

Belgravia Neighbourhood Plan Regulation 16 Consultation - TfL response



Richard Carr <RichardCarr@tfl.gov.uk>

To Neighbourhood, Planning: WCC

Cc Richard Carr; Alison Bradshaw; Clare Seiler; Josephine Vos;
 Ethan Cameron; Patrick Clearwater; Michael Johnson; **+4 others**

Reply

Reply All

Forward



Sun 16/07/2023 11:31

Blue category

Follow up. Start by 17 July 2023. Due by 17 July 2023.

Thank you for consulting Transport for London (TfL). We previously sent comments in response to the Regulation 14 consultation by Belgravia Neighbourhood Forum in August 2022 (attached below this email). We welcome the positive changes that have been made but there are still a few issues that have not been addressed.

We have reflected the changes made in response to the Regulation 14 consultation and set out our updated TfL comments below:

Victoria Coach Station

Victoria Coach Station (VCS), which is owned by TfL, is a vital part of London's and the wider UK's public transport infrastructure. We welcome deletion of part ii of section 2.3.4 which referred to a potential relocation of VCS. As previously stated there are no current plans to move the coach facility from its current site in Belgravia. TfL announced its intention to remain in VCS for the foreseeable future in 2019 and that position has not changed in the interim.

Crossrail 2

The position on Crossrail 2 has not changed since the Regulation 14 consultation. As previously stated the funding agreement with Government of 31 October 2020 included a commitment in relation to Crossrail 2 that TfL "prioritises safeguarding activity and brings an orderly end to consultancy work as soon as possible. Department for Transport (DfT) will support such safeguarding activity for this project as required." We welcome the inclusion of figure 2.2 which shows Crossrail 2 safeguarding

TfL continues to work to help the Secretary of State refresh the safeguarding directions in order to safeguard the scheme's latest proposed route from future developments. TfL is in discussion with DfT on the likely timetable for this work however, at present no date has been confirmed. TfL will also

continue to work with stakeholders whose developments are affected by the safeguarding so that we can continue to protect the route until such time as the railway can be progressed.

Given the current lack of a viable funding package for the scheme at the moment, TfL is not in a position to confirm when work on seeking consent can restart. The Mayor and TfL are of the view Crossrail 2 will still be needed in future to support London's growth and have clearly demonstrated the case for the scheme. The project has been put in good order, ready to be restarted when the time is right including the project's requirements for the Victoria Coach Station site.

5.11 – Hyde Park Corner and Action 7 – Cycle Movement Around Monument Zones

We welcome amendments to the final sentence of 5.11 in response to TfL's previous comments. This removes the negative wording and refers instead to protection of the safety of pedestrians.

7.4 Streetscapes and Policy BEL13 – Streetscapes

We welcome the addition of a reference to TfL's Streetscape Guidance and London Cycling Design Standards (LCDS). However, it is disappointing that our previous suggestion to widen the scope or to add in another section setting out a positive approach to implementing Healthy Streets and encouraging active travel has not been pursued. This could include a range of positive measures that would benefit people who are walking, wheeling or cycling.

7.5 Traffic Flows and Action 11 – Traffic

As previously stated, we welcome the intention to work with TfL on projects to minimise traffic including a potential traffic reduction scheme as well as investigating the potential to consolidate deliveries. However, we would like to have seen positive support in the Neighbourhood Plan for the reduction and rationalisation of car parking which will have a key role to play in reducing traffic and should therefore be included in the list of objectives. We would support projects or proposals that seek to convert car parking into alternative uses or initiatives that reduced the number of vehicle deliveries.

We hope that these comments are helpful and can be incorporated in the finalised Neighbourhood Plan. We look forward to working with the Forum on projects that help to reduce traffic and encourage active travel in line with the Mayor's objectives.

Best wishes
Richard Carr

Richard Carr | Principal Planner (Spatial Planning)

TfL Planning, Transport for London

E: richardcarr@tfl.gov.uk

A: 9th Floor, 5 Endeavour Square, E20, Westfield Avenue, E20 1JN

I work part time and so there may be a short delay in responding to emails

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process. For more information please visit:

<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>