points in accordance with London Plan requirements. Electric vehicle charging points should be integrated into the design of the streetscape and should not obstruct pedestrian movement;
  4. expect developments to make provision for the storage and charging of mobility scooters where appropriate;
  5. support the redevelopment of existing areas of car parking (including garages) for alternative uses;
  6. reduce on-site parking, as far as possible, as part of re-development schemes;
  7. require parking management plans to be submitted for development schemes that include the provision or retention of on-site parking;
  8. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking; and
  9. seek contributions towards the review of Controlled Parking Zones (CPZs) where a development is shown to contribute to an increase in on-street parking in a local area or have an unacceptable impact on highway safety.
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## Car-free development

**14.45** Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people and businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements (for example emergency services, visiting health and care providers, storage and distribution uses). In addition, current and future occupiers are not issued with on-street parking permits. All new residential developments in the borough, including schemes where homes are created through a change of use, should be car-free. Parking will only be considered for new non-residential developments where it can be demonstrated that the parking provided is essential to the use or operation of the development. Staff parking is not considered essential and will not be permitted. Parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated to be necessary.

**14.46** Where on-site parking spaces are provided or retained, electric vehicle (EV) charging points should be provided in accordance with the London Plan requirements to support the development of a comprehensive network of charge points that both responds to existing demand for EV infrastructure and provides for and accelerates the uptake of cleaner vehicles in the future.

## Parking in redevelopment schemes

**14.47** Land is an important resource, particularly within a densely developed and populated area such as Camden. To help make the most efficient use of the borough's limited land, the Council will therefore promote the development of existing areas of parking (including garages) for alternative uses.

**14.48** The Council will seek to reduce existing on-site parking provision as part of redevelopment schemes. The Council will only consider the retention or re-provision of existing parking provision where it can be demonstrated to its satisfaction that the existing occupiers are to return to the address when the development is completed. This is common where an existing dwelling or block is being extended or subdivided. If a development is to have new occupiers, it should be car-free. Any new development on an existing car park should be car free in accordance with Policy T5.

## Boundary treatments and gardens

**14.49** Parking can cause damage to the environment. Trees, hedgerows, boundary walls and fences are often the traditional form of enclosure on Camden's streets, particularly in conservation areas, contributing greatly to their character, as recognised in Camden's Conservation Area Appraisals and Management Strategies. This form can be broken if garden features, including trees and hedgerows, are replaced by areas of paving or hard standing, the loss of which is also harmful to wildlife and biodiversity.

**14.50** Development of boundary treatments and gardens to provide on-site private parking often requires the loss of much-needed public on-street parking bays to create vehicle crossovers. Areas of paving can also increase the volume and speed of water run-off. This adds to the pressure upon the drainage system and increases the risk of flooding from surface water. Developments seeking to replace garden areas and/or boundary treatments for the purpose of providing on-site parking will therefore be resisted.

## Controlled parking zones

**14.51** Camden has high levels of parking stress and the whole borough is covered by a Controlled Parking Zone (CPZ), with the hours of control varying. CPZs help to manage the demand for parking locally, ensuring that local residents can park. They also limit parking, and therefore opportunities to drive, particularly for those coming into Camden from outside the borough during peak hours and contributing to congestion. CPZs also discourage short trips within the borough, for example between CPZs during the hours of control.

**14.52** Where a Transport Assessment shows that a development is likely to contribute to an increase in on-street parking in a local area, or have an unacceptable impact on highway safety, developers will be expected to contribute to a review of the CPZ effected.



## Sustainable movement of goods, services, and materials

**14.53** The movement of goods, services, and materials (freight) is fundamental for Camden's economy and supporting day to day living.

**14.54** However, as this movement largely relies on Camden's road network, it can have a significant impact on the environment and the health and well-being of residents, in terms of noise disturbance, road safety, and its contribution to road congestion, air pollution, and climate change.

**14.55** A key aim of the Council is therefore to minimise the movement of goods, services, and materials by road by reducing the number of freight trips generated in Camden; shifting freight trips to cleaner, more sustainable and more efficient transport modes, for example cargo bikes; and encouraging freight trips to be undertaken outside of peak hours in particular locations. Development will be therefore expected to support safe, clean and efficient deliveries and freight and servicing operations in accordance with Policy T6 below and also take into account the Council's Freight and Servicing Action Plan (FSAP).

