

Sustainable transport supplementary planning document

March 2010



Timetable for preparing this document and how to obtain more information about this document

Consultation	Timetable
Consultation on Scoping Report	August to September 2007
Consultation on draft Transport Supplementary Planning Document accompanied by a Sustainability Appraisal report, and Equalities Impact Assessment.	11 October 2007 to 19 February 2008
Amend Transport Supplementary Planning Document and Sustainability Appraisal if necessary following consultation.	March to August 2008
Publication of the final version of the Transport Supplementary Planning Document accompanied by a Sustainability Statement	March 2010

How to obtain more information about this document

If you have any questions about this document please contact the planning policy and research team:
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1. Purpose of this document

1.1 Background

- 1.1.1 New development must reduce the need to travel by car, and encourage people who live, work and visit to walk, cycle and use public transport.

1.2 Purpose of the Supplementary Planning Document (SPD)

- 1.2.1 The purpose of this supplementary planning document (SPD) is to
1. provide further information and guidance to policies in the Southwark Plan.
 2. explain what information you need to provide in an application for development.
- 1.2.2 The objectives of this SPD are to provide
1. guidance so all development is easily accessible and encourages people to walk, cycle and use public transport.
 2. guidance for new development so that it reduces congestion and pollution within Southwark.
 3. clear guidance about possible reasons for approval and refusal of planning applications for development.
- 1.2.3 This document provides more detail to the Southwark Plan. We are updating the Southwark Plan setting out new policies and strategies for issues such as affordable housing, employment and planning areas as places in a Core Strategy. This means that the guidance in this document will be updated as the new Core Strategy is prepared. The Core Strategy is where all of the important decisions will be made about the type of development that is allowed to improve places in Southwark. This Supplementary Planning Document does not create policy. It provides more detailed guidance on policies in the Southwark Plan. It may be changed soon so please make sure that you check on the website to find out whether any new guidance has taken the place of this document at www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy
- 1.2.4 This document provides further information about what applicants need to provide to show the proposed development meets the requirements of policies in the London Plan and Southwark Plan. The document is important (a significant material consideration) in helping the council, the Mayor of London and the Government make decisions about planning applications and it provides more information on Southwark Plan policies
- Policy 5.1 – Locating Developments
 - Policy 5.2 – Transport Impacts
 - Policy 5.3 – Walking and Cycling
 - Policy 5.4 - Public Transport Improvements
 - Policy 5.5 – Transport Development Areas

- Policy 5.6 – Car Parking
- Policy 5.7 – Parking Standards for Disabled People and the Mobility Impaired
- Policy 5.8 – Other Parking
- Policy 3.11 Efficient Use of Land.

1.2.5 London Plan policies:

- Policy 3C.1 Integrating transport and development
- Policy 3C.2 Matching development to transport capacity
- Policy 3C.3 Sustainable transport in London
- Policy 3C.9 Increasing the capacity, quality and integration of public transport to meet London's needs
- Policy 3C.11 Phasing of transport infrastructure provision and improvements
- Policy 3C.12 New cross-London links within an enhanced London National rail network
- Policy 3C.13 Improved Underground and DLR services
- Policy 3C.14 Enhanced bus priority, tram and bus way transit schemes
- Policy 3C.21 Improving conditions for walking
- Policy 3C.22 Improving conditions for cycling
- Policy 3C.23 Parking Strategy
- Policy 3C.24 Parking in town centres.

1.2.6 You can find more detail in Appendix 1.

1.3 Other documents you need to look at

1.3.1 The Local Development Framework includes other documents you need to look at when preparing your application for development

Fact Box: What is the Local Development Framework (LDF)?

A Local Development Framework is a folder of documents that describe how much and where development will go in Southwark and your local area. These documents include the Statement of Community Involvement, Development Plan Documents which include the Core Strategy, Area Action Plans and Proposals Maps, and Supplementary Planning Documents.

- Sustainability Assessment Supplementary Planning Document: This explains how sustainability assessments need to be prepared. Sustainability Assessments need to be included with all major (see Fact Box below) and some other applications for smaller development.

- Design and Access Statements Supplementary Planning Document: This explains how to prepare a design and access statement, which needs to be provided with your planning application.
- Planning Obligations Supplementary Planning Document: This contains a table explaining how much money is required from developers for all major and some minor planning applications.
- Area Action Plans and Supplementary Planning Documents provide standards and guidance for areas and sites. Applicants need to check if the development is in one of these areas including: Elephant and Castle, Peckham, Aylesbury and Canada Water. The weight to be given to these documents will depend on what stage the documents are in their preparation.

Fact Box: What is a major application?

Any housing or mixed use development creating 10 or more homes, or where the site area is 0.5 hectares or more. For other types of development, a major development is one where the floorspace to be built is 1000 square metres or more, or the site area is 1 hectare or more.

2. Introduction to Southwark

2.1 Introduction to Southwark

- 2.1.1 Southwark has a mix of people from different cultures and backgrounds. The population has been growing at a faster rate than the UK population and reached 256,000 in 2001. It is also getting younger. At the last Census in 2001, about 10% of residents had moved into the borough from other places. About one third of Southwark's population and two thirds of children and young people at school are black or from another minority ethnic group (BME). The mix of people from different ethnicities in the borough is expected to grow over the next 10 years.
- 2.1.2 Southwark is usually described as a borough with a lot of poverty where some do not have the same chances in life as other people. The borough is ranked 17th most deprived compared with other boroughs in England in the Indices of Multiple Deprivation (see Fact Box below). For many who either live or work here this is only part of the picture. The programme of regeneration over the last ten years has helped people feel happier about Southwark as a place to live, visit or work.
- 2.1.3 The growing wealth of new residents in the north and existing residents in the south means that Southwark has some of the greatest differences between rich and poor in London.

Fact Box: What are the Indices of Deprivation?

The Indices of Multiple Deprivation are a measure of how disadvantaged some areas are compared to others and rank each borough and neighbourhood in the country against each other to identify those areas that are most deprived.

2.2 Transport in Southwark

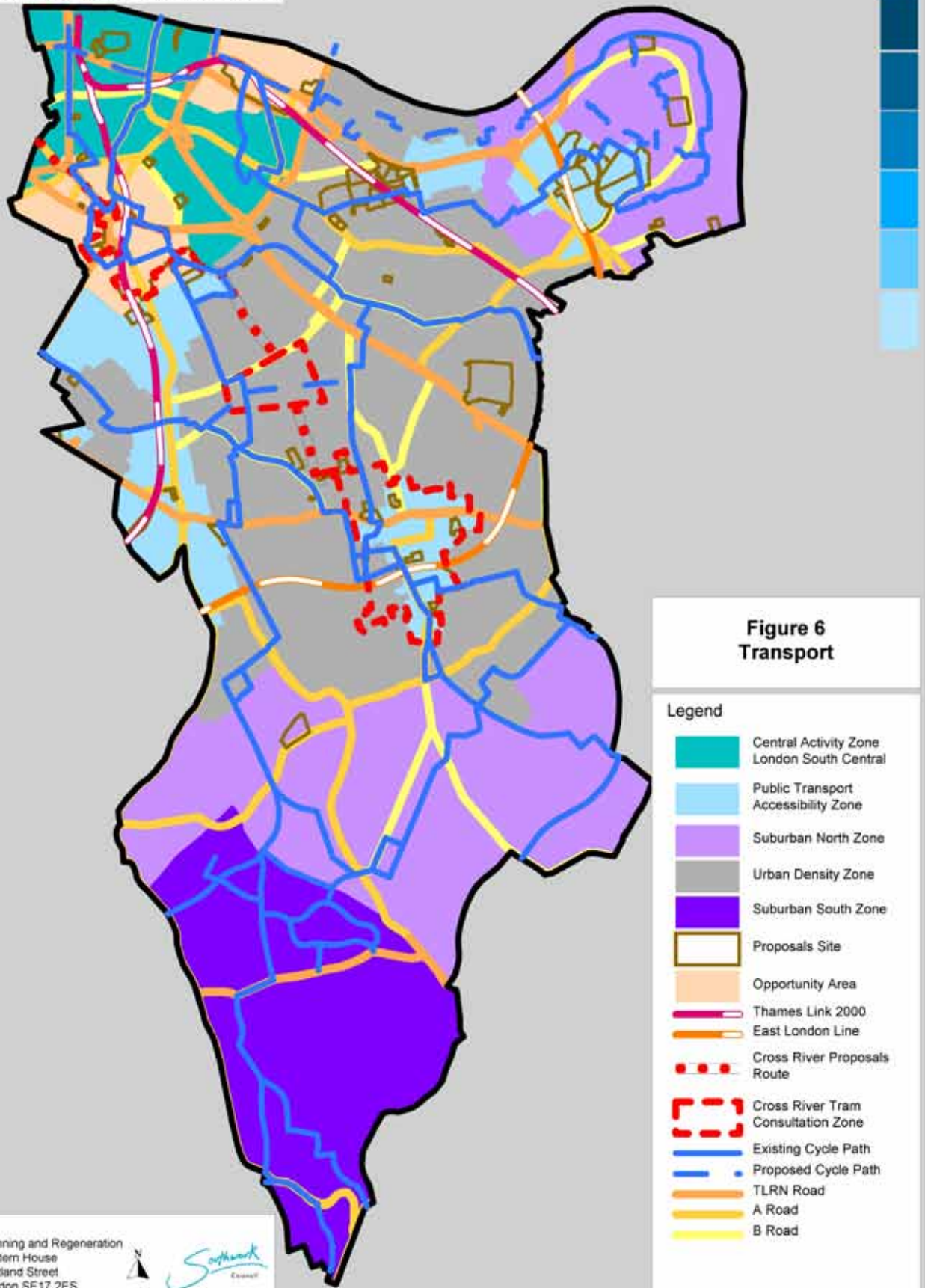
- 2.2.1 As Southwark is part of Central London, there is a wide range of public transport services available. The choice of bus, train and underground routes is better in the north although some southern areas with stations also have good access to trains.
- 2.2.2 There are 11 railway stations in Southwark providing services between Central London and the South East. However, there are two areas (Burgess Park area (from Camberwell to Bermondsey, and between Peckham Rye Park and Dulwich Park) that are not close to a station, making it difficult for people living and working in these areas to use them.
- 2.2.3 People living in the north have good access to the underground compared to the rest of the borough with nine underground stations on four different tube lines.
- 2.2.4 Bus routes provide access for people living, working and visiting everywhere providing the only public transport in areas away from railway and underground stations. The bus routes are managed by Transport for London and include the London Bus Priority Network.

- 2.2.5 The London Cycle Network plus should be completed by 2010 and will provide 900 km of cycling routes into Central London and between areas outside Central London that put cyclists first and provide safe, comfortable and easy to use routes.
- 2.2.6 We are also working to improve walking routes including the green chain and Thames Path and will continue to make improvements to the street scene prioritising pedestrians ahead of other types of transport.
- 2.2.7 Being close to and a part of Central London, Southwark suffers from congestion on the roads partly due to a number of roads joining to cross the river.
- 2.2.8 Key roads in Southwark are managed by Transport for London and all other roads are managed by the council. Some major routes such as the Old Kent Road are used by a large number of people travelling through to other parts of London and the South East of England.
- 2.2.9 The roads with the largest amount of traffic are in the north including Kennington Lane, Elephant and Castle, New Kent Road and Tower Bridge Road; Jamaica Road, the Rotherhithe tunnel; Blackfriars Road and London Bridge. The Mayor's congestion charging scheme (CCS) has affected where people drive but the amount of traffic on the edge of the congestion charge zone has remained the same as before the congestion zone was introduced.
- 2.2.10 There are a number of bridges and tunnels for trains, the tube, road traffic and pedestrians across or under the river. There are also eight piers for ferries, private boats and barges to carry waste, which are owned and run by London River Services (LRS), the Port of London Authority (PLA), and businesses.
- 2.2.11 The 2001 census showed that 29% of people's journeys to work were made by car, 35% were made by public transport and 36% by bicycle and walking. Other surveys show that over three quarters of the population who have a job travel to work by public transport, walking and cycling.
- 2.2.12 Most air pollution and carbon dioxide emissions in London come from road traffic.
- 2.2.13 CO₂ emissions contribute to climate change. Scientific studies have shown that high levels of some types of air pollution such as nitrogen dioxide (NO₂), sulphur dioxide (SO₂) and ozone (O₃) can cause breathing problems among some people, especially those with asthma, bronchitis or other respiratory diseases. Current knowledge of the effects of air pollution on individuals indicates that air pollution can aggravate, but does not appear to cause asthma. However, recent studies have suggested that ozone can cause healthy children to develop asthma. It is noted that current

knowledge of the effects of pollutants on individuals as a result of their exposure is incomplete and is the subject of ongoing research.

- 2.2.14 A reduction in the number and distance of journeys taken by car will have benefits, by reducing pollution and improving the quality of the environment and as a result improving the quality of people's lives. With a reduction in traffic, roads can become safer, leading to fewer accidents, and help make streets places people can enjoy.
- 2.2.15 Southwark has a lot of pollution largely due to heavy traffic. All of the borough, except for the area to the south of the A205, is an Air Quality Management Area (AQMA) where the air quality is likely to have pollution levels exceeding the Government's objective in its Air Quality Strategy for nitrogen dioxide (NO₂) and particulate matter (PM₁₀).
- 2.2.16 Action needs to be taken to reduce the number of vehicles on the borough's roads and to reduce emissions from those vehicles. Planning has a large part to play as developments need to be built so that they generate as few trips by car and lorries as possible and as many trips by walking, cycling and public transport as possible.

