

# Creating active and vibrant urban environments through integrated land use and transport planning:

## *Evidence from London*

Gareth Fairweather

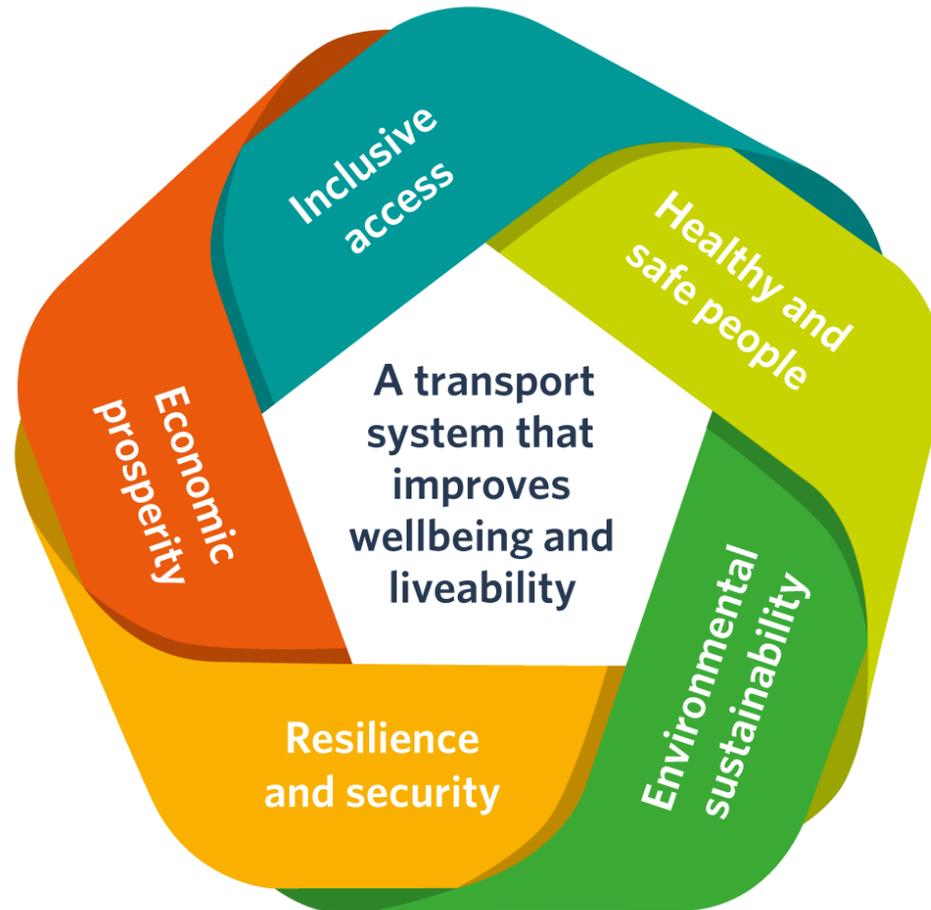
Ministry of Transport

# Overview

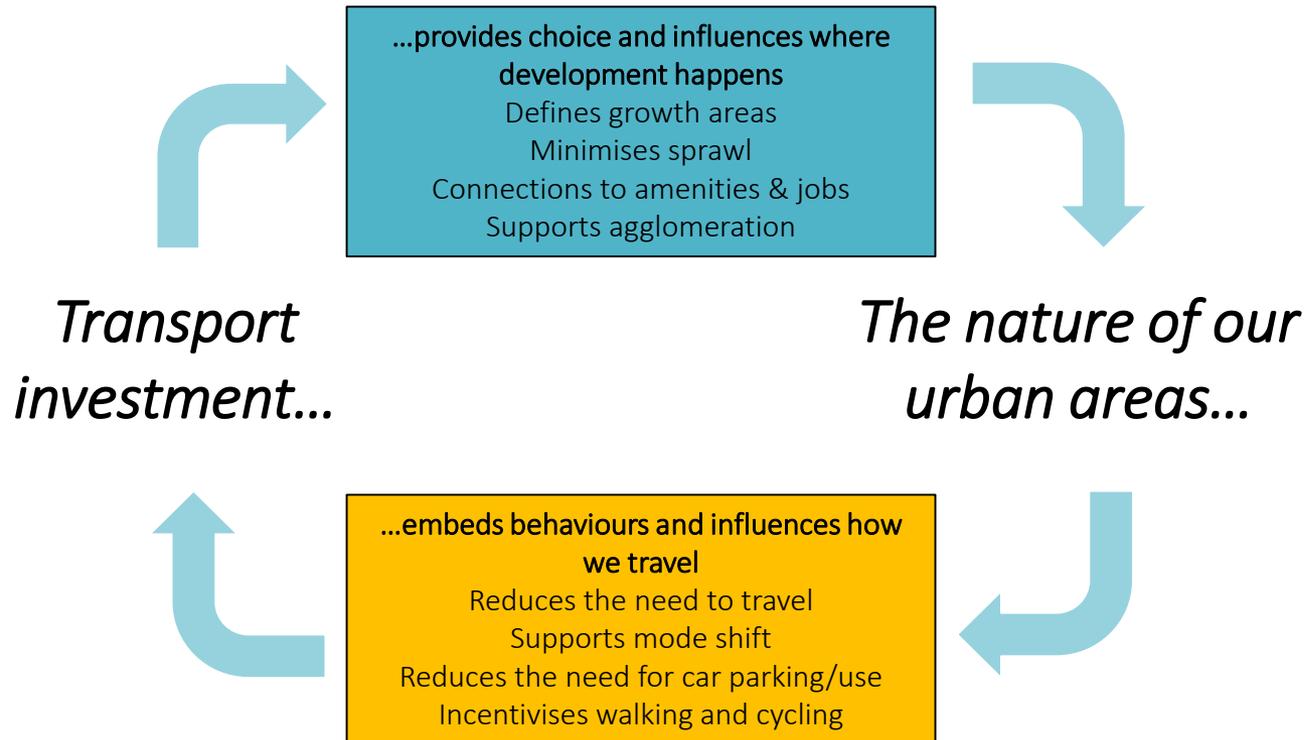
1. Why is this relevant?
2. London challenges and opportunities
3. London's Planning framework
4. Specific policy areas:
  - Density
  - Parking
  - Streets and public realm
