MAYOR OF LONDON

THE LONDON PLAN

THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON CONSOLIDATED WITH ALTERATIONS SINCE 2011

MARCH 2016

LONDON'S TRANSPORT

POLICY 6.8 COACHES

Strategic

A   The Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.

6.32   The Mayor will investigate the feasibility of developing a series of coach hubs to reduce the impact in and around Victoria and reduce the distances people need to travel to change to and from the coach.

POLICY 6.9 CYCLING

Strategic

A   The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:

   a   identify, promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways

   b   continue to operate and improve the cycle hire scheme

   c   fund the transformation of up to four outer London borough town centres into cycle friendly 'mini-Hollands'.
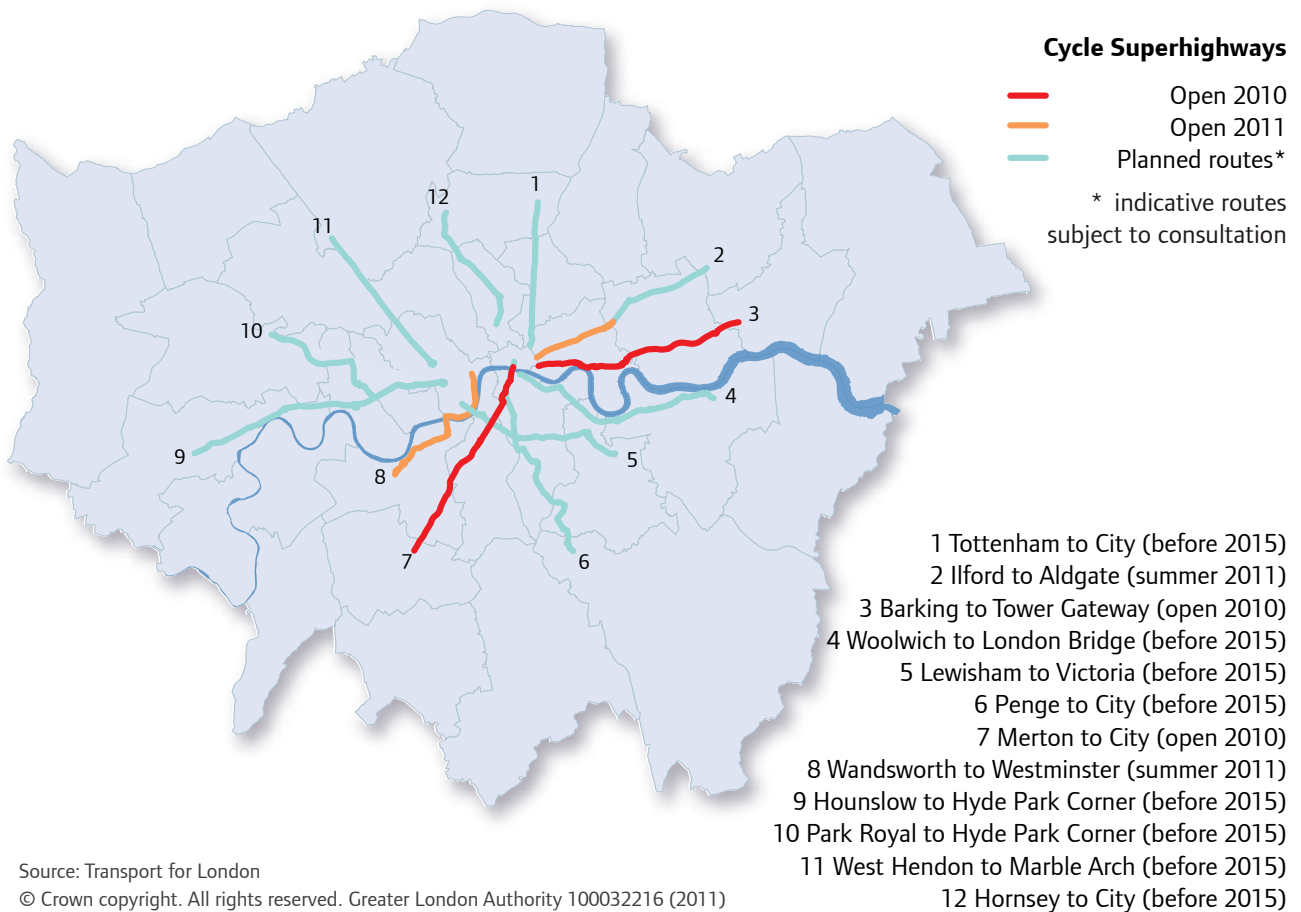
Planning decisions

B   Developments should:

   a   provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)

   b   provide on-site changing facilities and showers for cyclists

   c   contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)

   d   provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands'

   e   facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity.