TRANSPORT MOD A58 FIGURE 6



Planning and Regeneration
 Chiltern House
 Portland Street
 London SE17 2ES

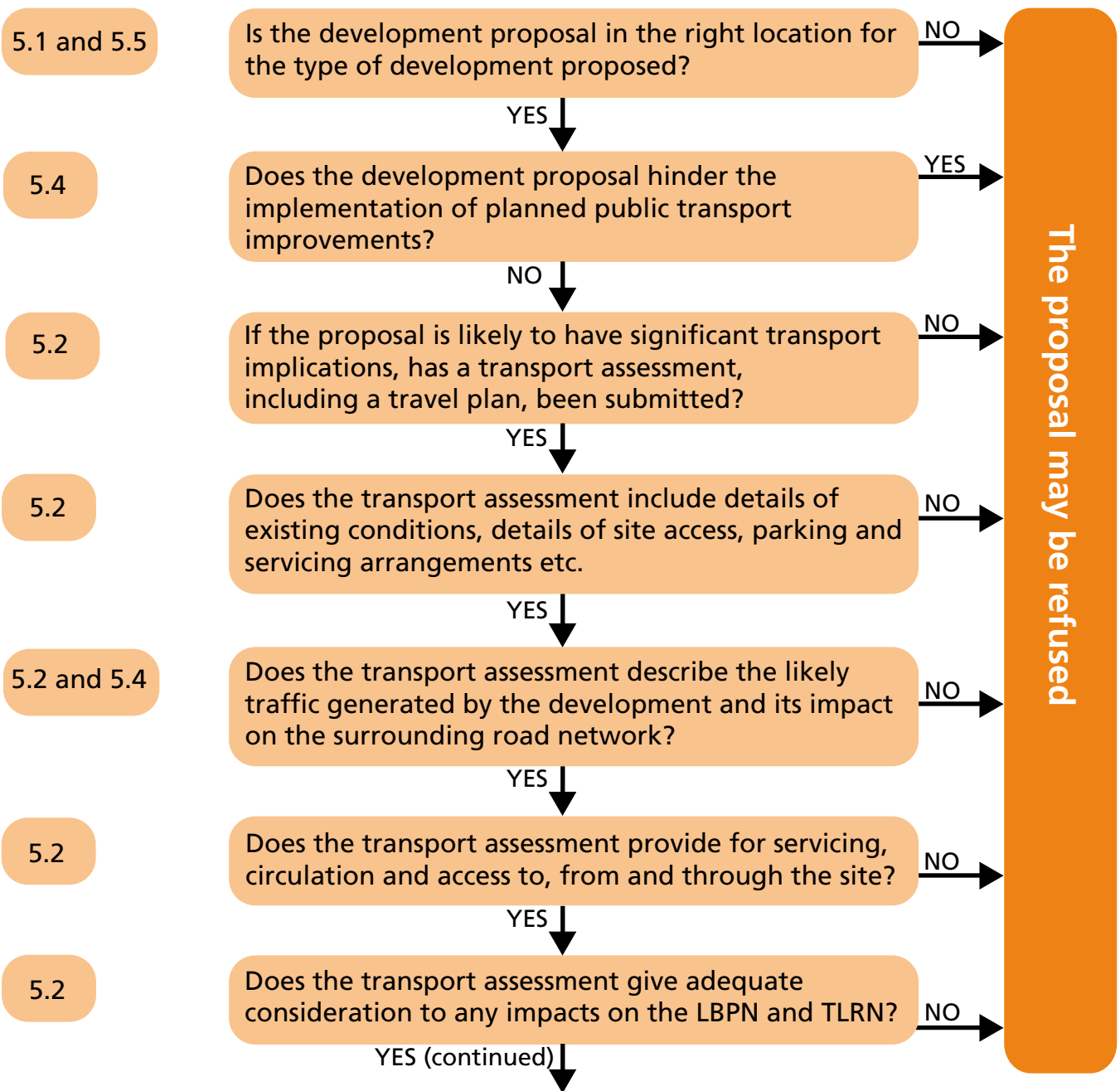


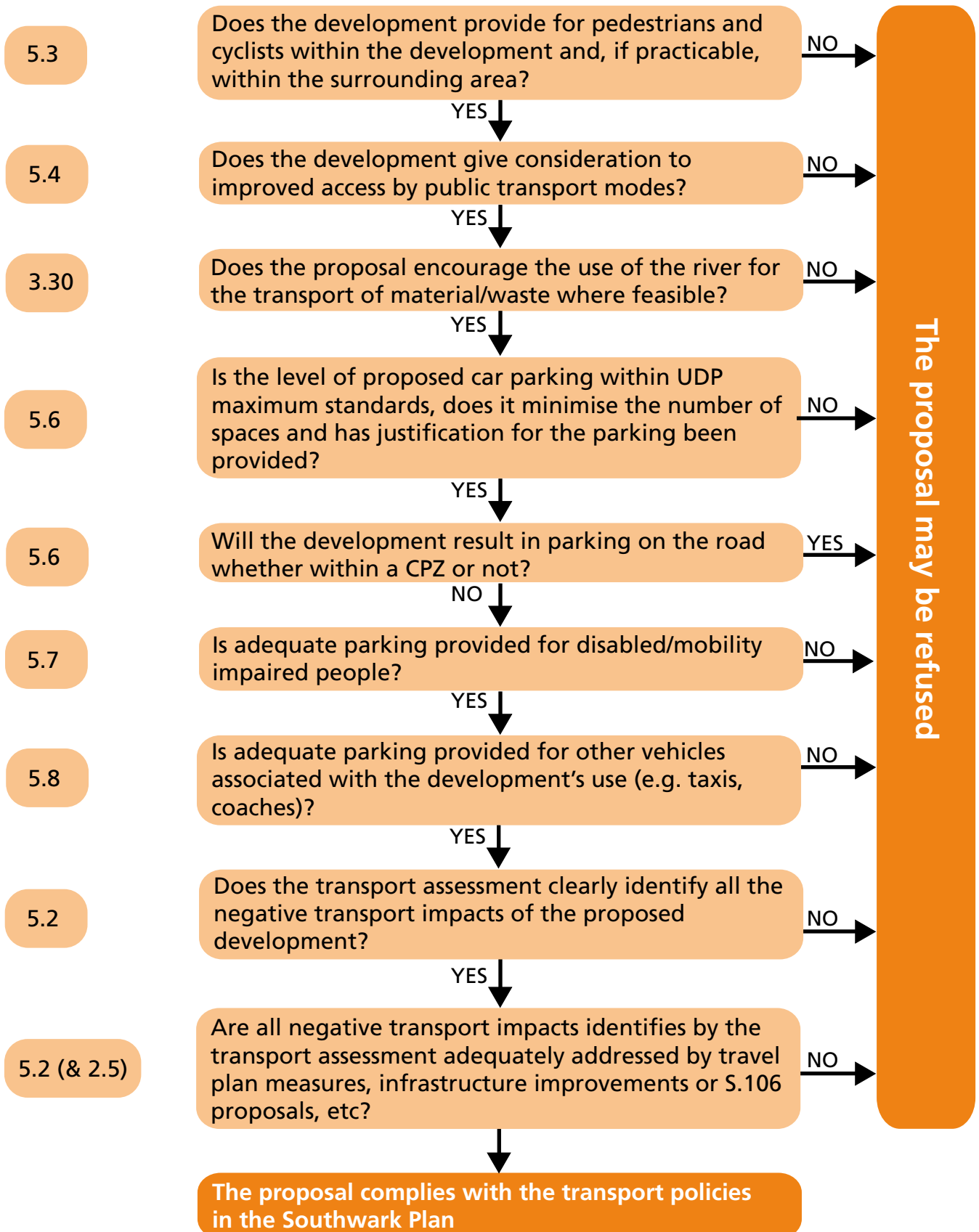
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3. The decision-making process

3.1.1 Applicants should go through the following policies to make sure that all of the issues have been considered and the correct information is provided with the planning application, appropriate to the type and size of development.

Policy





4. Location of development

(Southwark Plan Policies 5.1 and 5.5)

Southwark Plan Policy 5.1 – Locating Developments

The location of development throughout the borough must be appropriate to the size and trip generating characteristics of the development. Major developments generating a significant number of trips should be located near transport nodes. Where new major developments are not located within easy access of public transport nodes, applicants must demonstrate that sustainable transport options are available to site users. Where these are not available, applicants must propose measures to promote sustainable travel.

Southwark Plan Policy 5.5 – Transport Development Areas

In designated Transport Development Areas (TDAs) at London Bridge and Elephant and Castle, development should

- i. Maximise the efficient use of land around major transport sites
- ii. Strengthen and enhance links to existing public transport nodes
- iii. Strengthen and enhance walking and cycling infrastructure
- iv. Improve the legibility of the public transport network
- v. Be of exemplary design quality.

London Plan Policy 3C.1 Integrating transport and development

The Mayor will work with TfL, the government, boroughs and other partners to ensure the integration of transport and development by

- encouraging patterns and forms of development that reduce the need to travel, especially by car.
- seeking to improve public transport, walking and cycling capacity and accessibility where it is needed, for areas of greatest demand and areas designated for development and regeneration, including the Thames Gateway, Central Activities Zone, Opportunity Areas, Areas for Intensification and town centres and other parts of suburban London in which improved access is needed.
- in general, supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility (see Annex 4 on Parking Standards).
- encouraging integration of the major transport infrastructure plans with improvements to the public realm, particularly in key areas around major rail and Underground stations and interchanges, using land assembly powers where necessary.

4.1 Location of development

- 4.1.1 The policies in the Southwark Plan require large developments where lots of people will live, work or visit to be in locations close to rail, underground and bus stations or where there is good access by public transport. This has the effect of allowing larger scale development in areas where there are good to excellent levels of access by public transport, and lower scale development in areas with poor access to public transport.

Fact Box: What are the public transport nodes?

Public transport nodes include underground, bus and railway stations where there is a good level of access by public transport.

4.1.2 Central Activities Zone and Opportunity Areas

- 4.1.3 The Mayor has set targets for jobs and homes in the London Plan and the Southwark Plan makes sure that these are met. The Southwark Plan shows on a map the areas where lots of development needs to take place to provide more housing, jobs, schools and services along with improved public transport. They are the north west area of the borough and town centres.
- 4.1.4 The areas where most growth is planned are the Central Activities zone and Opportunity Areas at Elephant and Castle and London Bridge/Bankside. This is where large developments may be allowed if they meet our requirements including making sure that people walk, cycle or travel by public transport rather than by car. Large shopping development is encouraged in these areas to promote travel by public transport, walking and cycling. However, it must be shown that deliveries to these businesses have as little impact as possible on safety.

Fact Box: What is the Central Activities Zone (CAZ)?

The Central Activities Zone is the area within Central London where there is very good access to public transport and offices, shops, visitor attractions, hotels and cultural uses are encouraged.

Fact Box: What is an Opportunity Area (OA)?

A location where the Mayor would like large scale development that provides a large number of new jobs and homes with a mix of other uses. Opportunity Areas have good public transport with planned improvements to support the more intensive use of land. In Southwark, London Bridge/Bankside and Elephant and Castle have been identified as Opportunity Areas.

4.1.5 Action Areas, Neighbourhood Areas, local centres and town centres

- 4.1.6 The next set of areas are called action areas. The Mayor of London has identified Canada Water/Surrey Quays as an area for intensification or Action Area.
- 4.1.7 Peckham, Bermondsey Spa, West Camberwell and the Old Kent Road are also Action Areas in the Southwark Plan. More recently we have said that the Aylesbury housing estate should be an Action Area with a large number of new homes and we are preparing a plan to make this happen. Action Areas are where development will be allowed if it meets all of our requirements including making sure that people walk, cycle or travel by public transport rather than by car.
- 4.1.8 Camberwell, Lordship Lane, Dulwich, Herne Hill, Nunhead and The Blue are Neighbourhood Areas. These places are also town or local centres providing important shops and services for people living and working in and visiting these areas and with different levels of access by public transport. Smaller scale developments are expected in these centres.
- 4.1.9 Large shopping development is encouraged in Canada Water/Surrey Quays and Peckham town centres to promote travel by public transport, walking and cycling. However, it must be shown that deliveries to these businesses have as little impact as possible. Housing, rows of small shops, schools and offices are encouraged in the centres of Camberwell, Lordship Lane, Herne Hill, The Blue, Dulwich Village, and Nunhead.

Fact Box: What are Action Areas?

Action Areas are where we expect major changes in the coming years.

Fact Box: What are Neighbourhood Areas?

Neighbourhood Areas are areas we want to protect, improve and bring shops and homes back into use.

4.1.10 Transport Development Areas

- 4.1.11 These are areas around London Bridge and Elephant and Castle where new development should help improve public transport. Planning obligations money may be combined from different developments to fund large projects. Transport is sometimes prioritised over other issues such as affordable housing due to the importance of improvements for Southwark.

Fact Box: What are Transport Development Areas?

These areas include a major transport site such as a rail station, bus station and underground station that are surrounded by buildings with a mix of uses of high density and good design.

4.2 Type of development

4.2.1 Housing

4.2.2 There are four density standards in Southwark based on the size of buildings and access by public transport.

Fact Box: What is density?

Density is a measure of the scale/ intensity of housing development on a site. It is measured by how many habitable rooms (see the Fact Box below) are planned in a development for each hectare of land.

4.2.3 We have defined four areas with different levels of access by public transport in policy 4.1 and shown in Figure 5 of the Southwark Plan using 'Public Transport Accessibility Levels'. These are described below and include the Central Activities Zone, Urban Zone, Suburban Zone and Public Transport Accessibility Zone.

Fact Box: What are Public Transport Accessibility Levels?

Public Transport Accessibility Levels (PTALs) measure the ease of access to bus services, tube and train services based on the distance to a station or bus stop and how frequent the service is.

4.2.4 The size and amount of development will reduce in areas with lower levels of access to public transport. We want to encourage people to walk, cycle, and travel by public transport in areas that have good access by public transport so we direct developments that attract a lot of people to these locations.

4.2.5 Central Activities Zone

4.2.6 The Central Activities Zone (CAZ) has very good access by public transport to London and the South East and there is less of a need to use a car than in other urban areas. As a part of Central London, it is a place for international business and finance with jobs, shops, leisure and community facilities within walking and cycling distance. This is where large scale development (650 to 1100 habitable rooms per hectare) is encouraged with limited or no car parking spaces in controlled parking zones (CPZs) and up to 0.4 spaces per house or flat elsewhere. The planning application must show how people will travel to make sure residents are not using a car to travel. If improvements are not made to transport to meet the demands of a larger number of people living and working in and visiting Southwark in the future there will be more noise and congestion.

Fact Box: What is a habitable room?

A room within a house or flat, the main purpose of which is for sleeping, living or dining. It is any room with a window that could be used to sleep in, regardless of what it is actually used for. This excludes toilets, bathrooms, landings, halls and lobbies, and also excludes kitchens with an overall floor area of less than 11 square metres.

4.2.7 Urban Zone

4.2.8 This covers most of Southwark with lower scale development (200 to 700 habitable rooms per hectare) together with housing estates, town centres and some newer housing. There is a fairly comprehensive network of frequent bus services and some parts enjoy good rail connections. Development of a scale between the large scale development of the Central Activities Zone and suburban low rise scale of areas in the south of the Borough is allowed with no more than 1 parking space per house or flat or 1.5 per house/ flat in areas with poor access to public transport. Improvements to public transport are important where developments result in an increase in the number of people living, working or visiting an area.

4.2.9 Suburban Zone

4.2.10 This area includes Dulwich and is dominated by houses with gardens rather than flats, with development between 200 to 350 habitable rooms per hectare. There are some bus routes and railway stations, however the level of access by public transport is lower than in the rest of Southwark. Less development is going to happen in the Suburban Zone and we allow more car parking to a maximum between 1.5 or 2 spaces per flat or house.

4.2.11 Public Transport Accessibility Zones

4.2.12 Public Transport Accessibility Zones are in areas around tube stations and good bus services including Canada Water, Bermondsey, Walworth and Peckham. There is no upper limit on the scale of development in these areas if the development provides an excellent standard of living and design. As there is good access to public transport, developments should have little or no parking.



4.2.13 Office, retail and town centre uses

4.2.14 Development for shops and leisure uses should be located in the town centres. This includes Major, District and Local Centres that are listed below

Major Town Centres

1. Elephant and Castle (including Walworth Road); and
2. Peckham

District Town Centres

3. Canada Water
4. Bankside and Borough
5. London Bridge
6. Camberwell
7. Lordship Lane

Local Centres

8. Herne Hill
9. The Blue
10. Dulwich Village
11. Nunhead

4.2.15 Proposals for the development of shops and leisure uses on sites outside town centres must demonstrate that they have followed a sequential approach and also that the site can be accessed by public transport, walking and cycling.

Fact Box: What is the Sequential test?

The sequential test requires applicants who propose the development of offices, shops, leisure, entertainment, arts, cultural and tourism uses on a site outside a town centre to make sure their development cannot be put on a site in a town centre first. When it has been decided there are no sites available in the town centre, the applicant should make sure their development cannot be put on a site on the edge of a town centre. Only after all possible sites in a town centre and on the edge of a town centre have been rejected, will development in other places be acceptable.

4.2.16 Arts, tourism and leisure uses should be encouraged in the Strategic Cultural areas that attract a large number of visitors and have very good access to public transport.

Fact Box: What are Strategic Cultural Areas?

Strategic Cultural Areas are areas with a large number of attractions within the north of the borough and are in a short distance of other attractions in Lambeth, Westminster, the City and Tower Hamlets.

There are two Strategic Cultural Areas that include parts of Bankside, Borough and London Bridge, and St Mary's Church in Rotherhithe where the council would like to protect and improve attractions.

- 4.2.17 Hotels which are expected to attract a large number of people (employees and visitors) are also directed to areas with very good access to public transport.
- 4.2.18 New office development should be in the Central Activities Zone, Preferred Office Locations and in town centres. Offices in these areas provide space for international, UK and London businesses and provide jobs for local people. The Preferred Office Locations have very good access to public transport which makes them suitable locations for large scale offices which attract a large number of people. Little or no parking is expected in the Central Activities Zone and Preferred Office Locations.

Fact Box: What is a Preferred Office Location?

The Preferred Office Locations is an area with a large number of offices (Class B1a Use) which perform an important role for global, UK, London and Southwark businesses providing jobs and supporting the local economy.



5. Transport impacts

(Southwark Plan Policies 5.2)

Southwark Plan Policy 5.2 – Transport Impacts

Planning permission will be granted for development unless:

- i. There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or
- ii. Adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or
- iii. Consideration has not been given to impacts of development on the Bus Priority Network and the Transport for London road network.

London Plan Policy 3C.2 Matching development to transport capacity

The Mayor and boroughs should consider proposals for development in terms of existing transport capacity, both at a corridor and local level. Where existing transport capacity is not sufficient to allow for travel generated by proposed developments, and no firm plans exist for a sufficient increase in capacity to cater for this, boroughs should ensure that development proposals are appropriately phased until it is known these requirements can be met. Boroughs should take a strategic lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exists or is being introduced. The cumulative impacts of development on transport requirements should be taken into account. Boroughs should also facilitate opportunities to integrate major transport proposals with development in a way that supports the London Plan's priorities.

Developments with significant transport implications should include a Transport Assessment and Travel Plan as part of planning applications. Developers and planning authorities should refer to TfL's guidance on Transport Assessments. All developments that exceed thresholds defined in TfL guidance on Workplace Travel Planning and Residential Travel Planning should have a Travel Plan.

5.1 Transport Assessments

5.1.1 What is a Transport Assessment?

- 5.1.2 Transport Assessments consider the impact of developments on roads in the surrounding area and explain how these impacts will be dealt with. A Transport Assessment provides information on transport conditions and transport issues before, during and after a development is completed. A Transport Assessment must demonstrate to our satisfaction that the development will not have a negative impact on safety, cause congestion or lead to illegal or additional parking near the site of the proposed development. It must also show how it is likely to improve, provide and promote travel by public transport, cycling and walking and restrict travel by car.

- 5.1.3 If a planning application is referable to the Mayor (see Fact box) developers will need to take full account of Transport for London's 'Transport Assessment Best Practice Guidance Document, May 2006'. Other (non-referrable) proposals for development may also need to take this into account. All applicants should check the guidance.



Fact Box: What planning applications are referable to the Mayor?