5. Concluding thoughts and lessons

relevance

# Achieving transport outcomes



# Influencing sustainable transport



the London  
Context

# London context – growth

London is growing quickly

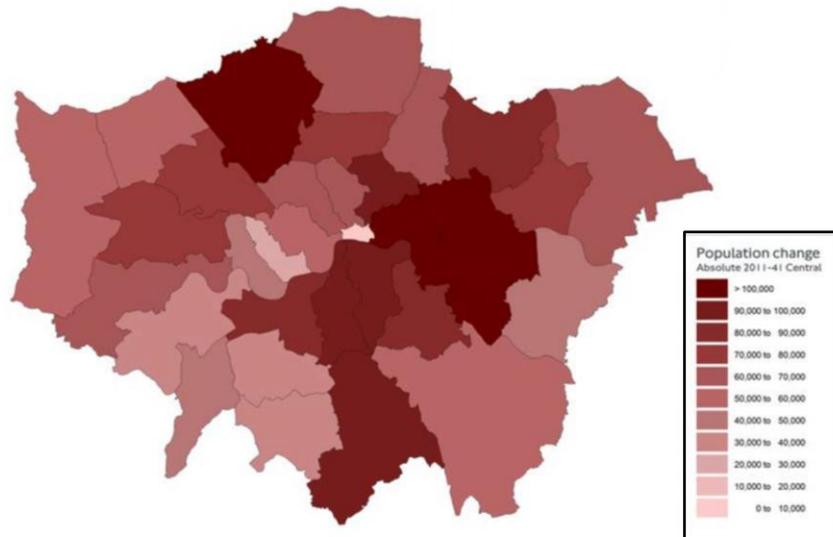
Population is projected to grow to 10.8 million over the next twenty years to 2041.

This is 28% higher than in 2011

Equivalent to adding the combined populations of Birmingham and Glasgow during this time.