Map 6.2 Cycle superhighways

Cycle Superhighways

— Open 2010
— Open 2011
— Planned routes*

* indicative routes subject to consultation

1 Tottenham to City (before 2015)
2 Ilford to Aldgate (summer 2011)
3 Barking to Tower Gateway (open 2010)
4 Woolwich to London Bridge (before 2015)
5 Lewisham to Victoria (before 2015)
6 Penge to City (before 2015)
7 Merton to City (open 2010)
8 Wandsworth to Westminster (summer 2011)
9 Hounslow to Hyde Park Corner (before 2015)
10 Park Royal to Hyde Park Corner (before 2015)
11 West Hendon to Marble Arch (before 2015)
12 Hornsey to City (before 2015)

Source: Transport for London
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(Routes illustrated are currently under review and subject to change in line with the Mayor's Vision for Cycling. Timescales will be updated in the next iteration of the Plan)

chosen, it should allow for parking on either side, as this provides additional capacity. TfL intend to publish a compendium of good practice on cycle parking. Cycle hire docking stations should not be considered a substitute for cycle parking facilities.

POLICY 6.10 WALKING

Strategic

A   The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all.

Planning decisions

B   Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.

LDF preparation

C   DPDs should:

    a   maintain and promote the relevant sections of the Walk London Network shown on Map 6.3, as well as borough routes

    b   identify and implement accessible, safe and convenient direct routes to town centres, transport nodes and other key uses

    c   promote the 'Legible London' programme to improve pedestrian wayfinding

    d   provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use and that new development improves pedestrian amenity

    e   encourage a higher quality pedestrian and street environment, including the use of shared space principles, such as simplified streetscape, decluttering, and access for all.

6.37   The Mayor is also committed to a substantial increase in walking in London. To this end, the quality and safety of London's pedestrian environment should be improved to make the experience of walking more pleasant and an increasingly viable alternative to the private car (see also policies on inclusive environments (7.2) and the public realm (7.5)). By providing safe and attractive routes that are easy to navigate, people will be encouraged to walk more, which will have safety, economic and health benefits for them and also help tackle climate change and

LONDON'S LIVING SPACES AND PLACES

7.13   The social, cultural, environmental and economic relationships between people and their communities are reinforced by the physical character of a place. Based on an understanding of the character of a place, new development should help residents and visitors understand where a place has come from, where it is now and where it is going. It should reflect the function of the place both locally and as part of a complex urban city region, and the physical, economic, environmental and social forces that have shaped it over time and are likely to influence it in the future. Local character does not necessarily recognise borough boundaries. The Mayor therefore encourages cross-borough working to ensure a consistent approach to understanding and enhancing a sense of character. The Mayor has developed supplementary guidance to help Boroughs with this work.

7.14   The physical character of a place can help reinforce a sense of meaning and civility – through the layout of buildings and streets, the natural and man-made landscape, the density of development and the mix of land uses. In some cases, the character is well preserved and clear. In others, it is undefined or compromised by unsympathetic development. Through characterisation studies, existing character can be identified and valued, and used to inform a strategy for improving the place. This should help ensure the place evolves to meet the economic and social needs of the community and enhances its relationship with the natural and built landscape. The community should be involved in setting these goals for the future of the area (Policy 7.1).

7.15   The Blue Ribbon Network has significant cultural, historic, economic and environmental value to local character. Later in this chapter a range of policies require buildings and spaces to have particular regard to their relationship to waterspaces in their form, scale and orientation. New development should enhance physical and visual access between existing streets and waterfront sites and, incorporate features that make the best functional use of the site's proximity to a water resource. Buildings and spaces should be designed to activate the Blue Ribbon Network in a way that is appropriate to its character, infrastructure value and heritage significance.

POLICY 7.5 PUBLIC REALM

Strategic

A   London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

Planning decisions

B   Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for

the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.

C   Development should incorporate local social infrastructure such as public toilets, drinking water fountains and seating, where appropriate. Development should also reinforce the connection between public spaces and existing local features such as the Blue Ribbon Network and parks and others that may be of heritage significance.

LDF preparation

D   Boroughs should develop local objectives and programmes for enhancing the public realm, ensuring it is accessible for all, with provision for sustainable management and reflects the principles in Policies 7.1, 7.2, 7.3 and 7.4.