Planned developments that are of strategic importance are referred to the Mayor. A development is classed as one of strategic importance if it falls into one of the following categories

- large-scale development (more than 150 homes or 20,000 sq m or more of development in Central London and 15,000 sq m or more outside Central London. Development adjacent to the Thames over 25m high or any development over 30m high).
- major infrastructure.
- developments that may affect London-wide policies.

For more information on applications referable to the Mayor, refer to the Town and Country Planning (Mayor of London) Order 2008.

- 5.1.4 The preparation of a Transport Assessment is likely to require the services of a transport consultant with the necessary skills/ knowledge particularly in assessing the traffic generated by the proposed development and the impact of the proposed development on the surrounding roads (see Table 1 starting on p24).
- 5.1.5 The assessment of traffic generated by the proposed development should consider all journeys, not just car trips. The Transport Assessment should consider the positive and negative effects of cyclists, walkers, drivers and users of public transport on each other and also the impacts of improvements to cycling, walking, public transport on each other and the highway. For example, a new cycle lane on the pavement may limit space for pedestrians. New development should promote walking, cycling, buses, trains, river transport and other forms of public transport. The Transport Assessment should therefore show how walking and cycling will be encouraged in new developments and how these will reduce journeys by car. Developments should contribute to more direct and safe walking and cycling routes that fit in with the surrounding transport network.

- 5.1.6 The following hierarchy (from the council's Local Implementation Plan (section 5.7)) will be used to resolve conflicts or competing demands between road users or different types of transport
- Pedestrians
 - Cyclists
 - Public transport and community transport
 - Powered two wheelers
 - Taxis
 - Freight vehicles
 - Private cars



- 5.1.7 The Transport Assessment will be used to decide whether the proposed development
- Meets current guidance from central government, the London Plan and Southwark Plan transport policies.
 - Conflicts with or assists any development proposed by us, Transport for London or any other proposal with planning permission.
 - Will be safe and acceptable.
 - Promotes walking, cycling and public transport.
 - Has an acceptable transport impact.
 - Requires changes to reduce its impact including making the development smaller in scale, requiring the proposed development to be built in stages or requiring improvements to transport infrastructure and/or services.
 - Includes appropriate provision for car parking, disabled parking and cycle parking, access and space for deliveries and loading/ unloading, emergency access and refuse collection and access for pedestrians and disabled people.

Fact Box: What is transport infrastructure?

Transport infrastructure includes any physical structures or buildings that are used for transport purposes. This includes bus stops, bus stations, bus garages, railway and underground stations, railway lines, cycle lanes, and signage.

5.1.8 When is a Transport Assessment required?

5.1.9 Southwark Plan policy 5.2 states that a Transport Assessment will be required “where a development proposal is likely to have significant transport implications”. Policy 3.3 requires the submission of a Sustainability Assessment with all major planning applications. A Transport Assessment will be a vital component of the Sustainability Assessment as described in our Sustainability Assessment Supplementary Planning Document. We will expect a Transport Assessment to be submitted with all major planning applications. We may also require a Transport Assessment with a minor application, where the proposal will have a significant transport impact.

Fact Box: What is a major planning application?

Any housing or mixed use development creating 10 or more houses/flats or where the site area is 0.5 hectares or more. For other types of development, a major site is one where the floorspace to be built is 1,000 square metres or more, or the site area is 1 hectare or more.

5.1.10 What should be included in a Transport Assessment?

The table below provides details of information that should be included in a transport assessment.

Table 1 Transport assessment checklist

Requirement of transport assessment	Tick box if included	Additional Comments
Description of the proposal:		
Location plan(s) at 1:1250 scale		
Schedule of proposed uses on the site		

Details of existing uses on the site:		
Table of existing uses on the site		
Details of existing site access, parking and servicing arrangements, etc		
Description of the local road network, key junctions and congestion spots, etc		
Details of existing public transport services, cycle and pedestrian routes and facilities etc		
Calculation of the current Public Transport Accessibility Level (PTAL) for the site (see paragraph 8.1 of this document)		
Parking conditions, both on and off-street, in the surrounding area including details of disabled parking bays		
Any baseline data/surveys used for assessing the transport impact of the development; for example, vehicle and pedestrian counts, public transport patronage and capacity, etc		
Details (including predicted transport impacts) of any committed developments in the area		

Traffic generation and impact on the surrounding road network:		
Full details and proper validation of all comparator sites, preferably derived from the TRAVL database (www.travl.org.uk)		
Details and justification for modal share assumptions		
Details of and justification for expected service vehicle movements		
Clear presentation of relevant turning movements etc for generated trips		
Assumptions made concerning primary, pass-by and transferred trips on the road network and extent of highway network impacted by the proposed development		
Full details and clear presentation of peak period junction and/or area-wide traffic modelling for both existing and proposed situations. This should include details of traffic flows, queue lengths, flow/capacity ratios, reserve capacity, impact on public transport networks, etc, as appropriate		
Design, access and servicing: (See section 11 for further details)		
Details of proposed access and circulation arrangements for vehicles, cyclists and pedestrians, including servicing, refuse collection and emergency vehicles		
Plans at 1:200 scale showing the internal site layout: access and servicing arrangements, including swept paths and service areas/loading bays, visibility splays and sightlines, etc		
Plans at 1:200 scale showing relevant vehicular swept paths to demonstrate the adequacy of service areas and access arrangements.		
Details of access to refuse stores and disabled parking bays, etc for disabled occupiers		

Walking, cycling and public transport: (See sections 6 and 7 for further details)		
Details of proposals to improve/encourage access by walking, cycling and public transport		
Parking provision: (See sections 8 to 10 for further details)		
Details of proposed parking for cars, bicycles, people with disabilities and other parking (e.g. motorcycles)		
Plans at 1:200 scale showing the layout of all parking areas		
Reason for the level of parking proposed		
Road safety considerations: (See paras 22 and 23 of Appendix 1 for further details)		
Road safety audit and proposals to address identified safety issues or improve security for all travel modes. Analysis of accidents in the surrounding area		
Travel Plan: (see section 5.2 and appendix 3 for further details)		
Proposals for mitigation		
Summary of the impacts on the environment including air pollution, noise, congestion and impacts on people incl. safety and how these will be overcome		
Consideration of the historic environment particularly local distinctiveness		
Individual and cumulative impacts of the proposal on achieving climate change objectives		

Servicing and operations plan		
Construction management plan		
Assessment to demonstrate options for using the river for transportation of construction waste/ materials from and to the site have been considered		
Implementation and monitoring of plan		
Principles of streets for people		
Consider the provision of refuelling points for electric cars		

More information may be required by the council's Transport Planning team depending on the type of development.

5.1.11 Scoping Larger Travel Assessments

5.1.12 For larger development proposals it may be appropriate to contact the council's Transport Planning Team regarding the form and content of the Transport Assessment and for advice on any issues that should be included.

5.1.13 Further Guidance

5.1.14 More information on preparing a Transport Assessment is in Appendix 2 of this Document.

5.2 Travel Plans

5.2.1 What is a Travel Plan?

5.2.2 A Travel Plan is an agreed set of measures that reduce reliance on the car and as a result reduce the impact of travel and transport on the environment. This will contribute to a reduction in fossil fuel use, energy consumption, the need to travel, and air pollution.

5.2.3 When is a Travel Plan required?

5.2.4 Travel Plans are required for all major and some minor developments if there are significant transport impacts.

5.2.5 What are the benefits of a Travel Plan?

5.2.6 The potential benefits of a Travel Plan to a developer are

- A reduction in car parking: this may reduce the cost of development, may increase the size of a site for other uses, such as additional development, landscaping, etc
- A reduction in measures required to make sure the negative impacts of a development are avoided or minimised. This may reduce the s106 money a developer is required to pay
- A reduction in the traffic generated by the development in the area surrounding a site, improving access and road safety as a result
- Improved amenity on the site and in the surrounding area
- Improvements to the health of people living in the development and the surrounding area by encouraging them to walk and cycle

5.2.7 What should be included in a Travel Plan?

5.2.8 A travel plan should include

- Plan objectives and targets
- Measures to promote/provide for public transport use
- Measures to promote/provide for cycling
- Measures to promote/provide for walking
- Measures to reduce car use and vehicle emissions
- Measures to reduce the need to travel, and particularly the number of private car trips which only involve one person in the car (single occupancy car trips)
- Targets for the proportion of people that will walk, cycle, use public transport, drive etc
- Indicators to determine whether the travel plan is changing the way people travel and progress is being made towards targets. Methods for achieving targets if a review shows the travel plan is not changing the way people travel should also be included
- Travel information, marketing and support
- Clear procedures to explain what steps will be taken by the developer to make sure the travel plan measures are funded and implemented by them and future occupiers
- Monitoring and reporting arrangements for the plan

5.2.9 Examples of the measures that could be introduced are provided in Appendix 3 of this document.

5.2.10 Measures in a Travel Plan need to support each other, in making sure more people walk, cycle, and use public transport and ensure that negative impacts on the environment are reduced. If there is not enough thought given to what the Travel Plan is going to achieve and how it is achieved, measures in the Travel Plan could be unsuccessful and targets not met.

5.2.11 For a Travel Plan to be successful, it must be clear what the plan is aiming to achieve with indicators and targets to measure this. It may be difficult to set targets when the future occupant of a development is not known but assumptions should be made and these should be clearly stated in the travel plan.

5.2.12 Travel Plans will be a requirement in a legal agreement with a condition so the developer pays for assessing whether the Travel Plan is successful in changing the way people travel and encouraging people to walk, cycle and use public transport for a period of time.

5.2.13 Further Guidance

5.2.14 More information on preparing Travel Plans is in Appendix 3 of this document.



6. Walking and cycling

(Southwark Plan Policies 5.3)

Southwark Plan Policy 5.3 - Walking and cycling

Planning permission will be granted for development provided

- i. There is adequate provision for pedestrians and cyclists within the development, and where practicable within the surrounding area; and/or
- ii. There is good design, location and access arrangements, including restrictions on parking, and the promotion of walking and cycling, with particular emphasis on disabled people and the mobility impaired; and/or
- iii. The development creates or contributes towards more direct, safe and secure walking and cycling routes, integrating with surrounding networks where possible, furthering the delivery of the London Cycle Network Plus and strategic walking routes (including the Jubilee Walkway and the Thames Path); and
- iv. There is provision of convenient, secure and weatherproof cycle parking to the minimum cycle parking standards set out in Tables 15.3 and 15.4 in Appendix 15.

London Plan Policy 3C.3 Sustainable transport in London

The Mayor will and strategic partners should support

- measures that encourage shifts to more sustainable modes and appropriate demand management
- measures that promote greater use of low carbon technologies so that CO2 and other contributors to global warming are reduced
- high levels of growth in the Thames Gateway by substantial new and improved transport infrastructure. Opportunity Areas and Areas for Intensification, particularly in east London, should be supported by improved public transport
- access improvements to and within town centres and their residential hinterlands by public transport – including by improved bus services, walking and cycling – and between town centres by improved bus services, more frequent rail services and, where appropriate, new tram and bus transit schemes
- improved sustainable transport between suburban centres, particularly by enhanced bus services, walking and cycling and by greater integration between bus, rail and Underground service
- improved provision for bus services, cycling and pedestrian facilities and local means of transport to improve accessibility to jobs and services for the residents of deprived areas.

London Plan Policy 3C.21 improving conditions for walking

DPD policies should

- ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools and based on the TfL guidance Improving Walkability
- provide for the undertaking of audits to ensure that existing pedestrian infrastructure is suitable for its proposed use
- plan for suitable crossing facilities around and near new developments, including features to enable disabled people to access them
- plan for improving the safety and security of the pedestrian environment through appropriate lighting levels, and security measures such as CCTV
- identify, complete and promote high quality walking routes including the six strategic walking routes identified in the Mayor's Transport Strategy
- ensure that Thames-side developments incorporate provision for a riverside walkway in accordance with Countryside Agency standards
- ensure that the pedestrian environment is accessible to disabled people
- take account of measures set out in the TfL Walking Plan for London
- improve the safety and convenience of pedestrian routes to school.

London Plan Policy 3C.22 improving conditions for cycling

DPD policies should

- identify and implement high quality, direct, cycling routes, where possible segregated from motorised traffic, giving access to public transport nodes, town centres and key land uses
- ensure that routes are segregated from pedestrians as far as practicable, but are not isolated
- identify, complete and promote the relevant sections of the London Cycle Network Plus, and other cycling routes
- take account of measures identified in the TfL Cycling Action Plan
- encourage provision of sufficient, secure cycle parking facilities within developments, taking account of TfL's Cycle Parking Standards
- encourage and improve safety for cycling.

6.1 Detailed Considerations

- 6.1.1 Pedestrian access to new developments should be designed to be equally accessible to all members of the community, including women, people with disabilities, older people and children.
- 6.1.2 The needs of cyclists should be fully taken into account, making sure it is easy for cyclists to find their way through a development and onto existing and proposed cycle networks.
- 6.1.3 The following should be considered as a part of proposals for new development
- Proposals for development should actively promote walking and cycling to, through and from the site.
 - Any potential negative impacts of the development on pedestrian and cyclist safety and ways to avoid or minimise these impacts should be identified.
 - Development should be designed to provide a safe environment that minimises the risk/fear of crime to pedestrians and cyclists in and around the development, particularly for women whose access can be limited by a fear of crime
 - Improvements to the quality of the environment for pedestrians and cyclists should be considered in the area surrounding the development, e.g. pathways, lighting, etc.
 - Access into and through the site for pedestrians and cyclists should be improved so it is the most direct, continuous and attractive to use.
 - Facilities should be provided to help pedestrians and cyclists cross busy road junctions close to a development.
 - The number of places where there could be conflict between pedestrians, cyclists and other road users e.g. cars, should be minimised. The potential for shared surfaces for pedestrians and cyclists should be considered.



- The existing transport infrastructure should be assessed to determine current conditions, available road space, barriers that might exist for walking and cycling and possible solutions to these problems.
- Preferred routes for pedestrians and cyclists should be identified, together with links to existing walking and cycle networks.
- Access for pedestrians and cyclists from the site to uses that attract people such as schools, shops, leisure uses, offices and other small and medium sized businesses in the surrounding area should be identified
- Proposed walking and cycle routes should be clearly signposted.
- Pollution and noise in areas used mostly by pedestrians and cyclists should be minimised.
- Pedestrian and cycling facilities should be designed to the council's standards.
- The potential for funding from Section 106 and/or Section 278 agreements to be spent on projects that improve access for pedestrians and cyclists should be considered.
- Separation of cyclists and pedestrians from motor vehicles should be considered when there is enough space available or where space can be made available.
- There should be as few cross-overs as possible into a development site and they should be designed to not have a negative impact on access routes for pedestrians and cyclists, where appropriate.

6.2 Cycle Parking

- 6.2.1 Policy 5.3 of the Southwark Plan states that planning permission for development will be granted if developments are designed to accommodate bicycles and provide sufficient cycle parking spaces. Policy 5.2 of the Southwark Plan also requires developments with transport impacts to submit a transport assessment, including a travel plan, with the planning application. The Transport Assessment will state the total number of journeys the proposal is likely to create and how many of these will be made by cyclists.
- 6.2.2 The development must provide enough cycle parking to meet the demand identified in the transport assessment. The current cycle parking standards (tables 15.3 and 15.4 of the Southwark Plan) were introduced by the London Cycle Network Design Manual in 1998 and adopted by the London Plan in 2004. Between 2000 and March 2007 there has been an 83% increase in cycling on roads managed by Transport for London. Tables 15.3 and 15.4 of the Southwark Plan provide standards for the minimum amount of cycle parking that should be provided in new development. For land uses where no cycle standards are provided in the Southwark Plan, proposals will be treated on a site by site basis. Unlike the standards for car parking, a large amount of cycle parking will be expected in all new development.
- 6.2.3 As stated in policy 5.3(iii) of the Southwark Plan, cycle parking must also be convenient, secure and weatherproof. There are a number of different types of cycle parking/storage facilities available on the market, but care should be taken to make sure it is of a suitable design that fits in with the surrounding development. Where Sheffield stands are used in a new development, the layout of and spacing between stands should meet the design standards in Appendix C of the London Cycle Design Standards.

- 6.2.4 The safety of cycle parking can have a big impact on how many people choose to cycle. Developers should ensure that the location of the cycle parking, as well as the parking itself, is secure. Further guidance is available from: TfL Cycle Parking Standards, Proposed Guidelines and TfL London Cycling Design Standards.
- 6.2.5 The cycle parking/storage area must be easy for all users to access and use. Access should not involve walking long distances or carrying bicycles up stairs or in lifts.
- 6.2.6 For housing developments, each house or flat should have at least 1 space for a bicycle. It should not be the case that some houses/ flats have two spaces while others have none. A planning condition to require at least 1 cycle parking space will be included in planning decisions if it is relevant.



7. Public transport

(Southwark Plan Policies 5.3)

Southwark Plan Policy 5.4 - Public transport improvements

Planning permission will be granted for the following public transport improvements especially where this would facilitate regeneration.