# London context – growth

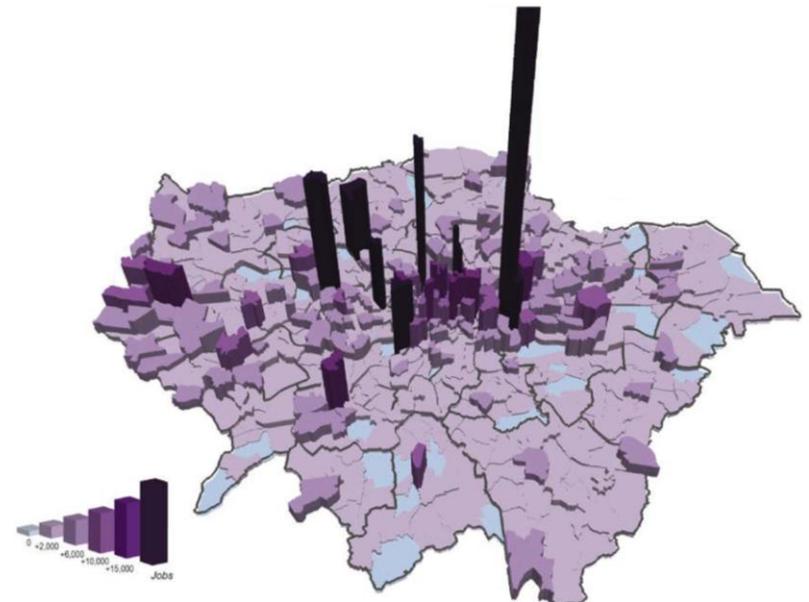


Significant population and employment growth expected in outer London

Car mode share is higher, so a need to change travel behaviour

Continued employment growth in central London, moving east

New 'satellite' centres developing away from inner London



# London context – housing need

66,000 new homes needed each year 2016-2041

Meeting identified need, plus addressing the backlog

50% must be affordable

Large sites alone cannot meet demand

Increased emphasis on the intensification of suburban London



Source: City Metric

# London context – transport

By 2041, there will be **5 million** more trips per day, an increase of 23% compared to today

**Street environments** need to improve for both walking and cycling.

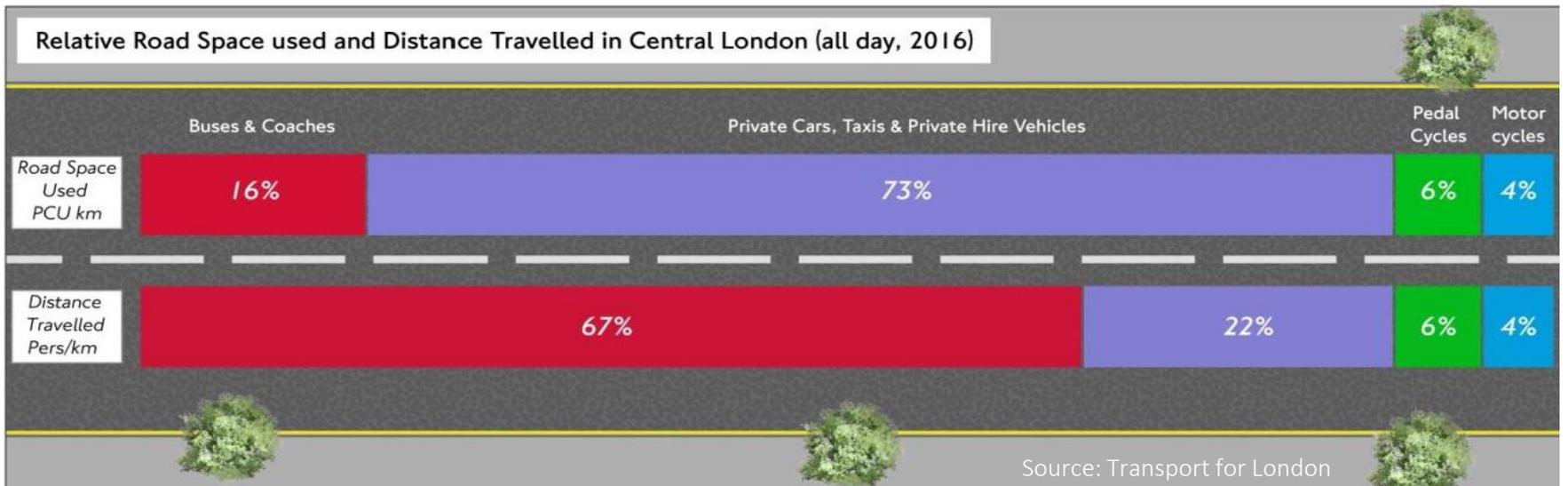
Overcrowded and unreliable **public transport** can deter people from switching from the car.