7.16   The quality of the public realm has a significant influence on quality of life because it affects people's sense of place, security and belonging, as well as having an influence on a range of health and social factors. For this reason, public and private open spaces, and the buildings that frame those spaces, should contribute to the highest standards of comfort, security and ease of movement possible. This is particularly important in high density development (Policy 3.4). Open spaces include both green and civic spaces, both of which contribute to the provision of a high quality public realm (see Policy 7.18). The character of the public realm that leads into major green spaces, especially for pedestrians is key to the integration of green infrastructure and landscape into the urban fabric. Legibility and signposting can also make an important contribution to whether people feel comfortable in a place, and are able to understand it and navigate their way around. Ongoing maintenance of this infrastructure should be a key consideration in the design of places and secured through the planning system where appropriate. Managed public spaces in new development should offer the highest level of public access.

7.17   The public realm should be seen as a series of connected spaces that help to define the character of a place. Places should be distinctive, attractive, vital and of the highest quality, allowing people to meet, congregate and socialise, as well as providing opportunity for quiet enjoyment. They should also, wherever possible, make the most of opportunities to green the urban realm through new planting or making the most of existing vegetation. This will support the Mayor's aims for two million trees to be planted in London by 2025 and, to secure additional greening in the Central Activities Zone (CAZ) to help mitigate the urban heat island effect (Policy 5.10). Encouraging activities along the waterways can also contribute to an attractive townscape and public realm.

7.18   The effects of traffic can have a significant impact on the quality of the public

realm in terms of air quality, noise and amenity of a space. The negative effects of traffic should be minimised to ensure people's enjoyment of public realm is maximised. The principles of shared space should be promoted in line with Policy 6.10 on Walking and in the Mayor's Transport Strategy. They should be implemented to accord with local context and in consultation with relevant stakeholders (including organisations of disabled and visually impaired people).

7.19   The lighting of the public realm also needs careful consideration to ensure places and spaces are appropriately lit, and there is an appropriate balance between issues of safety and security, and reducing light pollution.

7.20   The public realm does not necessarily recognise borough boundaries. Cross-borough working at the interface of borough boundaries should therefore be maximised to ensure a consistent high quality public realm. There is a range of guidance such as Better Streets[221], Manual for Streets[222], Manual for Streets 2[223], Principles of Inclusive Design[224], and Streets for All[225] which can help inform the design of the public realm. This should be part of a wider strategy based on an understanding of the character of the area.

POLICY 7.6 ARCHITECTURE

Strategic

A   Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Planning decisions

B   Buildings and structures should:

    a   be of the highest architectural quality

    b   be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

    c   comprise details and materials that complement, not necessarily replicate, the local architectural character

    d   not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings

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221 Mayor of London, Better Streets, Transport for London, November 2009

222 Department for Transport (DfT), Manual for Streets, Thomas Telford Publishing, March 2007 (

223 Department for Transport (DfT), Manual for Streets 2, Chartered Institution of Highways and Transportation (CIHT), September 2010 (or any subsequent replacement guidance).

224 Commission for Architecture and the Built Environment (CABE), The principles of inclusive design (They include you), 2006 op cit

225 English Heritage, Streets for All: A Guide to the Management of London's Street, English Heritage, March 2000

e   incorporate best practice in resource management and climate change mitigation and adaptation

f   provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces

g   be adaptable to different activities and land uses, particularly at ground level

h   meet the principles of inclusive design

i   optimise the potential of sites

7.21   Architecture should contribute to the creation of a cohesive built environment that enhances the experience of living, working or visiting in the city. This is often best achieved by ensuring new buildings reference, but not necessarily replicate, the scale, mass and detail of the predominant built form surrounding them, and by using the highest quality materials. Contemporary architecture is encouraged, but it should be respectful and sympathetic to the other architectural styles that have preceded it in the locality. All buildings should help create streets and places that are human in scale so that their proportion and composition enhances, activates and appropriately encloses the public realm, as well as allowing them to be easily understood, enjoyed and kept secured. The building form and layout should have regard to the density and character of the surrounding development and should not prejudice the development opportunities of surrounding sites.

7.22   A building should enhance the amenity and vitality of the surrounding streets. It should make a positive contribution to the landscape and relate well to the form, proportion, scale and character of streets, existing open space, waterways and other townscape and topographical features, including the historic environment. New development, especially large and tall buildings, should not have a negative impact on the character or amenity of neighbouring sensitive land uses. Lighting of, and on, buildings should be energy efficient and appropriate for the physical context.

7.23   The massing, scale and layout of new buildings should help make public spaces coherent and complement the existing streetscape. They should frame the public realm at a human scale and provide a mix of land uses that activate its edges and enhance permeability in the area. New buildings should integrate high quality urban design ensuring an appropriate balance between designing out crime principles and appropriate levels of permeability. Consideration should also be given to the future management of buildings in their design and construction.

7.24   New buildings should achieve the highest standards of environmental, social and economic sustainability by meeting the standards of sustainable design and construction set out in Chapter 5 and by being consistent with the existing or planned future capacity of social, transport and green infrastructure.