

Healthy Streets TA recommended Contents & Chapters last updated 17.06.2019

I. Introduction

i.e. What is being built? Why? When? And how, specifically, will it support [Healthy Streets](#), [Vision Zero](#), and the [Mayor's Transport Strategy](#)?

Help us to understand how strategic transport policies will be delivered, not just what they are. Explain the integration between transport and the proposed development's key characteristics, principles and design.

How has transport planning contributed to important decisions and trade-offs in the design and planning process? Focus on your collaboration with other built environment disciplines in the project team.



2 Transport planning for people

i.e. Who is the development for? When will they travel there and why?

Healthy Streets and Vision Zero are about putting people first. We need to know your new development will be a pleasant and convenient place for people of all abilities to walk, cycle and use public transport - including people already in the area.

To show us, make clear first who will use the new development and why. This includes any visitors. Our [Travel in London](#) reports and [Transport Classification of Londoners](#) demographic segments can help.

The rest of the TA should continue to put people first. Help us understand how and why people will be able to travel actively, sustainably and safely - at the 3 key spatial scales of a Healthy Streets TA, and whilst the scheme is being built.

3. Site and surroundings

i.e. How can people of all abilities move around the site and its immediate surroundings? This means the site itself, and just beyond its red line boundary.

For each of the bullet points below, please explain the transport conditions and challenges people will face on site - both before and after the proposed development is built:

- Access
TfL's priority is [Walking](#), [Cycling](#) and [Public Transport](#) over private vehicles.
 - On-site/nearby public realm
How does it meet our [Healthy Streets indicators](#) and London Plan policy requirements? This includes any proposed highway works.
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- [Servicing](#)
How have sustainability, efficiency and Londoners' safety fed into the development principles and design?
- Parking
Cycle (always) and if proposed Car (discouraged except for disabled people, see draft London Plan Policy T6.1 and Table 10.6).

A Stage I [Road Safety Audit](#) should be completed at planning stage for any highway works proposed. The TA should also include a [Healthy Streets Check for Designers](#) in this Chapter for any physical alterations proposed to strategic or local highway. The Check should inform the design of any new highway or public realm, improving the 10 Healthy Streets Indicators on London's streets. Proposed designs should score as highly as possible across all indicators, and eliminate any scores of 'zero'.

Should planning permission be granted, the delivery of private developer-funded highway works on the TLRN will require a [Section 278 agreement](#) with TfL. The Healthy Streets Check for Designers will then need to be updated to assess detailed designs, and audited again by TfL.

4. Active Travel Zone (ATZ)

i.e. How will people of all abilities make key journeys in the ATZ that are essential to support car-free lifestyles?

The ATZ is a 20 minute cycle around the site, available from our [WebCAT planning tool](#).

This is a step-by-step part of the assessment with maps, photos and some text. Detailed guidance is available [on our website](#).

5. London-wide network

i.e. How will people of all abilities travel smoothly and easily from the development onto London's public transport and highway networks?

This chapter will include:

- [Trip Generation](#)

Especially Public Transport including linked trips e.g. from Bus or Cycle to LU or Rail. This should be based on the most relevant and latest data available. For some sites and land uses, new survey data may need to be collected.

- **Design solutions (preferred)**

and/or

Mitigation for network capacity impacts (e.g. SI06, MCIL, etc.)



- [Modelling](#) (when required)
Based on valid models and recent data using industry standard software prepared by suitable qualified professionals and if necessary audited by independent experts and/or TfL.

6. Additional borough analysis

Please include any additional analysis requested by the relevant local borough in this special Chapter, rather than mixed into the others we recommend above.

Justify its inclusion, and share a clear explanation to help us understand why our borough colleagues feel it is necessary and important to your unique Healthy Streets TA.

7. Construction

A completed TfL CLP should be provided for major applications or other applications with construction impacts that need to be mitigated, example, in a busy pedestrian area or next to a major junction.

[TfL Freight Outline CLP template PDF](#)

This is required even if the eventual construction company is unknown.

Our Construction Logistics Plan (CLP) template has been designed to recommend a good construction methodology and mitigate the key construction impacts. It includes a spreadsheet tool for calculating how many construction trips there will be. Particular attention should be given to the safety of pedestrians and cyclists.

You must deal with all construction phases and consider meanwhile uses if possible.

8. Conclusion

	Key transport impacts / issues	Solutions / mechanisms
Site and surroundings		
Active Travel Zone (ATZ)		
London-wide network		
Construction		

Please consider including the table above to summarise key transport impacts and how your development will respond. In response, outcomes such as planning obligations, design changes and mitigation may need to be agreed by you, the borough and TfL before we can recommend your application receiving planning permission.