Development will not be permitted that would prejudice the implementation of the following schemes

- i. Cross River Transit Tram Proposal, (London Tram) from Camden to Peckham to Waterloo via Elephant and Castle
- ii. East London Line extension to Peckham, Dulwich and beyond
- iii. New rail station at Camberwell
- iv. Thameslink 2000
- v. Expansion of London Bridge Station
- vi. Redevelopment of Elephant & Castle Station
- viii. The Bus Priority Network.

These schemes are safeguarded on the Proposals Map.

London Plan Policy 3C.9 Increasing the capacity, quality and intergration of public transport to meet London's needs

The Mayor will work with strategic partners to increase the capacity of public transport in London by up to 50 per cent over the plan period and to improve the integration, reliability, safety, quality, accessibility, frequency, attractiveness and environmental performance of the existing public transport system.

London Plan Policy 3C.11 Phasing of transport infrastructure provision and improvements

The Mayor will work with strategic partners to facilitate the phased ,implementation of public transport improvements and to co-ordinate improved public transport capacity as closely as possible with development priorities and phasing. The Mayor will work with TfL to secure funding to progress those improvements shown in Table 3C.1 that are within the control of the GLA group, and the Mayor and TfL will work closely with the government, developers and other key partners to secure the funding and appropriate phasing of other improvements shown in Table 3C.1.

London Plan Policy 3C.12 New cross-London links within an enhanced London National Rail network

The Mayor will work with strategic partners to improve the strategic public transport system in London, including cross-London rail links to support future development and regeneration priority areas, and increase public transport capacity by

- implementing Crossrail 1, a particularly high priority to support London's core business areas.
- implementing a high frequency Londonwide service on the national rail network.
- extending the East London Line and other enhancements to the London Overground network, which incorporates the West London Line, the North London Line and the Barking – Gospel Oak Line, and through further extensions of the East London Line, towards completion of an orbital rail network.
- completing the Thameslink Programme, incorporating Thameslink 2000.
- developing Crossrail 2 in the later period of the plan.

This will help improve access to the Central Activities Zone, town centres, major Opportunity Areas and regeneration sites and many parts of suburban London. DPD policies should identify development, intensification and regeneration opportunities that these new cross-London links and national rail enhancements will support. They should identify and protect land used for rail purposes and identify proposals for major schemes.

London Plan Policy 3C.14 Enhanced bus priority, tram and busway transit schemes

The Mayor will work with TfL, the boroughs and other strategic partners to improve journey times through the implementation of priority schemes to assist buses and new tram and busway transit (light transit) schemes (including possible extensions to Croydon Tramlink). DPD policies should seek to

- help make tram and busway transit schemes successful and acknowledge their associated regeneration benefits and urban realm improvement opportunities
- identify the approved schemes and implications for development along their routes, including the need for land or road space
- reflect the increased accessibility and capacity the schemes will provide.

7.1 Public Transport

- 7.1.1 Public transport that people can access, afford to use, that arrives on time and gets people to where they want to go will reduce reliance on cars. This will, reduce congestion on roads, demand for parking and greenhouse gas emissions. All development proposals should consider links to existing and future public transport networks. The council will seek money from developers to fund improvements to public transport as described in the Planning Obligations Supplementary Planning Document.



7.1.2 Developers should address the following in planning applications for new development

- Improved access to public transport.
- Improved access to public transport for disabled people and the mobility impaired.
- Investigate as part of the Transport Assessment whether there is space on public transport or improvements that can be made to public transport to support access and use by people living, working and visiting the proposed new development (see paragraph 7.1.1).
- The potential for existing or new bus routes to be included in the design and layout of the development.
- Agreements to pay money towards improvements to public transport where a proposal for development does not provide access to public transport or there is not enough space or facilities to meet the increased demand on public transport.
- The potential for ferry services on the River Thames to provide public transport services.
- Discussions with Transport for London on the use of and improvements to public transport

7.1.3 We will protect existing transport facilities and provide land for the development of new transport facilities in the Borough. Projects we are safeguarding land for are listed under Policy 5.4 of the Southwark Plan and further guidance is provided in the Mayor's SPG on Land for Transport Functions (2007).

7.2 The Bus Priority Network and Transport for London Road Network

7.2.1 Any negative impacts of a development on the London Bus Priority Network (LBPN) and the Transport for London Road Network (TLRN) need to be considered in a Transport Assessment. Measures to avoid or minimise these impacts should also be included in the Transport Assessment.

7.2.2 If a planning application is referable to the Mayor of London as defined by the Town and Country Planning (Mayor of London Order) 2008, developers will need to take full account of Transport for London's "Transport Assessment Best Practice Guidance Document", May 2006. There may be applications where non-referrable schemes may also need to take account of this guidance, for example, where access to a proposed development would be situated on a road junction that forms part of the Transport for London Road Network (TLRN) or Strategic Road Network (SRN).

8. Car parking

(Southwark Plan Policy 5.6 and Appendix 15)

Southwark Plan Policy 5.6 - Car parking

All developments requiring car parking should minimise the number of spaces provided. Maximum standards are set out in Appendix 15. Where more than 20 surface parking spaces are proposed, applicants must demonstrate why this cannot be provided underground or within buildings. All developments will be expected to include justification for the amount of car parking sought, taking into account

- i. Public Transport Accessibility Levels set out in Appendix 15
- ii. The impact on overspill parking
- iii. The demand for parking within the Controlled Parking Zones. The LPA will restrict permit provision where necessary.

Parking for retail and leisure uses within town centres should be shared with public parking, not reserved for customers of a particular development. Maximum stay restrictions are required for all retail and leisure town centre parking.

Southwark plan Appendix 15 Parking standards London Plan policy 3C.23 Parking strategy

The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people. DPD policies and Local Implementation Plans should

- adopt on- and off-street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic
- adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility
- reduce the amount of existing, private, non-residential parking, as opportunities arise
- recognise the needs of disabled people and provide adequate parking for them
- take account of the needs of business for delivery and servicing movements
- provide adequate facilities for coaches that minimise impact on the road network capacity and are off-road wherever possible
- generally resist the introduction of temporary car parks
- encourage good standards of car parking design
- seek to re-allocate space to provide for cycle parking where this does not meet the recommended levels of provision in TfL's cycle parking standards.

London Plan Annex 4 parking standards

London plan policy 3C.24 Parking in town centres

DPD policies and Local Implementation Plans should set out appropriate parking standards for town centres. These should help to enhance the attractiveness of town centres and reduce congestion. These standards should take into account

- the standards set out in Annex 4
- the current vitality and viability of their town centres (see Policies 3D.1 and 3D.2)
- regeneration and town centre management objectives
- existing on- and off-street parking provision and control
- public transport provision and the need to reduce travel by car
- pedestrian and cycle access.

8.1 Public Transport Accessibility Levels (PTALs)

- 8.1.1 Transport for London's Public Transport Accessibility Levels (PTALs) have been used to produce a map showing how accessible places are to public transport services. This allows Southwark to take the same approach as other boroughs in assessing the access of a proposal to public transport. The amount of car parking in new development should reduce as the level of access by public transport increases.
- 8.1.2 Because the public transport services which are available change over time, Transport for London produces updates to PTAL information on a regular basis.
- 8.1.3 Maps showing Public Transport Accessibility Levels across London, Southwark or an area that is not site specific only provide an estimate on whether a site has good access from a site to public transport and should not be relied on for planning applications. For all major developments, and any other development where there may be doubt over the PTAL for the site, we recommend the PTAL is calculated using Appendix B of Transport for London's Transport Assessment Best Practice Guidance Document, May 2006.

8.2 Application of the parking standards

- 8.2.1 As stated in Policy 5.6, we have maximum car parking standards with the aim of limiting parking in all developments to the minimum. The only exception is a requirement for developments to provide car parking.
- 8.2.2 It will normally be possible to reduce the level of parking that we require through measures in the travel plan to encourage walking, cycling and the use of public transport.



8.3 Overspill Parking

- 8.3.1 People living or working in a new development will be unable to park on the street in a Controlled Parking Zones (CPZs). This will be controlled through a s106 planning agreement which prevents people living or working in the development from applying for an on-street parking permit. As stated in policy 5.6, we will normally limit the number of on-street permits in Controlled Parking Zones to prevent overspill parking, using section 106 money to change the Traffic Management Order.
- 8.3.2 Outside of CPZs applications may be refused if adequate parking is not provided within the site that may lead to overspill parking on the public highway that will result in a loss or deterioration of amenity for existing and future users.

Fact Box: What is a Controlled Parking Zone?

Controlled Parking Zones are areas where there are restrictions on people being able to park on the street. Permits are normally used to limit parking for residents. This is to avoid too many people including local residents, commuters and shoppers parking in the same area.

8.4 Car-Free Developments

- 8.4.1 Table 15.4 of the Southwark Plan says that, in the Central Activity Zone, housing should normally be car-free. Car free locations should
- have a high PTAL value (5 or 6)
 - be within a Controlled Parking Zone
 - have good access by walking, cycling and public transport to services and facilities such as shops, schools, health and leisure facilities, and offices.

Fact Box: What is car-free development?

Car free developments have no car parking spaces (other than disabled parking) for people living in or visiting the development or for a car club. Proposals that include car parking spaces on the site of the development for a car club are not car-free and car parking may be provided off-site as part of the council's Borough wide car club scheme. This requires applicants to agree to pay money to us as part of a legal agreement.

A development is not car free if as a result of not providing spaces on the site, people living or working in the new development park on the road.



8.5 Low-car schemes

- 8.5.1 The council will encourage low-car schemes where car clubs, electric vehicles (or other measures) are used to reduce the amount of private parking space that would otherwise be required in that development.

9. Parking standards for disabled people and the mobility impaired (Southwark Plan Policy 5.7)

Southwark Plan Policy 5.7 - Parking standards for disabled people and the mobility impaired

Developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired. The following will be required

- i. A minimum of one accessible car parking space per development, where associated car parking is not provided.
- ii. A minimum of two accessible car parking spaces in circumstances where associated parking is provided.

London Plan Policy 3C.23 Parking Strategy

see page 39

- 9.1.1 The council will require as many spaces as are needed to meet the needs of disabled people and the mobility impaired likely to be living, working or visiting a development.
- 9.1.2 For housing we require at least one disabled car parking space per development and we expect one space for each disabled flat or house. If the development is located in the Central Activities Zone and the PTAL is 6, a slightly lower number of disabled spaces will be acceptable.

10. Other parking

(Southwark Plan Policy 5.8)

Southwark Plan Policy 5.8 - Other parking

Planning permission will be granted for development provided

- i. Developments likely to attract significant numbers of visitors (such as C1, C2, D1 and D2 uses) include adequate taxi and coach parking facilities including space for stopping and manoeuvring.
- ii. A mini-cab office would not create traffic problems or harm residential amenity.

London Plan policy 3C.23 Parking strategy

see page 39

London Plan policy 3C.24 Parking in town centres

see page 40

10.1 Taxi and Coach Parking

- 10.1.1 All large developments should provide coach parking and space for taxis to drop off/pick up people particularly hotels, places of worship, cinemas, concert halls and other leisure uses that attract a large number of people.
- 10.1.2 Space for taxis and coaches to allow loading/ unloading of passengers and luggage should also be considered in other developments; for example those near to rail and underground stations, in town centres, at hospitals, and in or near to shopping areas.

10.2 Mini-Cab Offices

- 10.2.1 Southwark Plan policy 5.8 is considered to be clear with regard to applications for mini-cab offices. No further guidance or advice is therefore included in this document.

10.3 Powered Two-Wheelers (PTWs)

- 10.3.1 Powered Two-Wheelers include motorcycles, scooters and mopeds. There is no reference in the Southwark Plan to parking for Powered Two-Wheelers. However, adequate and secure motorcycle parking in new development is encouraged in both the London Plan and the Mayor's Transport Strategy



10.3.2 Developers should consider the following in proposals for new development:

- Safe access and enough parking for powered two wheelers in major commercial development.
- In the Central Activity Zone, a mix of parking with more spaces for Powered Two Wheelers than car parking spaces may be acceptable.
- In housing developments where a large number of one to two bedroom homes or flats is provided, more parking for powered two wheelers (and a reduction in car parking) may be acceptable to meet the parking requirement.

11. Servicing

(Southwark Plan Policy 5.7)

Southwark Plan Policy 3.11 Efficient use of land

All developments should ensure that they maximise the efficient use of land, while

- i. Protecting the amenity of neighbouring occupiers or users.
- ii. Ensuring a satisfactory standard of accommodation and amenity for future occupiers of the site.
- iii. Positively responding to the local context and complying with all policies relating to design.
- iv. Ensuring that the proposal does not unreasonably compromise the development potential of, or legitimate activities on, neighbouring sites.
- v. Making adequate provision for servicing, circulation and access to, from and through the site.
- vi. Ensuring that the scale of development is appropriate to the availability of public transport and other infrastructure.

The LPA will not grant permission for development that is considered to be an unjustified underdevelopment or over-development of a site.

Southwark Plan Policy 5.2 Transport impacts

see page 21

London Plan policy 3C.23 Parking strategy

see page 39

- 11.1.1 Uses that require the delivery of goods and loading/ unloading of vehicles can take up space on the footpath or road that can block access for pedestrians, cyclists and other road users. Developments that involve the pick up and delivery of goods will need to show there are not impacts on the safety of pedestrians, cyclists and other road users.
- 11.1.2 Developments likely to attract a large number of vehicles for loading/ unloading will be required to produce a Servicing Management Plan as part of the Transport Assessment. The aim of this Plan will be to minimise the impact of loading/ unloading of vehicles operations within the development and on surrounding roads. Some developments, for example sites where access is onto a strategic road, need to follow the guidance set out in Transport for London's 'Transport Assessment Best Practice Guidance May 2006. Applicants are recommended to check this guide.



11.1.3 Applicants must demonstrate that enough space for servicing, circulation and access to, from and through the site is provided as follows

- All roads and footpaths within a development, whether private or adopted by the council, Transport for London or the Highways Agency should be designed to the standards in the Department for Transport's Manual for Streets, March 2007. This includes any proposed works involving facilities for deliveries, loading and unloading.
- All proposed works on the public highway should be designed to the standards in the council's Draft "Streetscape Design Guide" (2006).
- The facilities proposed for deliveries, unloading/ loading should be suitable for deliveries at the development, including the types of vehicles, number of trips, time of day and week, possible conflicts with other vehicles, pedestrians and cyclists.
- Safe access and egress for refuse collection, delivery and emergency vehicles, based on the uses on the site, e.g. residential, industrial and commercial.
- Space should be provided for the storage and collection of refuse and recyclable materials (recycling bins or boxes) within the boundaries of the site.
- All loading and unloading should be undertaken within the boundaries of the site unless there are exceptional circumstances or constraints that limit the potential development on a site.
- Whether loading/unloading restrictions need to be introduced within town centres to avoid loading/ unloading taking place on the street. It would be a requirement for the developer to pay for this.
- Whether direct links can be made from the site of the proposed development to a strategic road for service vehicles to avoid driving through residential areas.
- The negative impacts of service vehicles on the environment should be minimised including noise and air pollution, impacts on views and pedestrians and cyclists, etc.
- Areas for deliveries, loading/ unloading should be separated from walking and cycling routes e.g. by providing space at the back of a building or by limiting the time that deliveries, etc can be made.
- Access should be provided for London Fire Brigade emergency vehicles to meet requirements in the 'London Fire Brigade Guidance Note 29'.

11.1.4 All developments must provide for servicing in line with our Vehicle Access Policy guidance note (March 2008) (see Appendix 4).

12. Ways to make sure that developments do not have negative impacts

- 12.1.1 Negative impacts must be avoided or reduced as much as possible for a development to be acceptable
- 12.1.2 Ways to avoid or reduce negative impacts from the development must be included in the Transport Assessment and Travel Plan. This will usually include: conditions (see below), S106 money the developer agrees to pay by a legal agreement and works to and beside roads and footways.

12.2 Conditions

- 12.2.1 Planning permission is usually subject to conditions. These conditions need to be met for development to be allowed. They will normally deal with less complex issues than those dealt with by s106 payments made to the council as part of a legal agreement (e.g. time limits for when development can start, requirement for more information to be provided to us and approved limits on the use). There are legal and policy tests that determine what can and cannot be covered by planning conditions.

12.3 Planning Obligations

- 12.3.1 Planning obligations (normally money paid by a developer to help address the impacts of a development) are used to remove or reduce negative impacts of development proposals that are otherwise acceptable. The council's S106 Supplementary Planning Document on Planning Obligations (July 2007) explains the requirements for the types of development proposals that must pay S106 money to the council to remove or reduce the impacts of development, how much should be paid and what this will be spent on. Money paid towards improvements to transport can be divided into improvements to access on the site and improvements to public transport, walking and cycling in the wider area.