**Limited space** means building more roads is not an option.



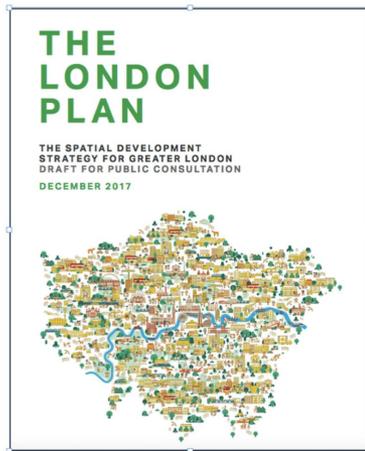
Source: Evening Standard

# London context – streets



# London's planning system

# GLA Family



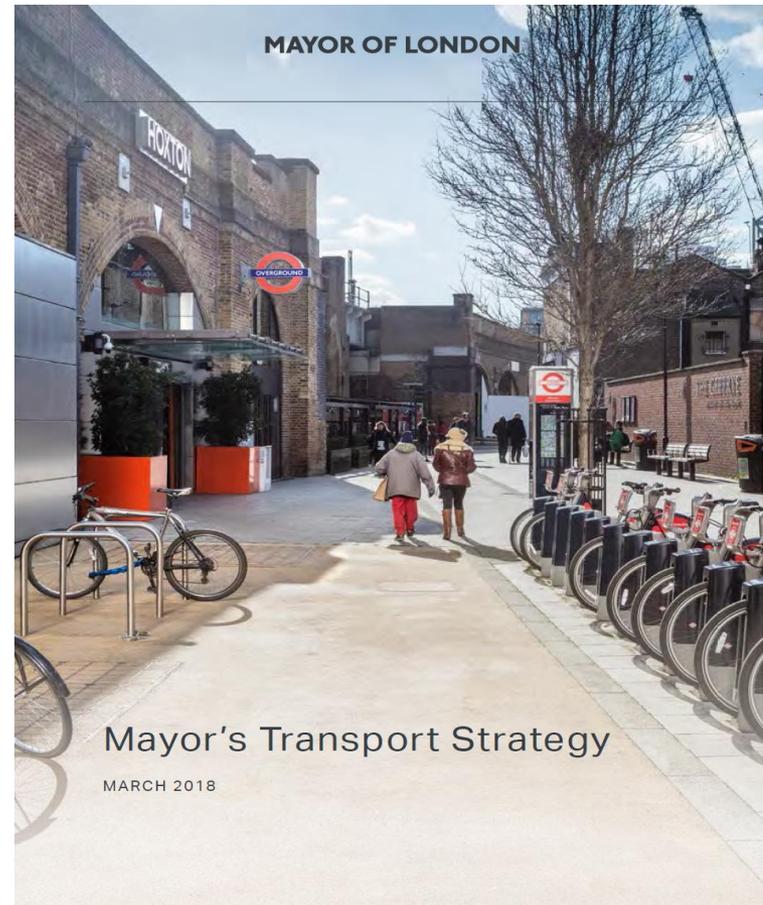
# Mayor's Transport Strategy

**Statutory** document

Contains **transport policies and proposals** to deliver Mayor's priorities over next 20 years

Borough transport implementation plans to conform with MTS (to access **funding**)

Acts as a **material consideration** in the determination of planning applications



# Health benefits of active travel

If all Londoners walked or cycled for 20 minutes a day, this would save

£1.7bn

in NHS treatment costs over 25 years and would contribute to fewer of the following<sup>2</sup>:

