

# Chapter 32 Better Travel Choices

## 32.1 Introduction

- 32.1.1 The borough has one of the lowest rates of car ownership nationally, but many of the streets are still dominated by parking and vehicular traffic. By making it easier to live without a car, the borough can meet its vision of improving residents' quality of life, improving the local built environment, and taking action on our environmental challenges.
- 32.1.2 Better Travel Choices is an integral part of the vision Building on Success. It is central to upholding the residential quality of life of the borough.

### **CO3 Strategic Objective for Better Travel Choices**

Our strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.

## 32.2 What this means for the borough

- 32.2.1 The provision of new public transport services, and improvements to existing services, both inclusive to all, will make it easier for borough residents to choose to use public transport over the private car. In some areas, such as Kensal, new rail infrastructure would transform access to the public transport network and facilitate significant regeneration.
- 32.2.2 In a borough with such a high concentration of shops, businesses, and arts and cultural facilities, walking and cycling can often be the quickest and easiest way of getting to places, as well as providing significant health benefits. Through constantly improving the street environment, removing and bridging existing barriers, supporting the London Cycle Hire Scheme and by ensuring new development provides the appropriate facilities, the Council will ensure that the number of journeys made on foot and by bicycle increases. Where residents need to use a car, a dense network of on-street car club bays will mean they do not need to own their own vehicle. The communities surrounding the Earl's Court one-way system are currently blighted by traffic. This would be improved by returning the roads to two-way operation and by securing improvements to the pedestrian environment.
- 32.2.3 The Council will ensure that new developments include all the facilities that will enable residents, workers and visitors to make better travel choices. Travel Plans will be standard for all types of development and will ensure that walking and cycling is easy, that strong incentives are in place to encourage the use of public transport, and that organisations are committed to reducing the use of private cars.
- 32.2.4 An integral part of reducing the negative impacts of car use in the borough is to ensure that car parking levels are minimised in new development. Over the lifetime of the plan maximum parking standards will be reduced and new residential development will increasingly include no car parking at all except for essential need. The current adopted car and cycle parking standards will be set out in a supplementary planning document.

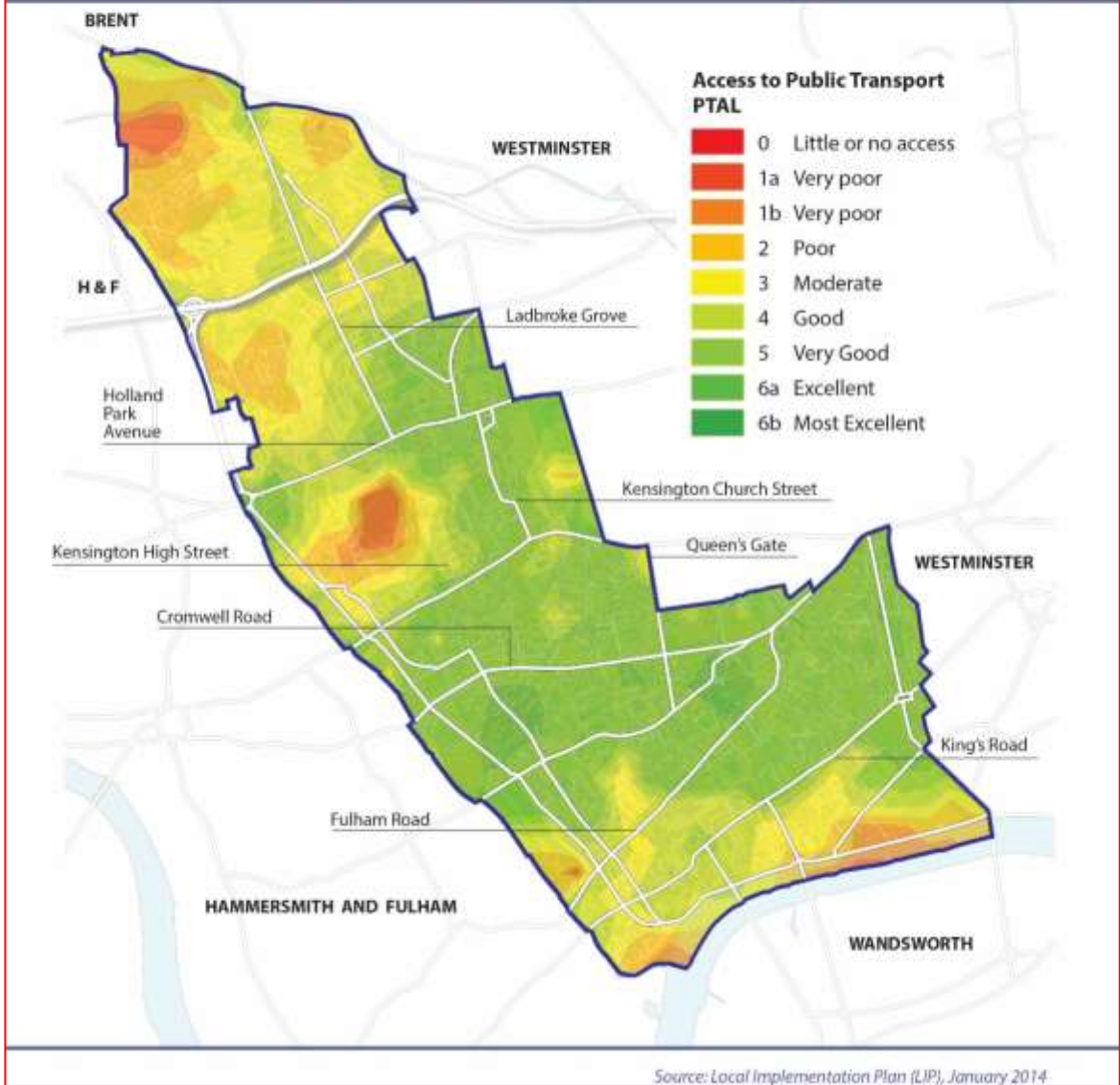
# BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)