13. Where to get advice and more information

This information will be updated in the future so please continue to check the following web site for updates
www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SPDsandSPGs/transportspd.html

Department of Transport

Great Minster House
76 Marsham Street
London
SW1P 4DR
Tel: 020 7944 8300
Fax: 020 7944 9643
Email: FAX9643@dft.gsi.gov.uk

Websites

General: www.dft.gov.uk/
Information for commercial transport businesses: www.transportoffice.gov.uk/
Road Safety www.dft.gov.uk/think/
Travel Plan web-site: www.dft.gov.uk/pgr/sustainable/travelplans/work/travelplans

Transport for London

TfL Land Use Planning
8th Floor, Windsor House
42-50 Victoria Street
London
SW1H 0TL
Tel: 020 7126 4576
Email: landuseplanning@tfl.gov.uk
Website: www.tfl.gov.uk/businessandpartners/commercialopportunities/6010.aspx

Energy Saving Trust

This is a source of free, impartial advice for UK-based organisations, which can help with all aspects of travel planning.
21 Dartmouth Street
London
SW1H 9BP
Telephone: 020 7222 0101
Fax: 020 7645 2460
Website: www.energysavingtrust.org.uk

Association for Commuter Transport (ACT)

1 Vernon Mews
Vernon Street
London
W14 0RL
Telephone: 020 7348 1987
Fax: 020 7348 1989
Email: mail@act-uk.com
Website: www.act-uk.com/index.jsp

Campaign for Better Transport

The Impact Centre
12-18 Hoxton Street
London
N1 6NG
Telephone: 020 7613 0743 extn 116
Fax: 020 7613 5280
Email: info@bettertransport.org.uk
Website: www.bettertransport.org.uk/

London Fire Brigade

London Fire and Emergency Planning Authority
169 Union Street
London
SE1 0LL
Telephone: 020 8555 1200
Email: info@london-fire.gov.uk (service covered 8-5 Monday to Friday)
Website: www.london-fire.gov.uk/default.asp

School Travel Plans

For information relating to schools, contact Southwark's School Travel Adviser on 020 7525 5478

Transport advice on planning applications

Website: www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningapplications/advicehelpwithplanningapplications.html

Online Journey planner

national: www.transportdirect.info

London: http://journeyplanner.tfl.gov.uk/user/XSLT_TRIP_REQUEST2?language=en

14. How to find out more about this document

This information will be updated in the future so please continue to check <http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SPDsandSPGs/transportspd.html> for updates

Southwark Council

1. Regeneration and neighbourhoods department

Planning policy and research team, PO Box 64529, London SE1P 5LX

Planning policy

Tel: 020 7525 5471

Fax: 020 7084 0347

Email: planningpolicy@southwark.gov.uk

Development management

Tel: 020 7525 5438 (Duty planner)

Email: planning.enquiries@southwark.gov.uk

Opening hours: Monday to Friday, 10am to 4pm

Design and conservation

Tel: 020 7525 5448

Email: designconservation@southwark.gov.uk

Planning obligations, S106

Tel: 020 7525 5450

Email: dan.taylor@southwark.gov.uk

Transport

Tel: 020 7525 5317

Email: transport@southwark.gov.uk

2. Environment and housing department

Street scene

PO Box 64529, London SE1P 5LX

Tel: 020 7525 2000

Fax: 020 7525 3077

Email: environment@southwark.gov.uk

Environmental health

Chaplin Centre, Thurlow Street, London, SE17 2DG

Tel: 020 7525 4253

Fax: 020 7525 5768

Email: environment@southwark.gov.uk

3. INDEPENDENT PLANNING ADVICE**Willowbrook**

Willowbrook Centre

48 Willowbrook Road, London, SE15 6BW

Tel: 020 7732 8856

Fax: 020 7732 5888

Email: info@willowbrookcentre.org.uk

Website: www.willowbrookcentre.org.uk

4. Publications**Legislation****Department for Communities and Local Government**

Planning and Compulsory Purchase Act 2004

Town and Country Planning (Mayor of London) Order 2008

Policy guidance/ strategies**Department for Communities and Local Government**

Planning Policy Statement 1: Planning for Sustainable Development

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1

Planning Policy Statement 6: Planning for Town Centres, 2005

Planning for Town Centres: Guidance on Design and Implementation tools

Planning Policy Guidance Note 13 (PPG13), 2001

All available at www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/

[planningpolicystatements/planningpolicystatements/](http://www.communities.gov.uk/planningandbuilding/planning/planningpolicystatements/)

Greater London Authority

London Plan

Available at www.london.gov.uk/thelondonplan/

Transport for London

Transport 2025: Transport vision for a growing world city (2006)

Transport 2025: Transport challenges for a growing city (2006)

Available at www.tfl.gov.uk/corporate/about-tfl/publications/1482.aspx

Guidance

Transport for London: Transport assessment Best Practice Guidance (2006)

www.tfl.gov.uk/corporate/about-tfl/publications/1482.aspx

Travel planning

Department for Transport

The essential guide to travel planning (2008)

A guide on travel plans for developers (2006)

Making residential travel plans work: guidelines for new development (2005)

A guide on how to set up and run travel plan networks (2006)

Making personal travel planning work: research report (2007)

Making personal travel planning work: case studies (2007)

All available at www.dft.gov.uk/pgr/sustainable/travelplans/

Transport for London

Guidance for residential travel planning in London (2008)

Guidance for workplace travel planning for development (2008)

Streets/ access

Department for Transport

Manual for Streets, 2007

www.dft.gov.uk/pgr/sustainable/manforstreets/

English Heritage

Streets for All (Regional Manuals) 2005

www.helm.org.uk/server/show/nav.8751

Transport and the Historic Environment 2004

www.english-heritage.org.uk/upload/pdf/EHTransportPolicy.pdf

London Fire Brigade

'London Fire Brigade Guidance Note 29'

Document not available online

www.london-fire.gov.uk/fire_safety/fire_safety.asp

Cycle parking standards and design guidance

Transport for London

Cycle parking standards: TfL proposed guidelines

www.tfl.gov.uk/assets/downloads/corporate/Proposed-TfL-Guidelines.pdf

Transport for London

London Cycling Design Standards

www.tfl.gov.uk/businessandpartners/publications/2766.aspx

Appendix 1

Policy Context

National policy

- 1 The Government's policy on transport over the last decade has moved towards a more joined up approach with a focus on the need to promote walking, cycling and the use of public transport and to reduce the use of the car.
- 2 The Government's policies provide guidance for local authorities. Southwark's policies must be in line with the Government's policies.

Transport Act 2000

- 3 A key factor in developing and improving facilities and encouraging travel by public transport, walking and cycling is providing people with more choice in how they get around. Important to this are improvements to public transport. The Transport Act 2000 aims to provide public transport where the different types of transport make it easy for people to travel. Public transport that provides good links to other types of transport e.g. from a bus to a train and that allow enough time to get from one to the other (including cycling facilities, taxis and Park & Ride facilities, etc) will make it easy to get around. Public transport should also be fair, not disadvantage some and allow people with limited mobility and those who are visually impaired to access transport.

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) (2005)

- 4 Planning Policy Statement 1 provides policies to help in planning the location of different uses and to provide positive benefits for the community, economy and environment (deliver sustainable development). Its objective is that planning should support and promote sustainable development by providing good access to jobs and services for everyone. PPS1 states that walking, cycling and public transport should be encouraged and reliance on the private car should be reduced by locating types of development that attract people in places with good access by public transport, walking and cycling.

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (2007)

- 5 Planning and Climate Change sets out how new homes, jobs and other services should help reduce carbon emissions and that they should be designed to adapt to changes in climate. It also requires new development to be well located so that walking, cycling and travel by public transport are encouraged and reliance on the car is reduced.

Planning Policy Statement 3: Housing (PPS3) (2006)

- 6 Planning Policy Statement 3 provides the government's guidance on housing. The objective is to make sure that everyone has access to a decent home, which they can afford, in a community where they want to live. In relation to transport, Planning Policy Statement 3 states that the right

locations should be identified for housing and these locations should have a range of community facilities with good access to jobs, key services, and public transport. Planning Policy Statement 3 also requires new development to be in locations with good access to public transport. Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4) (2009)

- 7 PPS4 sets out the government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. Economic development is defined as development within the B Use classes, public and community uses and main town centre uses.
- 8 The PPS sets out that local planning authorities should plan for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provide advice on phasing and programming of development.

Planning Policy Guidance 13: Transport (2001)

- 9 Planning Policy Guidance 13 is the Government's guidance on transport. Its objectives are to make sure planning and transport are joined up at the national, London wide, Southwark and local level in order to
 - Promote the use of public transport, walking and cycling by people and the use of trains and barges for moving freight.
 - Promote access to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
 - Reduce the need to travel, especially by car.
10. PPG13 provides guidance on where development should be located to make sure uses that attract people can be accessed by walking, cycling and public transport.

Regional Policy

The London Plan (2008) Consolidated with alterations since 2004

- 11 The London Mayor's Spatial Development Strategy for Greater London (The London Plan) provides policies for London that guide the future growth and development of London.
- 12 The London Plan has a vision for London to be a sustainable world city with growth, equal chances for everyone and sustainable development. It sets out 6 key objectives for London to become a sustainable city
 - To accommodate London's growth within its boundaries without encroaching on open spaces.
 - To make London a healthier and better city for people to live in.
 - To make London a more prosperous city with strong and diverse long term economic growth.

- To promote social inclusion and tackle deprivation and discrimination.
 - To improve London's accessibility.
 - To make London an exemplary world city in mitigating and adapting to climate change and a more attractive well-designed and green city.
- 13 Objective 5 is particularly relevant to planning and developing transport facilities and services in London. This means taking a joined up approach to addressing problems including traffic congestion and making major improvements to public transport.
- 14 The London Plan seeks to improve and expand public transport by making sure large-scale developments and those that attract a lot of workers, residents and/or visitors are in locations with high levels of public transport, e.g. major transport nodes and town centres (Policy 3C.1). Local planning authorities should encourage developments in areas where there are enough public transport services and space on buses, trains etc to meet demand from people living, working and visiting developments (Policy 3C.1).
- 15 The London Plan states development with significant transport impacts should include a Transport Assessment and a Travel Plan as part of planning applications (Policy 3C.2)
- 16 Reducing the use of private cars is seen as an effective way of reducing congestion on the road, which has the benefit of reducing car parking problems. Facilities and services to encourage the use of public transport, walking and cycling can help reduce the need to use the private car which can, in turn, lead to less congestion on the road. Locating large developments in areas with good access to public transport will also help to reduce reliance on the car (Policy 3C.3).
- 17 The London Plan limits the amount of car parking in new development, which in turn will encourage people to use public transport, walk and cycle. Therefore, as little car parking as possible should be provided in new development and public transport, walking and cycling encouraged. Less parking is required in locations where access to public transport and other types of transport is available (Policy 3C.23).

Transport 2025: Transport Vision for a Growing World (2006)

- 18 To support the vision in the London Plan, Transport 2025 aims to provide a world class transport system by
- Aiming to improve the conditions of existing transport facilities.
 - Making sure transport services and facilities are on time, make the best use of resources and are safe.
 - Reducing the need to travel.
 - Encouraging people to walk, cycle and use public transport using information and incentives.

- Reducing congestion and emissions to the environment.
- Providing new public transport services including railway/tram routes and facilities.

19 The Transport Strategy recognises the importance of being joined up with the London Plan (paragraph 3.50) to make sure new development can be accessed by walking, cycling and public transport, and transport services and facilities are in place to meet the needs of people who live, work in and visit new developments.

Relevant London Plan policies Feb 2008

Policy 3C.1 Integrating transport and development

Policy 3C.2 Matching development to transport capacity

Policy 3C.3 Sustainable transport in London

Policy 3C.4 Land for transport

Policy 3C.5 London's international, national and regional transport links

Policy 3C.8 Improving strategic rail services

Policy 3C.9 Increasing the capacity, quality and integration of public transport to meet London's needs

Policy 3C.10 Public transport security

Policy 3C.11 Phasing of transport infrastructure provision and improvements

Policy 3C.12 New cross-London links within an enhanced London National Rail network

Policy 3C.13 Improved Underground and DLR services

Policy 3C.14 Enhanced bus priority, tram and busway transit schemes

Policy 3C.15 New Thames river crossings

Policy 3C.16 Road scheme proposals

Policy 3C.17 Tackling congestion and reducing traffic

Policy 3C.18 Allocation of street space

Policy 3C.19 Local transport and public realm enhancements

Policy 3C.20 Improving conditions for buses

Policy 3C.21 Improving conditions for walking

Policy 3C.22 Improving conditions for cycling

Policy 3C.23 Parking strategy

Policy 3C.24 Parking in town centres

Policy 3C.25 Freight strategy

Local policy

Southwark Plan (UDP) July 2007

Strategic Policy 1: Sustainability, equality and diversity

Strategic Policy 2: Participation

Strategic Policy 3: Quality and accessibility

Strategic Policy 4: Removing barriers to employment
Strategic Policy 8: Anti-poverty
Strategic Policy 9: Meeting community needs
Strategic Policy 10: Development impacts
Strategic Policy 11: Amenity and environmental quality
Strategic Policy 12: Pollution
Policy 1.7: Development within town and local centres
Policy 1.8: Location of developments for retail and other town centre uses
Policy 1.11: Arts, culture and tourism uses
Policy 1.12: Hotels and visitor accommodation
Policy 2.2: Provision of new community facilities
Policy 2.5 Planning Obligations
Policy 3.1 Environmental Effects
Policy 3.3 Sustainability Assessment
Policy 3.4 Energy Efficiency
Policy 3.6 Air Quality
Policy 3.11 Efficient use of land
Policy 3.12 Quality in Design
Policy 3.13 Urban Design
Policy 3.14 Designing out Crime
Policy 4.1 Density of Residential Development
Policy 5.1 Locating Developments
Policy 5.2 Transport Impacts
Policy 5.3 Walking and Cycling
Policy 5.4 Public Transport Improvements
Policy 5.5 Transport Development Areas
Policy 5.6 Car Parking
Policy 5.7 Parking Standards for disabled people and the Mobility Impaired
Policy 5.8 Other Parking
Policy 6.1 Elephant and Castle Opportunity Area
Policy 6.2 London Bridge Opportunity Area
Policy 7.1 Peckham Action Area
Policy 7.2 Canada Water Action Area
Policy 7.3 Old Kent Road Action Area
Policy 7.4 Bankside and the Borough Action Area
Policy 7.5 Bermondsey Spa Action Area
Policy 7.6 West Camberwell Action Area
Policy 7.8 Lordship Lane Neighbourhood Area
Policy 7.10 Herne Hill, Nunhead and The Blue Neighbourhood Area

Southwark Local Implementation Plan (LIP) 2006

- 20 To support delivery of the Mayor's transport strategy, Southwark is required to produce a Local Implementation Plan (LIP). Southwark's LIP is the council's key transport policy document which explains how the council will work with partners to improve transport services in the borough. It describes how we will deliver the Mayor's 20 year transport vision for London to deliver better transport services and make Southwark a better place to live. The LIP has 10 objectives for transport
- Improve accessibility throughout the borough.
 - Promote more sustainable modes of travel and improve travel choice.
 - Improve safety and personal security.
 - Promote greater integration of land use development and transport.
 - Improve the quality, efficiency and reliability of transport.
 - Improve the efficiency, reliability and safety of freight distribution.
 - Promote and improve social inclusion, economic development, education, employment and housing.
 - Improve visual amenity and the quality of the environment.
 - Reduce energy use.
 - Work with partners to progress and promote transport improvements.
- 21 The LIP Annual Progress Report describes what we are seeking funding for to deliver transport improvements.
- 22 In achieving the objective of the LIP to 'Improve safety and personal security', and the Government's target to reduce the number of people and children killed or seriously injured on the road by 40% and 50% respectively by 2010, the Southwark Local Implementation Plan (2006) aims to
- Improve the safety and security of all road users, especially children, pedestrians, cyclists and powered two wheelers.
 - Work with the Metropolitan Police service to improve safety and discourage unsafe behaviour by motor vehicles and other road users.
 - Improve the safety and security of the environment around our schools and encourage more journeys to school by public transport, walking and cycling.
 - Reduce the number and seriousness of road casualties.
- 23 Key actions of the Southwark Road Safety Plan (Local Implementation Plan Appendix A) include:
- Delivering local safety projects and 20mph zones.
 - Deliver education and training on road safety including training of children and young people at schools.

- Providing cycle training for children and adults.
- Introducing 'Streets for People' projects (to make streets places that people dominate rather than cars) and creating places that put people first in regeneration areas.
- Encouraging the preparation and delivery of travel plans in schools to change the way people travel so more people use public transport, walk or cycle.
- Completing road safety audits and child safety audits.

Southwark 2016

24 Southwark 2016 sets a vision of what we want Southwark to be like in 10 years time and what needs to happen to achieve this. The vision for Southwark is to improve the places where we live, work and have fun which will be achieved with the following objectives

- Improving individual life chances
- Making the borough a better place for people
- Delivering quality public services.

Appendix 2

Transport assessments – further guidance

Please note that this information is of a technical nature. It is intended to be used by those dealing directly with transport assessments.