# Policy T6

## Sustainable Movement of Goods, Services, and Materials

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- A.** To promote the sustainable movement of goods, services and materials and minimise their movement by road, the Council will:
1. encourage the safe movement of goods, services and materials by bicycle/ cargo bikes, light electric vehicles, canal, and rail, where possible;
  2. expect major developments to make provision for cargo bike parking on-site where appropriate;
  3. seek contributions towards the delivery of new and improved cycle routes and cargo bike parking from new logistics and freight consolidation developments that result in additional cargo bike movements;
  4. protect existing facilities for waterborne and rail freight traffic;
  5. require developments to be designed to enable and encourage servicing using sustainable means, for example on foot, by cargo bike, or using zero emission vehicles;
  6. seek to minimise the impact of freight and servicing trips through measures such as the provision of on-site servicing facilities, the timing of deliveries outside peak hours and the adoption of area wide solutions;
  7. promote the provision and use of freight consolidation facilities to ensure that last mile deliveries are undertaken by sustainable means;
  8. encourage the use of underused spaces in the borough for micro mobility hubs, and urban logistics hubs;
  9. seek to ensure that parcel drop-off and micro mobility hubs are incorporated into new developments, where appropriate; and
  10. require developments to support safe, clean and efficient deliveries, freight and servicing operations.
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- B.** Where developments are likely to generate significant movement of goods, services, or materials by road (both during construction and operation), applicants will be expected to:
1. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
  2. accommodate goods vehicles on site, where feasible; and
  3. provide Construction Management Plans, Delivery and Servicing Management Plans, and Transport Assessments.

Developments in predominantly residential areas will be expected to avoid large goods vehicle deliveries for the ongoing use or operation of the site.

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- C.** Where the impact from a development cannot be mitigated to the Council's satisfaction, then the Council will expect the development to contribute towards off-site freight/servicing provision (for example, last-mile delivery hubs or cycle freight systems) and other measures, as appropriate.
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## Cycle freight

**14.56** Over recent years, there has been a growth in the use of cycle freight in London, as a means of providing a sustainable freight and servicing solution. Cycle freight is an affordable, safe, clean, and efficient alternative to vans and other light goods vehicles and is particularly well suited to last mile deliveries.

**14.57** The Council will promote the use of cycle freight, by expecting developers to make provision for cycle freight as part of Delivery and Servicing Management Plans. This provides the potential to manage deliveries in a way that is zero carbon, has little or no noise or air pollution implications and has a minimal impact on congestion.

**14.58** The Council recognises, however, that to support the continued growth in cycle freight, investment is required in infrastructure, including wider cycle lanes and cycle parking, to enable the greater use of cargo bikes. The Council will therefore seek to ensure that major developments contribute to and, where appropriate, provide appropriate cycling infrastructure to support cargo bike usage. This should however be in addition to the wide spaced Sheffield stands for non-standard cycles that are expected to be provided in all new developments.

**14.59** Where applications are received for cargo bike storage facilities at existing residential properties or commercial developments these will be determined in accordance with the Council's design policies and other relevant policies in this Plan.

## Rail and water freight

**14.60** The Council recognises the problems that are caused by long distance movement of goods by road and the potential advantages of using rail and water as alternatives. The north London Line, the Gospel Oak to Barking Line and the West Coast Mainline are already used for significant volumes of rail freight. Rail freight is promoted as a real alternative to road as it contributes to fewer emissions.

**14.61** The Regent's Canal is thought to be an economically viable route for some freight movements, notably the removal of demolition waste from canal-side sites. The Council will expect new developments along or close to the Canal to consider its use for the movement of goods and materials and to contribute to the improvement of the Canal towpath, where appropriate. The Canal is a Metropolitan Site of Importance for Nature Conservation (SINC) as it supports a range of aquatic flora, fish, invertebrates, and waterfowl, and a variety of waterside plants grow on its brickwork and banks. Developments which generate freight movements via the Canal may be required to provide evidence that operations will not cause excessive disturbance to habitats in line with Policy NE2 (Biodiversity).

**14.62** The Council will also seek to protect track-side freight processing sites such as the existing aggregate handling facility at King's Cross, in addition to canal-side freight facilities.

## Servicing and deliveries

**14.63** Where possible, servicing and deliveries should take place within the curtilage of the development and developments should incorporate space within the site for goods vehicles. The space required for service vehicles is set out within our Camden Planning Guidance on Transport.

**14.64** To minimise the impact of freight and servicing trips on local neighbourhoods and Camden's road network, deliveries and servicing should be timed to take place outside of peak travel hours, and area wide solutions (for example the use of freight consolidation centres) should be sought. Applicants are recommended to discuss servicing and deliveries as part of the pre-application process, liaising with the Council's Highways team as appropriate. Development should show how servicing and deliveries have been considered in the design of the development in its Design and Access Statement and, where required, a Servicing and Deliveries Management Plan.

**14.65** Relevant development should also demonstrate how deliveries and servicing to other sites will occur using sustainable or zero emission means. This could include details of vehicles, electric vehicle charging points and cargo bikes within a Servicing and Deliveries Management Plan.