## BETTER TRAVEL CHOICES

PTAL (Public Transport Accessibility Level)



### 32.3 Planning Policies

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*No changes are proposed to the existing Local Plan section and policy on Improving Alternatives to Car Use (Policy CT1).*  
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## New and enhanced rail infrastructure

- 32.3.14 New rail infrastructure would greatly improve access to public transport in the northwest and extreme south of the borough where public transport access is not currently as good as elsewhere.
- 32.3.15 A new station on the West London line at ~~North Pole Road Westway Circus~~ would significantly improve access for local residents to public transport, both on the West London line and, ~~via Willesden Junction through interchanges~~, the wider London Overground and Underground network. ~~The Chelsea Hackney line Crossrail 2~~ will provide access ~~for the south of the borough~~ to the Underground network ~~for parts of Chelsea~~, where access is currently poor. ~~A Chelsea Hackney line station at Imperial Wharf would allow interchange onto the West London line and would provide an important new link into central London for existing residents and for the substantial new developments that are taking place in the area. It will put 5,000 more homes in Chelsea within walking distance of an underground station, make it much easier for patients, staff and visitors to reach the area's three hospitals, and help to maintain the vitality and viability of the area's businesses by making access easier for customers and staff.~~
- ~~32.3.16~~—A new Crossrail station at Kensal would unlock significant regeneration opportunities. ~~There is also scope to increase line capacity, quality and accessibility of the existing stations on the West London line.~~

### Policy CT2 New and enhanced rail infrastructure

The Council will require improved access to existing and planned new rail infrastructure in the borough.

To deliver this the Council will:

- a. require developments at the allocated Kensal ~~Canalside Opportunity Area gas works site~~ to establish a ~~Crossrail~~ Elizabeth Line Station, subject to approval by Crossrail Limited;
- b. ~~promote support~~ the creation of a new station on the West London line at ~~North Pole Road Westway Circus, as proposed by the St Quintin and Woodlands Neighbourhood Plan;~~
- c. protect the safeguarded route and associated land for the Elizabeth Line (Crossrail 1 (Elizabeth Line)) and Crossrail 2 the Chelsea Hackney line, including for the latter a station located between 250 King's Road and 151 Sydney Street at Sloane Square and near Chelsea Old Town Hall on the King's Road;
- ~~d. promote a station further west, potentially at Imperial Wharf, as part of the Chelsea Hackney line;~~
- ~~e. require new development to contribute to step-free access at West Brompton Station, measures to increase the capacity of the West London line and improvements to its interchange with the Underground network, particularly at Earl's Court and, if feasible, as part of the redevelopment of the Earl's Court Exhibition Centre.~~

Do you consider this policy: satisfies the **tests of soundness (positively prepared; justified; effective; and consistent with national policy)**; is **legally compliant**; and is in accordance with the **duty to cooperate**?