- 25 Para. 5.1.8 sets out guidance on when an assessment is required.
- 26 Transport Assessments should take account of the following matters, wherever appropriate:
1. Any assumptions should be stated clearly, and satisfactory justification should be included.
 2. Copies of all data used or analysis undertaken should be included in the Assessment, together with all relevant outputs.
 3. The council holds some traffic survey information for various locations throughout the borough. Therefore, with regard to any baseline data/surveys that may be required, developers should contact the council's Transport Planning Section (Traffic Data Co-ordinator) to find out if suitable survey information already exists. The council will charge for the provision of such information to developers.
 4. The accompanying Travel Plan must relate directly to, and therefore be consistent with, the Transport Assessment. An Assessment may indicate either partial or total reliance on the successful implementation of a Travel Plan to mitigate unacceptable transport impacts which would otherwise arise from the development. That reliance must be appropriately reflected in the targets and mechanisms identified within the Travel Plan for monitoring, enforcement and review, and in the legal terms by which the Travel Plan is to be secured. For guidance on Travel Plans and prospective developer contributions, see section 5.2 of this Document.
 5. Any comparator sites relied on as part of the Assessment must be broadly compatible with the proposed development in respect of
 - The nature and characteristics of the highway network in the vicinity
 - The size and nature of the development
 - Accessibility to non-car travel modes (e.g. a similar PTAL value)
 - Parking provision for both cars and service vehicles
 - Employee numbers, if applicable
 - Customer numbers, if applicable
 - Residential numbers if applicable

6. Maximum parking accumulation and peak trip generation values for the development must be derived from the same comparator sites.
7. Both peak trip generation and maximum parking accumulation in the proposed development should be based on the respective 85th percentile rate for those comparator sites.
8. Details demonstrating satisfactory calibration for peak highway junction assessment covering the "existing" scenario should be provided for all junctions in the vicinity. This calibration must be based on recent surveys of traffic volumes, queue lengths, turning counts, etc. and must satisfactorily reflect current traffic and highway conditions for the worst-case "existing" peak period. Any modelling work covering the "development" scenario will be treated as unacceptable if calibration of the "existing" scenario has been omitted, is incomplete or unsatisfactory.
9. Where existing vehicular traffic flows at any junction within the vicinity are congested rather than free-flowing during any network peak period, the possible impact of any incremental "with development" traffic flows must be properly modelled at all junctions within the vicinity and the results of that modelling presented within the Transport Assessment. This also applies where the level of that incremental traffic flow lies within typical existing daily traffic flow variation.
10. Where the site of a proposed development is currently under-used in terms of parking accumulation or vehicular trip generation, the "existing" scenario must be properly assessed. This should be based on actual current peak traffic volumes determined through appropriate new or recent traffic surveys, and not on potential peak trip generation from the current development. It is important to correctly identify the absolute impact of the proposed development, rather than any theoretical incremental impact.
11. The developer will remain responsible at all times for ensuring satisfactory compliance in all respects with the requirements of the Disability Discrimination Act.
12. Where the findings of a retail impact assessment are used by a developer as the basis for a Transport Assessment, the outcome must satisfactorily demonstrate comparability and consistency with the findings of a conventional Transport Assessment as outlined in section 5.1 of this document.
13. All information in the Transport Assessment must be provided in full in an acceptable and satisfactory form. In cases where information may be unclear or incomplete, where further

similar development on the site may be possible without further planning permission, or where the specific use could change within the same use classification, the worst-case scenario should form the basis of the Assessment.

14. Any data provided for the “with development” scenarios must properly reflect conditions pertaining in the relevant “coincident” peak (i.e. network plus development) situation, since conditions in the worst-case coincident peak will be crucial to determining the scheme’s transport impact. The development-only peak may not coincide with the network peak.
15. In the case of a development proposal not having direct access to the adopted public highway, the “network” must be regarded for this purpose as including any shared part(s) of the relevant private access.
16. If the development has an impact on the TLRN or is referable to the Mayor, then the developer will be required to meet any requirements of Transport for London and the Greater London Authority.
17. For larger developments, or those with significant transport impacts, the Transport Assessment process is potentially an iterative one.

Appendix 3

Travel Plans - Further guidance

Preparing a Travel Plan

- 27 Travel Plans may be seen as costly to prepare and deliver, for example employing a Travel Plan Coordinator. However Travel Plans can lead to savings through, for example, reducing the number of car parks.
- 28 Travel Plans can help achieve a range of objectives
- Reduced traffic.
 - Improved access to the site by walking, cycling and public transport.
 - Improved choice of transport including public transport, walking and cycling.
 - Reduction in car use.
- 29 Travel Plans should result in a change in the way people travel. It is expected a travel plan can change the way 10–20% of people travel over a 3-year period and a target of 30% may be possible in some instances.
- 30 An effective Travel Plan should consider all types of transport for all journeys to and from a development site. The Travel Plan should change the way people travel using a number of different measures. The success of a Travel Plan in changing the way people travel depends on clear targets of what it is trying to achieve and how the different measures are joined up for achieving the targets.
- 31 Targets for the percentage of people who use different types of transport, e.g. public transport, walking and cycling, are a way of testing whether the Travel Plan has been successful in changing the way people travel. Travel Plans that are successful in changing the way people travel result from discouraging people to drive by car and encouraging the use of other types of transport e.g. walking, cycling and public transport. We will require developers to show how their Travel Plan encourages people not to drive.
- 32 A way to measure the success of a travel plan is a reduction in the number of journeys by car over a period of time. You may include other targets as long as they can be measured and checked. Monitoring whether a travel plan is working is required so things can be done if it is not successful in changing the way people travel. We therefore require a section on how you will monitor and report on the travel plan as part of the planning application. Funding for monitoring will be required from the developer and will form part of a planning agreement.

- 33 The monitoring section needs to include
- What will be measured?
 - How will the ways for measuring the success of a Travel Plan be clear and relate to each other?
 - When and how will it be measured?
 - How will measurements be able to be compared with previous results?
 - Who will be doing the work?
 - Who will pay for the work?
 - What will be done with the information collected?
 - How will the data be checked?
 - How will it be known whether the Travel Plan is meeting its targets after the development has been built?
- 34 Some of the information required for preparing a Travel Plan may not be available at the time of the planning application, for example, the types of trips that different people make. If this is the case, the delivery of the Travel Plan may be staged over a period of time when more information becomes available. This is only if it is clear what the Travel Plan is going to achieve and when this will be achieved.
- 35 The Travel Plan must indicate clearly who will be responsible for delivery of different parts of the Travel Plan. For developments where it is not known who will occupy the building when it is completed, it is important that as many measures as possible are put in place before people move in so people's habit of driving by car does not become a normal way of life. Developments likely to have different uses and people who make different types of journeys will require an 'umbrella' Plan for the entire site, which must contain explicit requirements for the different types of occupiers to prepare and a Travel Plan that relates to their journeys to and from the site.
- 36 The Travel plan will need to be approved by the council. Advice from officers in the council Transport group will be required in preparing the Travel Plan.

Measures to Promote and Encourage Public Transport Use

- 37 Measures that could be in a Travel Plan include
- Payment for new or extensions to existing bus routes close to the development.
 - A company/shuttle bus service(s), especially at times when most people travel (early morning/ late afternoon), connecting with public transport facilities e.g. bus station services and/or town centre services.
 - Improvements to bus stops in the area.
 - Information on public transport services including timetables.

- Money being paid to staff towards public transport fares by an interest free loan or discounts on services.
- Discounts to shoppers, visitors to the site by public transport for example, entrance fees to museums or sports venues could be reduced for those who use public transport, walk or cycle.

Measures to Promote and Encourage Walking

38 Measures that could be in a Travel Plan include

- Improvements to existing footpaths in the area
- Money being paid towards new facilities for pedestrians e.g. pedestrian crossings, open space
- New signage giving people directions to safe walking routes to and from the development
- Measures to improve safety and the feeling of safety such as improved lighting, CCTV, etc
- Rooms to get changed and areas for drying clothes and umbrellas

Measures to Promote and Encourage Cycling

39 Measures that could be in a Travel Plan include:

- Improvements to existing cycle paths and facilities in the area
- Money being paid towards new cycling routes and other facilities
- Cycle parking that is safe to use and keeps bikes secure
- Showers, rooms to get changed in and areas for drying clothes
- A free bicycle with each house/ flat
- Information on local cycle routes and facilities
- Training on riding a bicycle safely

Measures to Promote and Encourage Motorcycling

40 Measures that could be in a Travel Plan include

- Motorcycle parking that is safe to use and keeps motorbikes secure
- Rooms to get changed in and areas for drying clothes

Measures to Reduce Car Use and Vehicle Emissions

41 Measures that could be in a Travel Plan include

- Car free developments.
- A limit on the number of car parking spaces provided in new development.
- Creation of car clubs for residents, so they can book times to use a car when they need one but not need to buy a car. The success of car clubs can be improved through having one car club for a number of developments close to each other.

- Charges for using a car park.
- Providing parking for people who share a car ahead of other car users.
- The use of more environmentally friendly fuels for company vehicles.
- Not allowing people who live or work in the development to park on the street.

Measures to Reduce the Need to Travel

- 42 Measures that could be in a Travel Plan include
- Providing a package of information on ways to get around using different types of transport to new homeowners moving into a new development. These could include bus and train timetables, a map of the local area showing bus stops, safe walking and cycling routes, local services and facilities, and ideally vouchers/ discounts to encourage people to walk, cycle and use public transport, for example, free bus tickets.
 - Providing each house/ flat with a safe space for storing goods, for example, parcels that have been delivered when people are not home.
 - Places for people to eat and shop in new commercial development.
- 43 The above examples are not complete and any proposals should be aware of new technology, changes to policy and any other developments which encourage less people to use a car and an increase in walking, cycling and the use of public transport.

Appendix 4

Vehicle access policy

These guidance notes are provided to help understand the procedure and guidelines which need to be followed in order to obtain formal approval from the council for construction of a vehicle crossover across a public footway or footpath and/or verge. The purpose of this Advice Note is to give general guidance to developers, their professional advisors and agents on the standards for vehicular access. Any legal views expressed in this Document have no statutory force and should not be relied upon as an authoritative interpretation of the law.

1 Introduction

In assessing the access requirements for both new and existing developments, various criteria need to be considered. Each application for a vehicle access point must be considered on its merits. However, access would be refused if the criteria set out in this document cannot be met. The need to protect both pedestrians and other road users has resulted in the production of this document. Whilst guidance is available on a national level, it is felt that the adoption of local standards, as suggested in Manual for Streets, will allow the London Borough of Southwark, hereafter referred to as LBS, to address specific problems.

Details set out within this document are not to be considered as an exhaustive list of standards. Local issues and policies, together with statutory requirements may result in changes.

For further information, please contact:

Transport planning
Southwark Council
Regeneration and neighbourhoods
160 Tooley Street
London SE1 2TZ
020 7525 5317

Highways Act 1980

- 1.1 The Highways Act 1980, section 184 (see Appendix 1) makes it an offence to drive a vehicle across a footway or verge where there is no proper vehicle crossover. It also allows for the highway authority to arrange for a vehicle crossover to be constructed.
- 1.2 Driving a vehicle over the pavement or verge, without a crossover, may cause damage to the surface, the kerb, and any pipes and cables hidden underneath. Any offender could be liable for the entire repair costs.

New Roads and Street Works Act 1991

- 1.3 The New Roads and Street Works Act 1991, section 51 (see Appendix 2) makes it an offence for anyone other than an officially licensed contractor to undertake works on the Public Highway.

National Guidance

- 1.4 Advice on highway matters is available through a variety of documents and Departments, such as
- Manual for Streets
www.manualforstreets.org.uk/
 - Transport in the Urban Environment;
www.iht.org/publications/technical/transporturban.asp
 - Planning Policy Guidance 13: Transport;
www.communities.gov.uk/publications/planningandbuilding/planningpolicyguidance13
 - Department for Transport;
www.dft.gov.uk/
 - Department of Communities and Local Government; and
www.communities.gov.uk/corporate/
 - Design Manual For Roads And Bridges; Department of Transport, Scottish Office, Welsh Office & Department of the Environment (NI); 1993; HMSO.
www.standardsforhighways.co.uk/

Vehicle Crossovers (Dropped Kerbs)

- 1.5 In assessing applications LBS is required, by law, to have due regard to the following basic criteria
- i. that vehicles will be able to enter and leave safely from the premises;
 - ii. the safe passage of vehicles and pedestrians in the road;
 - iii. there is a minimum parking area of 2.4 metres wide, measured at a right angle to the footway will be required before a crossover is agreed. This will allow vehicles to enter and leave the space at right angles and in one movement from the road;
 - iv. the need for strengthening of the footway/verge to withstand the weight of vehicles;
 - v. the vehicle must be parked wholly within the property. Any vehicle overhanging the footway is committing an offence under the Highways Act 1980, section 137 (see appendix 3). All property owners must sign a legal agreement agreeing and undertaking not to overhang the footway with any part of a vehicle. This agreement will be lodged with local land charges and will form part of the deeds of the property to be transferred if the property is ever sold. The fee for this legal agreement is currently £150.00 and will be wholly payable by the applicant;
 - vi. if the applicant is not the owner of the property then written consent must be obtained from the owner. Only the owner of the property is able to sign the legal agreement; and

- vii. apart from the vehicle crossover across the public footway, a hardstanding (parking space) within a front garden and access may require planning permission. Please refer to Part 1, Class F, of The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 (See Appendix 4).

Planning Permission

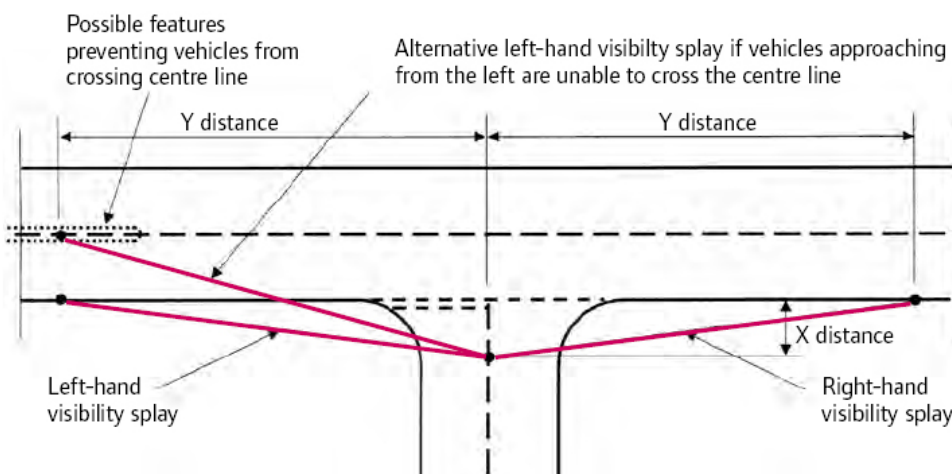
- 1.6 In addition to assessing whether the proposal meets with approved criteria, LBS will also check to see whether planning permission is required. Planning permission is generally needed in the following circumstances, although this list is not exhaustive
- i. if the property is on a classified road planning permission is required for the construction of a new pavement crossover (please contact Transport Planning, Development Control, for advice);
 - ii. if the access is to a commercial property.
 - iii. if the property is not a dwelling house, permission is required for the laying out of a hard surface for parking and for a pavement crossover (please refer to paragraph 1.5 vii of this document);
 - iv. if the access is to a listed building;
 - v. any works to a listed building which would affect its character requires listed building consent. This includes works to the boundary wall, railings, gate piers and most other structures within the curtilage of the site. Planning permission is also required for any new boundary gate, fence or wall or material alterations to an existing gate, fence or wall. The advice of the Conservation Officer within the Planning Policy section of the council should be sought if in any doubt;
 - vi. if the access is in an area, which is covered by Article 4 of The Town and Country Planning (General Permitted Development) Order 1995;
 - vii. conservation Area consent is required for the demolition of most existing structures and the removal of all or any part of front boundary walls, gates or railings where any part of these exceeds 1 metre in height. Conservation Area consent will normally be refused for proposals which fail to preserve or enhance the character or appearance of a conservation area; and
 - viii. the works are likely to affect a tree and the property is within a conservation area or contains a tree which is covered by a Tree Preservation Order (TPO), consent from the Authority will be necessary. The Authority needs to be notified six weeks in advance of the pruning or felling works to trees in a conservation area that are not protected by a TPO. If any trees are protected by a TPO, formal consent is required (TPOs are applied to trees of special or impressive character and which can be seen from a public space. In principle, a parking space can be installed close to an existing tree if the foliage, trunk or roots remain undamaged).
- 1.7 It must be noted, that the granting of Planning Permission does not guarantee the approval of the Highways Authority and vice versa.

- 1.8 Where planning permission has already been given, a copy of the consent letter, any approved plans and the conditions must be submitted to the planning department.
- 1.9 New development has the potential to increase the negative impacts on transport networks, through increased congestion, reduced safety, etc. For this reason the following is applied (taken from The Southwark Plan, Policy 5.2 – Traffic Impacts) Planning permission will be granted for development unless
- there is adverse impact on transport networks for example through significant increases in traffic or pollution; and/or
 - adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or
 - consideration has not been given to impacts of development on the bus priority network and the Transport for London road network.
- 1.10 Planning Permission maybe conditional on the developer entering into a Section 278 Agreement, Highways Act 1980, with the Council (see Appendix 5).