- hip fractures 85,000 ▼
- dementia 19,200 ▼
- depression 18,800 ▼
- cardiovascular disease 16,400 ▼
- stroke 6,700 ▼
- type 2 diabetes 4,800 ▼
- colorectal cancer 1,500 ▼
- breast cancer 1,300 ▼



A person who is active every day reduces their risk of<sup>2</sup>:

Type 2 diabetes	35-50% ▼	Depression	20-30% ▼
Coronary heart disease	20-35% ▼	Alzheimer's disease	20-35% ▼
Hip fracture	36-68% ▼	Breast cancer	20% ▼
Death	20-35% ▼	Colon cancer	30-50% ▼

By mode of travel, the amount of time spent being physically active during an average journey in London is:



< 1min



< 8-15 min

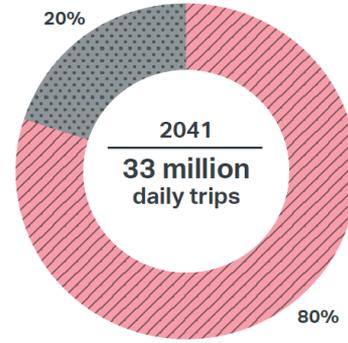
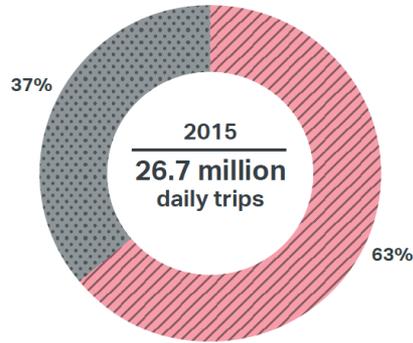


17 mins



22 mins

# Mayor's Transport Strategy



Walking, cycling & public transport

Car, taxi and private hire vehicle

Healthy Streets & Healthy People

A Good PT Experience

New Homes and Jobs



Source: Lucy Saunders



# London Plan

Statutory spatial **development plan** for London, setting plan for growth over next 20 years

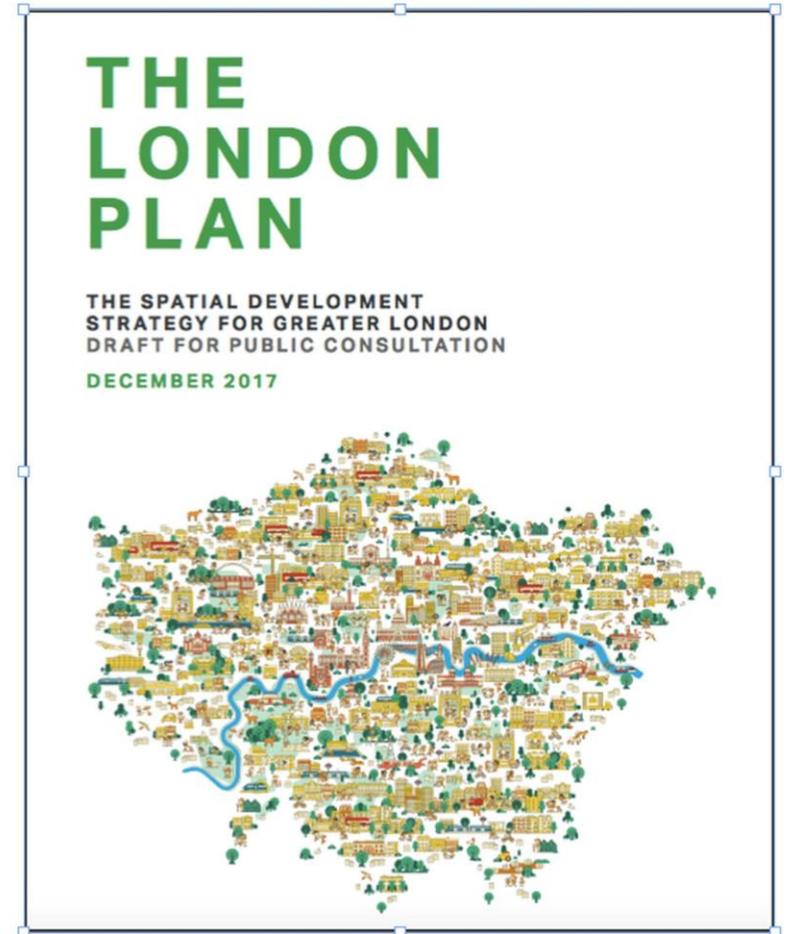
Forms the 'upper tier' of planning policy, **reflected in local borough plans**