Please complete the Response Form at <https://planningconsult.rbkc.gov.uk/consult.ti/LPPRPP/>

## 32.4 Corporate and Partner Actions

### Introduction

- 32.4.1 Delivering the strategic objective of Better Travel Choices will take more than the planning policies above. A range of activities undertaken across the Council and by our partner organisations will also deliver this objective. This section sets out the main strategies and action plans that have been prepared that will play a part in delivering this objective. It then sets out specific actions that will be undertaken to further this objective.

### Corporate or Partnership Strategies that will contribute to the delivery of the Strategic Objective

*RBKC Transport and Streetscape Policies 2008*

- 32.4.2 The document Transport and Streetscape Policies covers a range of principles that the Council is using to improve road safety, to reduce the environmental impact of cars and to improve the design of the boroughs roads and pavements. These principles are incorporated with the Council's Streetscape Guidance (2012).

*RBKC Second Local Implementation Plan 2011-2014-2017*

- 32.4.43 ~~The Greater London Authority Act 1999 requires London boroughs to prepare Local Implementation Plans (LIPs) containing their policies and proposals for the implementation of~~ This sets out how the Council intends to implement the Mayor of London's Transport Strategy as well as other sub-regional and local transport-led priorities.

*Mayor's Transport Strategy 2010*

- 32.4.54 The Mayor's Transport Strategy (MTS) was published in 2010 and sets out the Mayor's proposals for managing and improving transport in London. It contains a package of measures and policies to improve transport, enhance the environment and foster London's economic development. It deals with improving public transport, including bus, Underground and the overground railways.

*Central London Sub-regional Transport Plan 2013-15*

- 32.4.65 This document, produced by TfL with input from the seven central London boroughs, sits between the MTS and the LIP. It identifies the main transport challenges for the Central London subregion, and summarises projects and investment by both TfL and the boroughs that contribute to tackling those challenges.

### Corporate or Partnership Actions for Better Travel Choices

1. The Transport and Highways Department will work with Transport for London to identify the need for and deliver new public transport facilities. This will include improvements to the borough's bus, rail and Underground services and improvements to ensure they are inclusive for all.
2. The Transport and Highways and Planning and Borough Development Departments will work with Transport for London, Crossrail (for delivery of [Crossrail the Elizabeth Line](#) and ~~the Chelsea-Hackney line~~ [Crossrail 2](#)), the Department for Transport, HS2 Ltd and Network Rail to improve the borough's rail infrastructure and services.
3. The Transport and Highways and Planning and Borough Development Departments will work with developers, TfL and others to reduce the impact of major barriers to

pedestrian and cycle movement such as major roads, rail lines and the borough's waterways.

4. The Transport and Highways Department will work closely with TfL which is the relevant highway authority for the Earl's Court one-way system, to investigate and implement improvements to the street environment in the area.
5. The Transport and Highways and Planning and Borough Development Departments will ensure that existing pedestrian rights of way are protected and will secure new rights of way when opportunities arise.
6. The Transport and Highways Department will secure funding from TfL through the Local Implementation Plan process for improvements to bus services, streetscape, walking and cycling facilities, smarter travel initiatives and other complementary transport measures that serve to improve the attractiveness of non-car modes.
7. The Transport and Highways, and the Directorate of Planning and Borough Development will work with landowners and developers to help deliver public transport improvements.
8. The Transport and Highways and the Directorate of Planning and Borough Development will work with adjacent boroughs to secure improvements to public transport, walking and cycling facilities, particularly where large developments present regeneration benefits to the borough.
9. The Council supports the London Cycle Hire Scheme and the Transport and Highways and Planning and Borough Development Departments will work with TfL to expand the scheme as widely as possible.
10. The Transport and Highways and Planning and Borough Development Departments will ensure charging facilities are provided for electric vehicles in new development.
11. The Council will work with providers of door-to-door transport services such as Transport for London for Dial-a-Ride, Westway Community Transport and London Councils for the Taxicard scheme to improve transport options for those within the borough who have reduced mobility.
12. The Council will support the Mayor of London in promoting a rail freight bypass for London to relieve pressure on the London Overground network.