2 Geometric Standards

Visibility Standards

Figure 1 Measurement of junction visibility splays on a straight road



Manual for Streets, section 7.7

Major Road Distance ('Y' distance)

- 2.1 Drivers emerging from the minor road of a priority junction must have adequate visibility to left and right.
- 2.2 The 'Y' distance is determined by the speed of main road traffic. It must be sufficient to allow side-road traffic to emerge safely and to provide forward visibility to allow major road traffic to stop, if required. Table 1 should be used to determine the distance.

Table 1 Derived SSDs for streets (figures rounded)

Speed	Miles per Hour	10	12	15	16	19	20	25	28	30	31	37
	Kilometres per Hour	16	20	24	25	30	32	40	45	48	50	60
SSD(Metres)		11	14	17	18	23	25	33	39	43	45	59

Manual for Streets, section 7.5

Minor Road Distance ('X' distance)

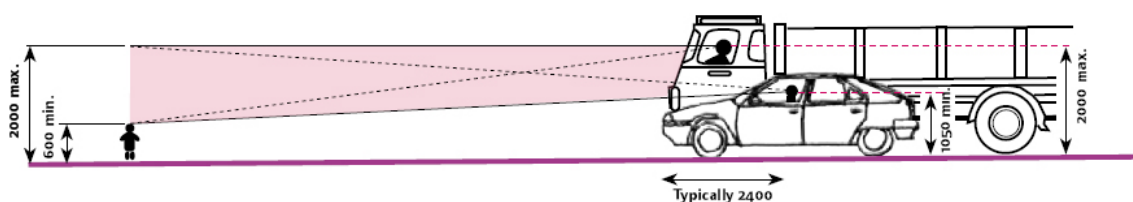
- 2.3 The 'X' distance gives a good field of view for a driver approaching, or stationary at, the give-way line. It also allows oncoming traffic to see emerging side-road traffic.
- 2.4 Manual for Streets section 7.7 recommends that an 'X' distance of 2.4m be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.
- 2.5 In some circumstances, it is not possible to achieve the above requirements and a pragmatic and balanced view is sometimes necessary. Like all material considerations in development control, these standards need to be assessed in conjunction with all the circumstances of each case. However, visibility should not be reduced to such a level that danger is likely to be caused.

Vertical Visibility

- 2.6 Checking visibility in the vertical plane is carried out to ensure that views in the horizontal plane are not compromised by obstructions such as a wall, or the crest of a hill, etc. It also takes into account the variation in driver's eye height and the height range of obstructions. Eye height is assumed to range from 1.05m (for car drivers) to 2m (for lorry drivers). Drivers need to be able to see obstructions 2m high, down to a point 600mm above the carriageway. The latter dimension is used to ensure that small children can be seen (see figure 2). Therefore, any planting or boundary treatment proposed within the sight-line areas must not exceed 600mm.

- 2.7 Careful critical consideration will also be given to the location of any architectural or structural elements which may impinge on any sight-line.

Figure 2 Vertical visibility envelope



Manual for Streets, section 7.6

Crossover Width

- 2.8 The minimum width of a crossover is 3 metres where it meets the site boundary, the width needs to increase to 4.2 metres at the kerb edge, in order to allow for a 0.6 metre splay either side. The maximum crossover width allowed is 5 metres, increasing to 6.2 metres at the kerb edge. This 'double cross over' provides access for two vehicles. The crossover construction is to be contained within the width of the property frontage, i.e. the vehicle crossover will not extend in front of neighbouring properties.
- 2.9 Please note that the width of the crossover should match the width of the parking area, as it is an offence for a vehicle to drive over part of the footway that has not been strengthened (Highways Act 1980, section 184). Where there is already a wide paved area, it may be necessary to erect a suitable, permanent boundary to ensure that vehicles can only use a properly constructed crossover to access the property.
- 2.10 Generally, applications involving only a single width crossing per property will be considered adequate. However, in some cases a wider crossing (see 2.8) may be acceptable, if it adds to the overall highway safety of the access arrangements.

Access to Back Land Development

- 2.11 An access drive serving one dwelling needs to be a minimum of 3 metres wide. If longer than 45 metres, it should be a minimum of 3.7 metres wide over its whole length to allow for access by fire engines and other service vehicles.
- 2.12 For 2 to 5 dwellings a minimum width of 4.25 metres is required, for at least the first 5 metres. Thereafter it can be reduced to 3.7 metres.

- 2.13 A minimum width of 4.8 metres is required for drives serving more than 5 dwellings. In some circumstances, such as to allow trees or other important features to be retained, it may be acceptable to allow a narrowing of the access, although such accesses need to be at their full width for the first 10m from the highway to allow vehicles to pull off the road and to pass.
- 2.14 All drives should normally allow vehicles to turn and leave the site in a forward direction and drives in excess of 45m will need to make provision for the turning of service vehicles, in terms of both layout and construction.

3 Access Location

- 3.1 Drivers need to exercise additional care when negotiating facilities on or adjacent to the public highway, such as zebra, pelican or puffin crossings, traffic signals, bus stops, schools or junctions. Therefore, the potential hazards which may arise from the provision of a private access point should be avoided to ensure that additional distractions to drivers and pedestrians are eliminated.
- 3.2 A new crossover will not usually be permitted if
- i. it affects the operation of a pedestrian crossing, e.g. within the zigzag lines of the crossing, as this would endanger pedestrians using the crossing. Of relevance is Statutory Instrument 1997, Number 2400: The Zebra, Pelican & Puffin Pedestrian Crossings Regulations & General Directions 1997, section IV (see Appendix 6).
 - ii. its proximity to a junction affects highway safety, please refer to paragraphs 2.2 and 3.4 of this document. This is a minimum figure and will be increased if pedestrian flows, traffic flows and queue lengths are sufficiently high. In order to permit an access, additional works may be required, to physically prevent turning movements occurring, which may reduce road safety. The applicant will be liable for any costs.
 - iii. there is a parking bay or lay-by at the proposed access point. It will be the financial responsibility of the Applicant, to cover costs, if the parking bay or lay-by is to be relocated.
 - iv. within 10 metres of a bus cage, or, if no cage is present, a bus stop. This is a minimum figure and will be increased if the frequency of the bus services or numbers of queuing passengers warrants it.
 - v. on the inside of any bend where the radius of curvature at the centre line is less than 90 metres (unless all the sight-line requirements can be met and maintained).
 - vi. the position of the proposed access causes, or is likely to cause, any other highway safety hazard.

Major / Minor Junctions

- 3.3 Where a site is at the junction of two roads, the access should normally emerge onto the minor road. This concentrates turning movements at a single point on the major road.
- 3.4 If a dwelling access is located near a junction, visitors might park their vehicles on the priority road and obstruct junction visibility. To reduce this risk, dwelling accesses should not normally join a priority road within the Y distance of a junction. Please refer to paragraphs 2.2 and 3.2ii of this document.

Schools

- 3.5 Significant congestion can be caused by the setting down and picking up of pupils and adequate facilities for this activity shall be provided in the form of a lay-by, with a turning area if necessary. In some cases the setting down or turning area may have to be provided within the site. If so, the setting down or turning area should be separated from areas used by children by a fence, wall or other appropriate measures.

Petrol Filling Stations

- 3.6 Normally a separate entry and exit shall be provided, each at least 7.3m wide and separated by at least 20m. Generally a system of one way working should be operated. It is extremely important that visibility splays are kept free of any advertising signs.
- 3.7 On main traffic routes, petrol filling stations should be accessible without dangerous right-turning movements across traffic flows. This often means the pairing of stations on either side of the road - on both single and dual carriageways.

Controlled Parking Zones

- 3.11 Within a Controlled Parking Zone (CPZ) the loss of on-street parking will need to be taken into account when assessing crossover requests. A crossover may therefore be refused in areas where there is high demand for on-street parking. In cases where it is agreed to provide crossovers in controlled parking zones, any estimate will include a contribution towards the legal costs incurred by the Council in amending the restrictions and, where necessary, the relocation of parking bays.

Parking Bays

- 3.12 Where the location of the proposed crossover is affected by a parking bay then a separate approval from the Council's Parking Design Team will be required before the parking bay can be removed or altered to allow the construction of the crossover. This approval will involve changes to the legal documents, Traffic Orders, governing the parking bay which involves a statutory consultation including public consultation and advertising.

Street Furniture and Planting

- 3.13 The crossover should be located so that it does not affect existing street furniture e.g. lamp column, traffic sign etc. Normally a minimum distance of 1.2 metres will be required between a proposed crossover and any existing street furniture. In cases where works may be approved or proposed by the Council and require removal and/or replacement of street furniture, the cost of such works will be borne by the applicant.
- 3.14 When considering the layout of a hardstanding and the position of a proposed crossover, any existing highway amenity such as a wide grass verge, hedgerow or flowerbeds should also be taken into account. All crossovers near a tree will be referred to the Arboricultural Officer for a decision to determine if any tree would be affected by the proposed crossover and, if so, whether it can be removed. It is unlikely that the Council will approve the removal of healthy, mature trees with high amenity value. If the tree removal is refused, the proposed crossover may not be able to be constructed.
- 3.15 The Council will consider applications for crossovers where the impact on any flowerbed is limited. Applications where the proposed crossover severs a flowerbed or has a major impact on its appearance will be rejected. Any costs of alterations to any flowerbed will be borne by the Applicant.
- 3.16 Where works may be approved or proposed by LBS which require removal and/or replacement of highway amenity, the cost of such works will be borne by the applicant.

4 Construction

Contractors

- 4.1 Only contractors approved by the council can undertake works on the public highway. For normal domestic crossovers, the Council requires all work on the public highway to be done by an appointed contractor. Contractors are appointed after competitive tendering, with the aim of providing value for money.

Drainage

- 4.2 It is the responsibility of the applicant to provide adequate drainage for surface water, so that it does not fall or flow on to the highway, as required by the Highways Act 1980, section 163 (see Appendix 7). An application may be refused if it does not provide adequate surface water drainage. Water must not flow from the property directly onto the public highway and must drain onto a garden area or into a drainage channel.

- 4.3 Recent experiences of global climate change, including increased rainfall intensities resulting in rapid-run off, have put a tremendous strain on conventional storm water drainage and in some circumstances has exacerbated localised flooding. LBS is concerned by the increased level of hard standing being constructed in order to facilitate parking on front gardens and by the impacts it is having on flooding. This is of particular concern in view of the likelihood of more extreme weather and storm events caused by climate change. Hard standing has the effect of increasing the speed of run off and therefore facilitates quicker passage of water into drainage and river systems and is contrary to the principles of the Government's recent Planning Policy Statement 25 which encourages the reduction of flood risk through more sustainable methods of drainage. In order to mitigate the effects on the surrounding environment, hardstandings within private properties should be constructed using porous materials and sustainable methods.
- 4.4 Every step will be taken to ensure that surface water does not flow into the property from the highway as a result of the construction of the crossover. Any application affected by the location of a road gully will be referred to the Highway Authority for comment, which may influence the decision to approve an application.

Multiple Access Points

- 4.5 The potential for traffic conflict increases in relation to the number of vehicle turning points on a highway.
- 4.6 To limit any adverse impact on pedestrians and to minimise the loss of kerb side parking, only one crossover will normally be permitted per property.
- 4.7 Therefore, applications for a second, or two crossovers or access points to a single property, will not normally be approved for domestic dwellings unless there is strong evidence that it will add significantly to highway safety.
- 4.8 All additional crossovers will be taken on their individual merits, but may be possible where they comply with all other criteria and
- i. the property has a suitably wide frontage and would be able to accommodate a minimum pedestrian refuge of 2 metres.
 - ii. the property fronts a major road where an additional crossover would enable the formation of a carriage drive so that vehicles do not have to reverse either onto or off the highway, or the property is in a street where the majority of properties have off-street parking and demand for kerbside parking is low.

- iii. the applicant can demonstrate how a second crossover or access point will add to the safety of the access arrangement.
- iv. the applicant can demonstrate how such added safety cannot be achieved from a single crossover or access point, or by improving or repositioning an existing one.

Gates

- 4.9 Gates fitted across the vehicle entrance to your property may in no circumstances open outwards across the footpath or carriageway in accordance with the Highways Act 1980 section 153 (see Appendix 8). In some instances gates may need to be set back to allow a vehicle to wait off street, whilst the gates are being opened.
- 4.10 Gates must be set back a minimum distance of 6 metres from the public highway, in order to prevent vehicles from obstructing the highway (Highways Act 1980, section 137).
- 4.11 Parking in front of an entrance or on any part of the pavement including crossover is an offence under the Highways Act 1980 section 137, as is allowing any vehicle parked within the property to overhang any part of the highway/pavement and is therefore not permitted.

5 Adoption

- 5.1 The criteria set out above covers this Authority's standards in relation to the physical geometry of an access. It does not fully encompass the standards required for adoption purposes.
- 5.2 Adoption standards will not necessarily be more onerous than those detailed above, however, they will reflect this Authority's desire to promote equal opportunities and road safety, particularly with regards to the provision of improved access for people with disabilities, the elderly and children.
- 5.3 Adoption is at the discretion of the Highways Authority and maybe subject to a Section 38 Agreement, Highways Act 1980 (see Appendix 9).

6 Legal Issues

Legal Issues

- 6.1 The legal issues are as below
 - i. all applicants will be required to enter into an agreement prepared by the Borough Solicitor.
 - ii. the agreement will state that a vehicle must not overhang onto the public footway. The crossover applicant needs to demonstrate to the council that his or her vehicle(s) can park at 90 degrees to the kerb without overhanging onto the public footway.

- iii. the agreement will be a local land charge.
- iv. if the agreement is breached, there will be an escalating level of response, including fine and removing the right of passage over the footway under section 184 of the Highways Act 1980.
- v. full costs will be levied upon any application for re-instating the access over the footway and/or for removing the bollards.
- vi. the agreement will incorporate an informative notice to protect garden areas.

Ownership

- 6.2 The construction of a vehicle crossing by the Council does not give the occupier of the premises any particular rights, except to drive across the footway to gain access to his or her property with a private or light goods motor car. The crossing itself is part of the public highway. From the date that the crossing is completed the Council will assume responsibility for its maintenance at no cost to the occupier, apart from any damage caused by illegal use by heavy vehicles etc.

Permitted types of vehicle

- 6.3 A domestic vehicle crossing may only be used by a private light goods or similar vehicle. It may not be used by commercial type vans, heavy goods vehicles or mechanical equipment. If a delivery, such as a skip, is made into the property, and the delivery damages the crossing, any repairs will be the responsibility of the occupier.
- 6.4 Properties that have an existing crossover, which does not meet the current criteria, are likely to have been constructed before the criteria, as set out in this document were in force. They therefore cannot be considered as having set a precedent when assessing new applications in the same road.

Design and Access Statements

- 6.5 A design and access statement is now a legal requirement for many types of applications for planning and listed building consent. New legislation, active from August 10 2006, means a planning authority cannot accept applications without a design and access statement. In the past design and access statements were sometimes submitted voluntarily. For further information on Design and Access Statements please refer to Southwark Council's Design and Access SPD. www.southwark.gov.uk/Uploads/FILE_30463.pdf

7 Appendices

Appendix 1

Highways Act 1980, section 184

Where the occupier of any premises adjoining or having access to a highway maintainable at the public expense habitually takes or permits to be taken a mechanically propelled vehicle across a kerbed footway or a verge in the highway to or from those premises, the highway authority for the highway may, subject to subsection (2) below, serve a notice on the owner and the occupier of the premises – ...

Appendix 2

New Roads and Street Works Act 1991, section 51

- (1) It is an offence for a person other than the street authority—
 - (a) to place apparatus in a street, or
 - (b) to break up or open a street, or a sewer, drain or tunnel under it, or to tunnel or bore under a street, for the purpose of placing, inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, or of changing the position of apparatus or removing it, otherwise than in pursuance of a statutory right or a street works licence.
- (2) A person committing an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (3) This section does not apply to works for road purposes or to emergency works of any description.
- (4) If a person commits an offence under this section, the street authority may—
 - (a) in the case of an offence under subsection (1)(a), direct him to remove the apparatus in respect of which the offence was committed, and
 - (b) in any case, direct him to take such steps as appear to them necessary to reinstate the street or any sewer, drain or tunnel under it. If he fails to comply with the direction, the authority may remove the apparatus or, as the case may be, carry out the necessary works and recover from him the costs reasonably incurred by them in doing so.

Appendix 3

Highways Act 1980, section 137

- (1) If a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence and liable to a fine not exceeding £50.
- (2) A constable may arrest without warrant any person whom he sees committing an offence against this section.

Appendix 4

The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008, Part 1, Class F

Development consisting of—

- (a) the provision within the curtilage of a dwelling house of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such; or (b) the replacement in whole or in part of such a surface.