Determines housing need and sets **housing targets**

**Detailed policies** on land use, density, parking, open space etc

Requirements to produce **transport assessments** and **travel plans**

**Mayor of London Order (2008)** allows the Mayor to determine certain planning applications himself

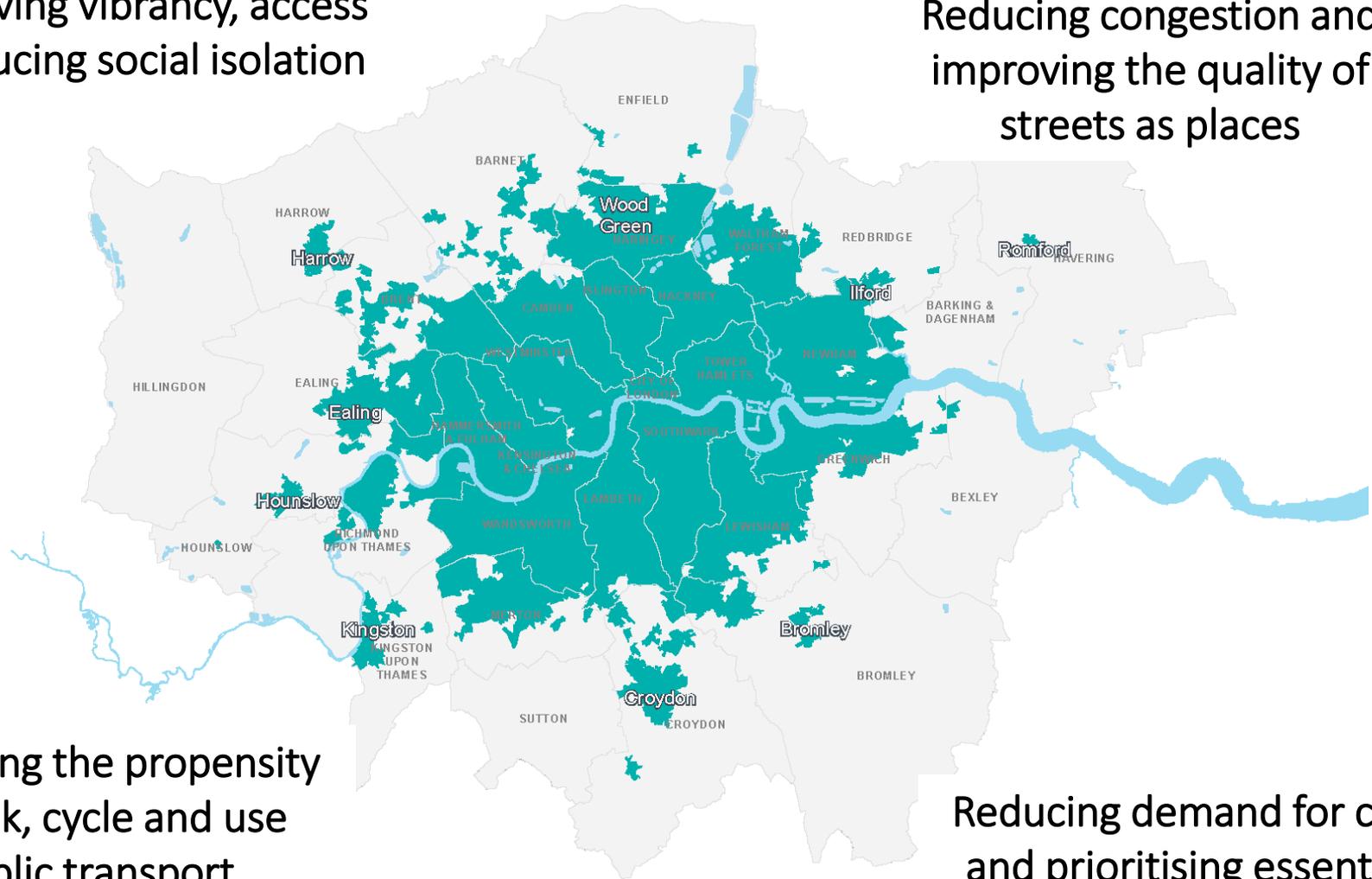


supporting higher  
densities

# The value of higher densities

Improving vibrancy, access  
& reducing social isolation

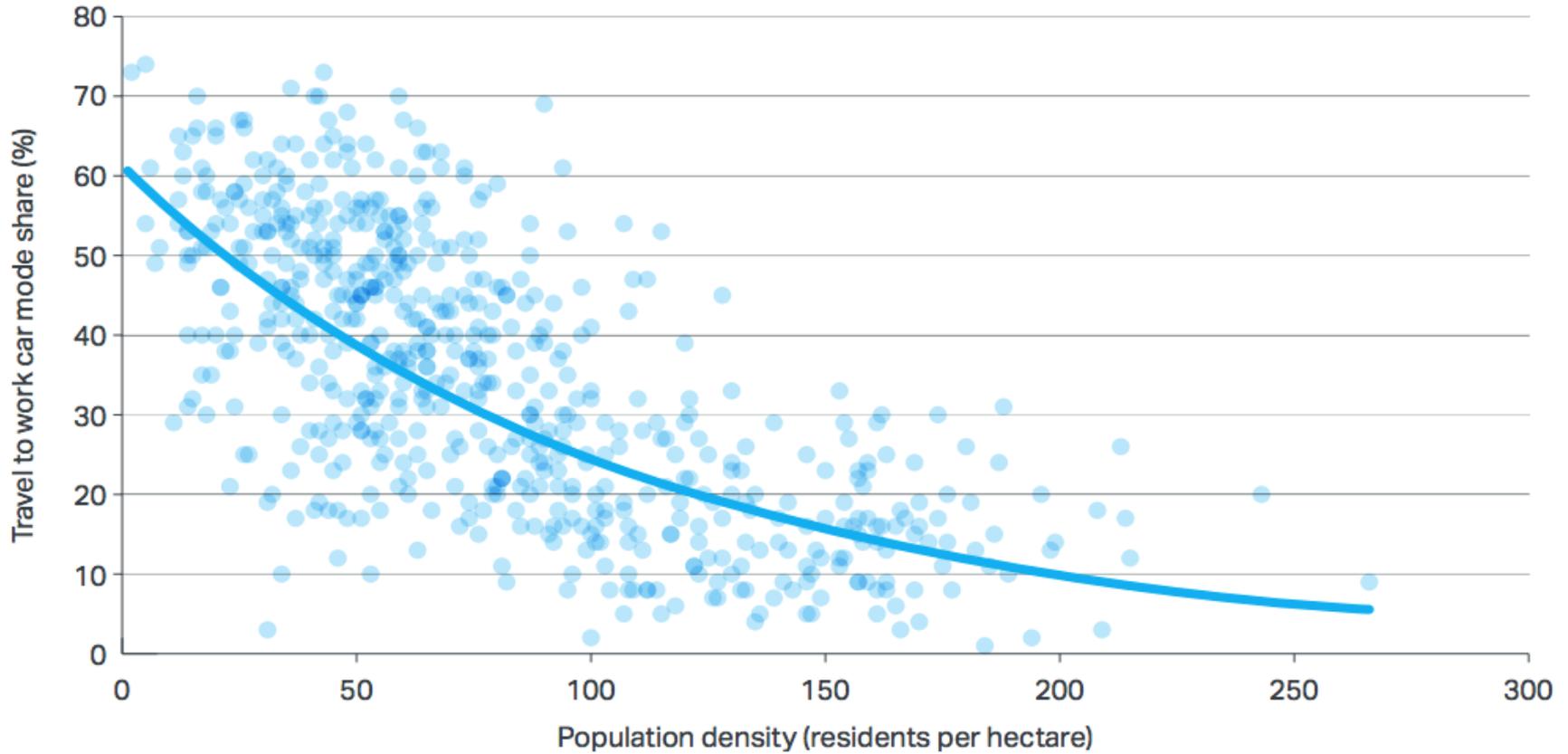
Reducing congestion and  
improving the quality of  
streets as places