## Freight consolidation, urban logistics, and micro mobility hubs

**14.66** The Council will promote the use of freight consolidation centres, urban logistics, and micro mobility hubs within Delivery and Servicing Management Plans to ensure that last mile deliveries are undertaken by sustainable means. These facilities usually cover a defined geographic area and enable multiple suppliers to deliver to a single hub. At the hub goods are grouped together so that fewer delivery journeys are required. This approach helps reduce congestion, air pollution and noise on Camden's roads. Further information regarding Delivery and Servicing Management Plans is available within our Camden Planning Guidance on Transport.

**14.67** The Council will seek to secure contributions towards the provision of freight consolidation hubs and micro mobility hubs where such provision would result in reduced vehicle trips and impacts on the environment. Micro mobility hubs in Camden include parking bays for rental e-bikes and e-scooters. They also include dedicated parking provision for rental cargo e-bikes. Micro mobility hubs and urban logistics hubs should be located and designed to minimise any impact on walking and cycling.

## Moving goods and materials on appropriate roads

**14.68** The roads considered to be most suitable for use by lorries and other heavy goods vehicles are those in the Transport for London Road Network and others designated as Major Roads. Heavy goods vehicles should therefore be routed to minimise the use of district and local roads for the movement of goods, particularly roads which provide primarily for access to residential properties.

## Transport assessments

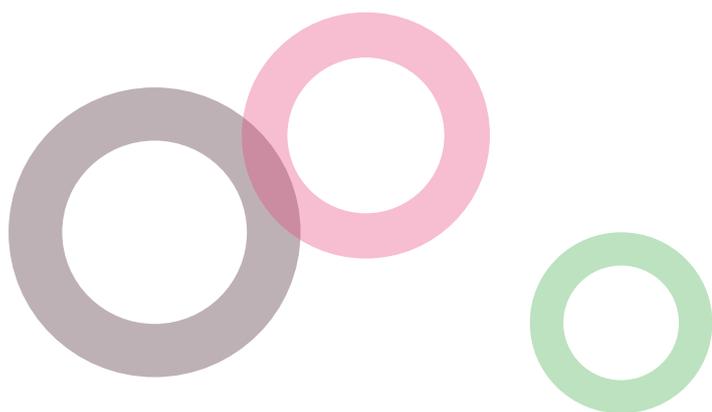
**14.69** Where the transport implications of proposals are considered to be significant, we will require a full Transport Assessment to examine the impact on transport movements arising from the development. In some circumstances where the transport implications are less severe, but still significant, we would require a Transport Statement rather than a full Transport Assessment. Camden Planning Guidance on Transport provides guidance on the scale of development that is likely to generate a significant travel demand and therefore requires either a Transport Assessment or a Transport Statement. It also sets out how Transport Assessments should be prepared and what they should cover.

**14.70** For smaller applications that do not require a full Transport Assessment or Transport Statement, some information will still need to be submitted as part of the planning application process where proposals may have a transport impact. This should be supplied either as part of a supporting transport note, or incorporated into the Design and Access Statement.

**14.71** The Council will consider information received within Transport Assessments, Travel Plans and Delivery and Servicing Management Plans to assess the transport impacts of development. In instances where existing or committed capacity cannot meet the additional need generated by the development, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts.

## Delivery and Servicing Management Plans

**14.72** In order to proactively manage delivery and servicing arrangements, the Council will seek Delivery and Servicing Management Plans for all major developments, and for those developments where it is identified through a Transport Assessment that the scheme is likely to impact on amenity or the safe and efficient operation of the transport network. The Council will also seek to secure Delivery and Servicing Management Plans for any development required to submit a Travel Plan. Developers will be expected to submit a draft Delivery and Servicing Management Plan as part of the planning application process, with a final Delivery and Servicing Management Plan required to be submitted once planning permission has been granted. This will be secured as a planning obligation via a section 106 legal agreement.



## Construction management plans

**14.73** The Council will expect all major planning applications to produce a Construction Management Plan, with the need for a Construction Management Plan for minor developments determined on a case-by-case basis, depending on the nature of the proposed construction works, the site location and surrounding context. Construction Management Plans should be submitted at the earliest opportunity in the planning application process and include significant input from the contractors appointed to undertake the work. Construction Management Plans will be secured via planning obligations and should, at the very latest, be submitted after a planning application is approved, and well before a development commences.

**14.74** Further information on the content and application of these documents is set out in the supporting text to Policy A1 (Protecting Amenity) and our Camden Planning Guidance on Transport, Amenity, and Developer Contributions and developers will be expected to have due regard to this guidance when progressing development schemes in Camden.