Conditions

Development is permitted by Class F subject to the condition that where—

- (a) the hard surface would be situated on land between a wall forming the principal elevation of the dwelling house and a highway, and
- (b) the area of ground covered by the hard surface, or the area of hard surface replaced, would exceed 5 square metres,

either the hard surface shall be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwelling house.

Appendix 5

Highways Act 1980, section 278

- (1) Subject to subsection (4) below, a highway authority proposing to execute any works which they are authorised by or under any enactment to execute may enter into an agreement under this section with any other person who would derive a special benefit if those works incorporated particular modifications, alterations, additions or features or were executed at a particular time or in a particular manner.
- (2) An agreement under this section is an agreement whereby the other party to the agreement agrees that if one or more (as the agreement may provide) of the following conditions, that is to say –
 - (a) a condition that the works to be executed by the highway authority will incorporate such modifications, additions or features as may be specified in the agreement
 - (b) a condition that the execution of the said works will be begun, or (as the agreement may provide) completed, before such date as may be so specified;
 - (c) a condition that the said works will be executed in such manner as may be so specified, is or are fulfilled, he will make towards the expenses incurred by the authority in executing the said works a contribution (whether by a single payment or by periodical payments) of such amount as may be so specified.

- (3) An agreement under this section may provide for the making to the highway authority by the other party to the agreement of payments in respect of the maintenance of the works to which the agreement relates and may contain such incidental and consequential provisions as appear to the highway authority to be necessary or expedient for the purposes of the agreement.
- (4) A highway authority shall not enter into an agreement under this section unless they are satisfied that it will be of benefit to the public.
- (5) Where for the purpose of executing any works to which an agreement under this section relates a highway authority have power to acquire land either by agreement or compulsory and they would not need to exercise that power for that purpose had they not entered into an agreement under this section they shall not exercise their power to acquire land compulsorily for that purpose.

Appendix 6

The Zebra, Pelican & Puffin Pedestrian Crossings Regulations & General Directions 1997, section IV
(17) This Section of these Regulations is made under section 25 of the 1984 Act with respect to the movement of traffic at and in the vicinity of crossings.

Prohibition against the stopping of vehicles on crossings

(18) The driver of a vehicle shall not cause the vehicle or any part of it to stop within the limits of a crossing unless he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid injury or damage to persons or property.

Appendix 7

Highways Act 1980, section 163

(1) A competent authority may, by notice to the occupier of premises adjoining a highway, require [them] within 28 days from the date of service of the notice to construct or erect and thereafter to maintain such channels, gutters or downpipes as may be necessary to prevent –

- (a) water from the roof or any other part of the premises falling upon persons using the highway, or
- (b) so far as is reasonably practical, surface water from the premises flowing on to, or over, the footway of the highway

Appendix 8

Highways Act 1980, section 153

(1) A door, gate or bar which is put up on any premises and opens on a street shall be so put up as not to open outwards unless, in the case of a door, gate or bar put up on a public building, the local authority for the area in which the building is situated and also, if the street is a highway, the highway authority consent to its being otherwise put up.

Appendix 9

Highways Act, section 38

- (1) Subject to subsection (2) below, where any person is liable under a special enactment or by reason of tenure, enclosure or prescription to maintain a highway, the Minister, in the case of a trunk road, or a local highway authority, in any other case, may agree with that person to undertake the maintenance of that highway; and where an agreement is made under this subsection the highway to which the agreement relates shall, on such date as may be specified in the agreement, become for the purposes of this Act a highway maintainable at the public expense and the liability of that person to maintain the highway shall be extinguished.
- (2) A local highway authority shall not have power to make an agreement under subsection (1) above with respect to a highway with respect to which they or any other highway authority have power to make an agreement under Part V or Part XII of the Act.
- (3) Subject to the following provisions of this section, a local highway authority may agree with any person to undertake the maintenance of –
 - (a) a private carriage or occupation road which that person is willing and has the necessary power to dedicate as a highway; or
 - (b) a way which is to be constructed by that person, or by a highway authority on his behalf, and which he proposes to dedicate as a highway;and where an agreement is made under this subsection the road or way to which the agreement relates shall, on such date as may be specified in the agreement, become for the purposes of this Act a highway maintainable at the public expense.
- (4) Without prejudice to the provisions of subsection (3) above and subject to the following provisions of this section, a local highway authority may, by agreement with railway, canal or tramway undertakers, undertake to maintain as part of a highway maintainable at the public expense a bridge or viaduct which carries the railway, canal or tramway of the undertakers over such a highway or which is intended to carry such a railway, canal or tramway over such a highway and is to be constructed by those undertakers or by the highway authority on their behalf.
- (5) Where –
 - (a) any such highway as is referred to in paragraph (b) of subsection (3) above is intended to become a metropolitan road, or
 - (b) any such bridge or viaduct as is referred to in subsection (4) above crosses or will cross a metropolitan road, the powers conferred by subsection (3) (4) above shall, as respects that highway, bridge or viaduct, be exercisable by the Greater London Council and not by any other local highway authority.

- (6) An agreement under this section may contain such provisions as to the dedication as a highway of any road or way to which the agreement relates, the bearing of the expenses of the construction, maintenance or improvement of any highway, road, bridge or viaduct to which the agreement relates and other relevant matters as the authority making the agreement think fit.

Appendix 5

Glossary

Accessibility is the ways people with a range of needs find out about and use services and information. For disabled people, access in London means being able to get a job or train, go shopping and enjoy places and meeting people, being able to have a say in how Southwark and London are developed in the future, and having access into and around places. The term is also used to describe how easy a location is to get to by public or private transport.

Action Area Physical areas we think will have major changes in the use of land in the coming years. The six areas in Southwark are Peckham, Canada Water, Old Kent Road, Bankside and the Borough, Bermondsey and West Camberwell.

Air Quality Management Area (AQMA) A physical area where we want action and it is expected the objectives in our Air Quality Management Plan will be exceeded.

Amenity Features in a development that are pleasant or people benefit from and enjoy, which can be affected by development. Development can improve amenity as well as harm it.

Area Action Plans are plans to bring about change in areas that need to be changed or protected. They should decide where development is focussed, encourage regeneration, protect areas that have features people want to remain and reduce the impacts such as development having a negative effect on the environment.

Car free development. Car free developments have no car parking spaces (other than disabled parking) for people living in or visiting the development or for a car club. Proposals that include car parking spaces on the site of the development for a car club are not car-free and car parking may be provided off-site as part of the council's Borough wide car club scheme. This requires applicants to agree to pay money to us as part of a legal agreement. A development is not car free if as a result of not providing spaces on the site, people living or working in the new development park on the road.

Central Activity Zone (CAZ) The Central Activity Zone is the area within Central London where there is very good access to public transport and offices, shops, visitor attractions, hotels and cultural uses are encouraged.

Classified Road All A e.g. the A2 is the Old Kent Road, and B classified roads which are managed by Transport for London or the Council.

Controlled Parking Zones (CPZ) Areas where there are restrictions on people being able to park on the street. Permits are normally used to limit parking for residents. This is to avoid too many people including local residents, commuters and shoppers parking in the same area

Development As defined by Section 55 of the Town and Country Planning Act 1990, development means carrying out building, engineering, mining or other operations in, on, over or under land, or changing the use of buildings or land.

District Centres District centres have shops and services for the local area surrounding the town centre
Disabled Persons The Disability Discrimination Act (DDA) 1995 defines a disabled person as someone with a 'physical or mental impairment which has a substantial and long term adverse effect on his/her ability to carry out normal day-to-day activities'.

Diversity The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people. This term refers to differences between people and is used to highlight individual need.

Employment Zones In these areas, organisations and businesses develop ways to support people aged 25 and over who have been out of work for one year or more with the money they have available.

Employment uses Uses including offices, research and development, light industrial, other industrial and warehousing/ storage falling within Class B1 , Class B2 and Class B8 of the Use Classes Order. (See Use Classes Order)

Environment Surrounding area or conditions where something exists or lives.

Local Centre A small group of shops usually including a newsagent, general grocery store, a post office and sometimes a pharmacy, a hairdresser and other small shops meeting the needs of people living, working and visiting the surrounding area.

Local Development Framework (LDF). A Local Development Framework is a folder of documents that describe how much and where development will go in Southwark and your local area. These documents include the Statement of Community Involvement, Development Plan Documents which include the Core Strategy, Area Action Plans and Proposals maps, and Supplementary Planning Documents.

Local Implementation Plans (LIPs) Transport plans we are required to produce that include proposals to improve transport in line with the Mayor's Transport Strategy, called Transport 2025 in Southwark
Local Policy Areas The local policy areas are

i. Action Areas

- Peckham
- Canada Water
- Old Kent Road
- Bankside and The Borough
- West Camberwell
- Bermondsey Spa.

ii. Neighbourhood Areas

- Camberwell Green
- Lordship Lane
- Herne Hill
- The Blu;
- Dulwich
- Nunhead.

Major Development/ Planning application Any housing or mixed use development creating 10 or more houses/ flats or where the site area is 0.5 hectares or more. For other types of development, a major site is one where the floorspace to be built is 1,000 square metres or more, or the site area is 1 hectare or more. Mixed Use Development of one or more activities within the same building or site, or across sites in close proximity to one another.

Mobility Impaired Includes any person who may or may not be disabled, but has an impaired ability to access buildings, structures, or move within public areas. This can include those using child prams/buggies or shopping trolleys.

Opportunity Areas A location where the Mayor would like large scale development that provides a large number of new jobs and homes with a mix of other uses. Opportunity Areas have good public transport with planned improvements to support the more intensive use of land. In Southwark, London Bridge/ Bankside and Elephant and Castle have been identified as Opportunity Areas. In Southwark, London Bridge and the Elephant and Castle have been identified as Opportunity Areas.

Planning Obligation Requirements linked with the grant of planning permission under Section 106 of the Town & Country Planning Act 1990. The most common are planning agreements and unilateral undertakings.

Planning Policy Guidance notes / Planning Policy Statements (PPG / PPS). Set out the Government's policies on various planning issues. We must take their content into account in preparing development plans. The guidance may also be important in making decisions on individual planning applications and appeals.

Public Realm The space between and within buildings that is publicly accessible or visible, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL) This measures ease of access to public transport and is based on the distance to public transport and frequency of service. PTALs range between 0 and 6A, with 0-2 comprising a low PTAL, 3-4 a medium PTAL and 5-6A a high PTAL.

Public Transport Accessibility Zones (PTAZs). These are areas within the Urban or Suburban Zones, which have better access to public transport, significant potential for new development and investment, and a mixed use character including significant retail development. The four Public Transport Accessibility Zones are Canada Water, the Walworth Corridor, Bermondsey and Peckham.

Planning applications referable to the Mayor

Planned developments that are of strategic importance are referred to the Mayor. A development is classed as one of strategic importance if it falls into one of the following categories:

- large-scale development (more than 150 homes or 20,000 sq m or more of development in Central London and 15,000 sq m or more outside Central London. Development adjacent to the Thames over 25m high or any development over 30m high.)
- major infrastructure
- developments that may affect London-wide policies

For more information on applications referable to the Mayor, refer to the Town and Country Planning (Mayor of London) Order 2008.

Regeneration Lasting improvements that benefit the community, environment and economy in an area where people have not had the same chances in life as other people.

Special Policy Area Physical areas that require detailed policy guidance due to their importance in London. London South Central and the Thames have been identified as special policy areas in Southwark.

Supplementary Planning Guidance / Documents (SPG / SPD) Guidance notes, additional to and supporting the Unitary Development Plan, on how to apply the policies in assessing proposals for new development. They also contain background information applicants may find useful when preparing their planning applications.

Sustainability Taking social, environmental and economic factors into consideration to ensure that development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainability Appraisal A process undertaken during the preparation of a plan or strategy, which identifies and reports on whether the delivery of the plan or strategy would have positive or negative impacts on the environment, community and economy, and how negative effects will be avoided or reduced.

Sustainable Transport Ways of travelling other than by car, including walking, cycling, public transport, sharing a car, water transport and car clubs.

Town Centres City, town and suburban district centres which provide a range of facilities and services and act as a focus for both the community and public transport. Town centres do not include small parades of shops that meet the needs of people in a local area. In London and other large cities, outside the central area, shopping centres usually perform the role of town centres.

Transport Development Areas These areas include major transport sites such as railway stations, bus stations and underground stations that are surrounded by buildings with a mix of uses of high density and good design.

Transport for London Road Network These are London's most important roads. They are managed by Transport for London (TfL).

Transport Interchange Locations where more than one type of transport is available, and where people can change between different types of transport e.g. bus stops, underground and overground rail stations.

Unitary Development Plans (UDPs) Plans we were required to produce and which will be replaced by the Local Development Framework. Unitary Development Plans include policies and proposals for the development and use of land in the area.

Contact us

Planning policy and research team, regeneration and neighbourhoods, Southwark Council,
P.O. Box 64529, London SE1P 5LX.

Any enquiries relating to this document can be directed to planning policy and research team, Southwark Council.

Email planningpolicy@southwark.gov.uk,

Tel 020 7525 5471

If you require this document in large print, braille or audiotape please contact us on 020 7525 5548.

If you require this document in large print, Braille or audiotape please contact us on 020 7525 5539.

Arabic

هذه الوثيقة أعدت من قبل فريق سياسة تخطيط بلدية ساوثارك.
هذه الوثيقة ستأثر على القرارات التي إتخذت حول تخطيط وتطوير إستعمال الأرض في ساوثارك.
إذا اردت أن تطلب المزيد من المعلومات أو من الأستشارة بلغتك يرجى القيام بزيارة دكان (وان ستوب شوب) وأعلم الموظفين هناك باللغة التي تريدها. إن عناوين دكاكين (وان ستوب شوب) موجود في أسفل هذه الصفحة

Bengali

সাদ্ধাৰ্ক কাৰ্ডসিলেৰ প্ৰ্যানিং পলিচি টিম এই দলিলটি প্ৰকাশ কৰেছেন। এই দলিলটি সাদ্ধাৰ্কে জমি ব্যবহাৰেৰ পৰিকল্পনা ও উন্নয়ন সম্পৰ্কিত সিদ্ধান্তগুলিৰ উপৰ প্ৰভাব রাখবে। আপনি যদি আপনাৰ ভাষায় অতিৰিক্ত তথ্য ও পৰামৰ্শ চান তাহলে অনুপ্ৰহ কৰে ওয়ান ষ্টপ শপে যাবেন এবং কি ভাষায় এটা আপনাৰ দ্ৰৱকাৰ তা কৰ্মচাৰীদেৰ জানাবেন। ওয়ান ষ্টপ শপগুলোৰ ঠিকানা এই পৃষ্ঠাৰ নিচে দেয়া হল।

French

Ce document est produit par l'équipe de la politique du planning de la mairie de Southwark. Ce document affectera les décisions prises sur le planning de l'utilisation des terrains et du développement dans Southwark. Si vous avez besoin de plus de renseignements ou de conseils dans votre langue, veuillez vous présenter au One Stop Shop et faire savoir au personnel la langue dont vous avez besoin. Les adresses des One Stop Shops sont au bas de cette page.

Somali

Dukumeentigan waxa soo bandhigay kooxda Qorshaynta siyaasada Golahaasha Southwark. Dukumeentigani wuxuu saamaynayaa go'aanaddii lagu sameeyey isticmaalka dhuulka ee qorshaynta iyo horumarinta ee Southwark. Haddii aad u baahan tahay faahfaahin dheeraad ah ama talo ku saabsan luqadaada fadlan booqdo dukaanka loo yaqaan (One Stop Shop) xafiiska kaalmaynta kirada guryaha shaqaalaha u sheeg luqada aad u baahan tahay. Cinwaanada dukaamada loo yaqaan (One Stop Shops) xafiisyada kaalmaynta kirada guryaha waa kuwan ku qoran bogan hoosteedda.

Spanish

Este documento ha sido producido por el equipo de planificación de Southwark. Este documento afectará las decisiones que se tomarán sobre uso de terrenos, planificación y desarrollo en Southwark. Si usted requiere más información o consejos en su idioma por favor visite un One Stop Shop y diga a los empleados qué idioma usted requiere. Las direcciones de los One Stop Shops están al final de esta página.

Tigrinya

እዚ ሰነድ (ጽሑፍ) ብሳዕርክ ካውንስል (Southwark) ናይ ውጥን መምርሒ ጉድለ ዝተዳለወ እዩ ። እዚ ሰነድኪ ኣብ ሳዕርክ ናይ መሬት ኣጠቓቕማ መደብን ስብዮትን ኣብ ዝግበሩ ውሳኔታት ለውጢ ከምጽእ ይኽእል ኢዩ ። ተወሳኺ ሓበሬታን ምኽርን ብቋንቋኹም እንተደለኹም ናብ ዋን ስቶፕ ሾፕ (one stop shop) ብምኻድ ንጎረኽቡዎ ሰራሕተኛ ትደልዩዎ ቋንቋ ንገርዎ ። ናይ ዋን ስቶፕ ሾፕ ኣድረሻ ኣብ ታሕቲ ተጻሓፉ ይርከብ ።