Increasing the propensity  
to walk, cycle and use  
public transport

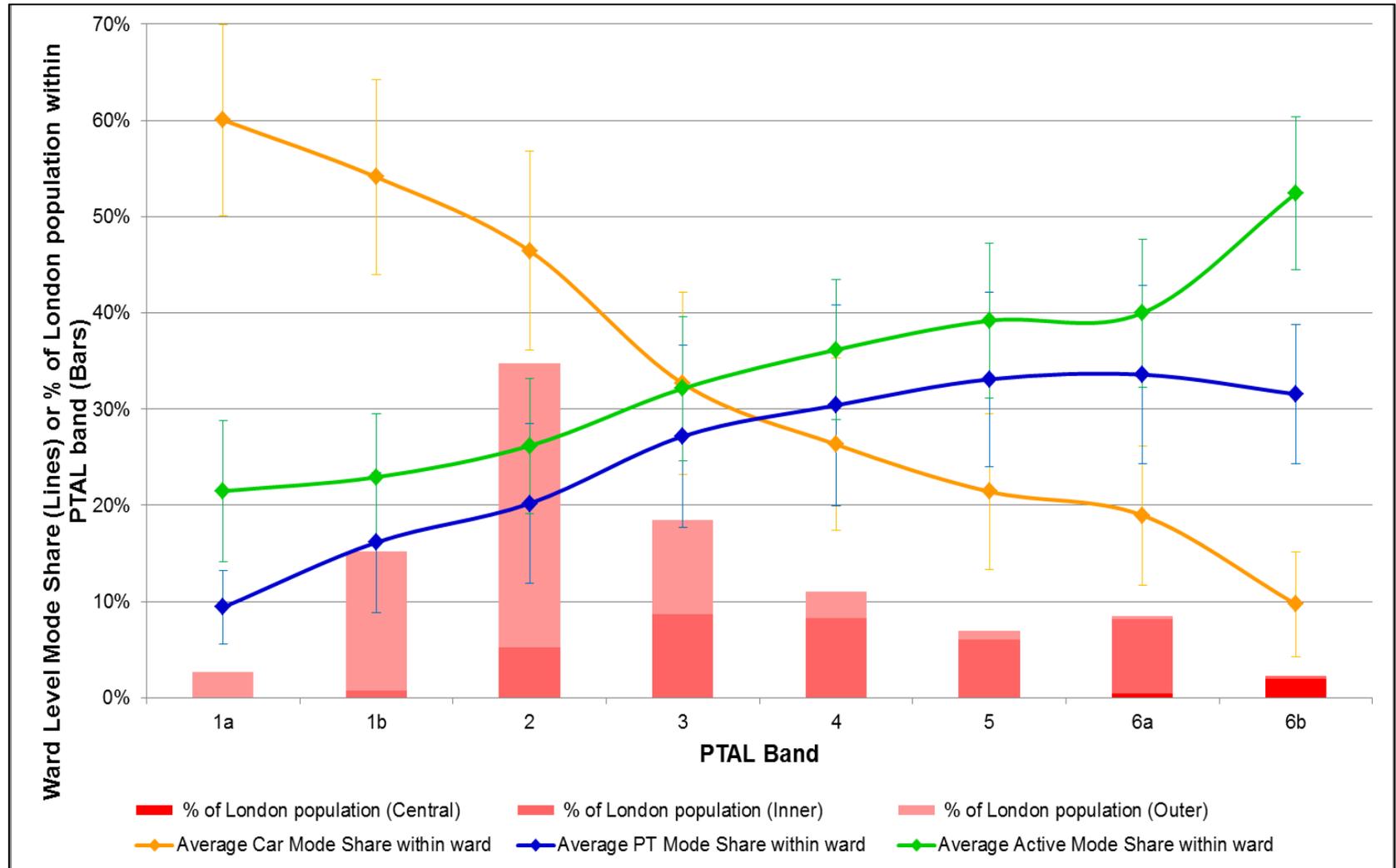
Reducing demand for cars  
and prioritising essential  
road users

# The value of higher densities



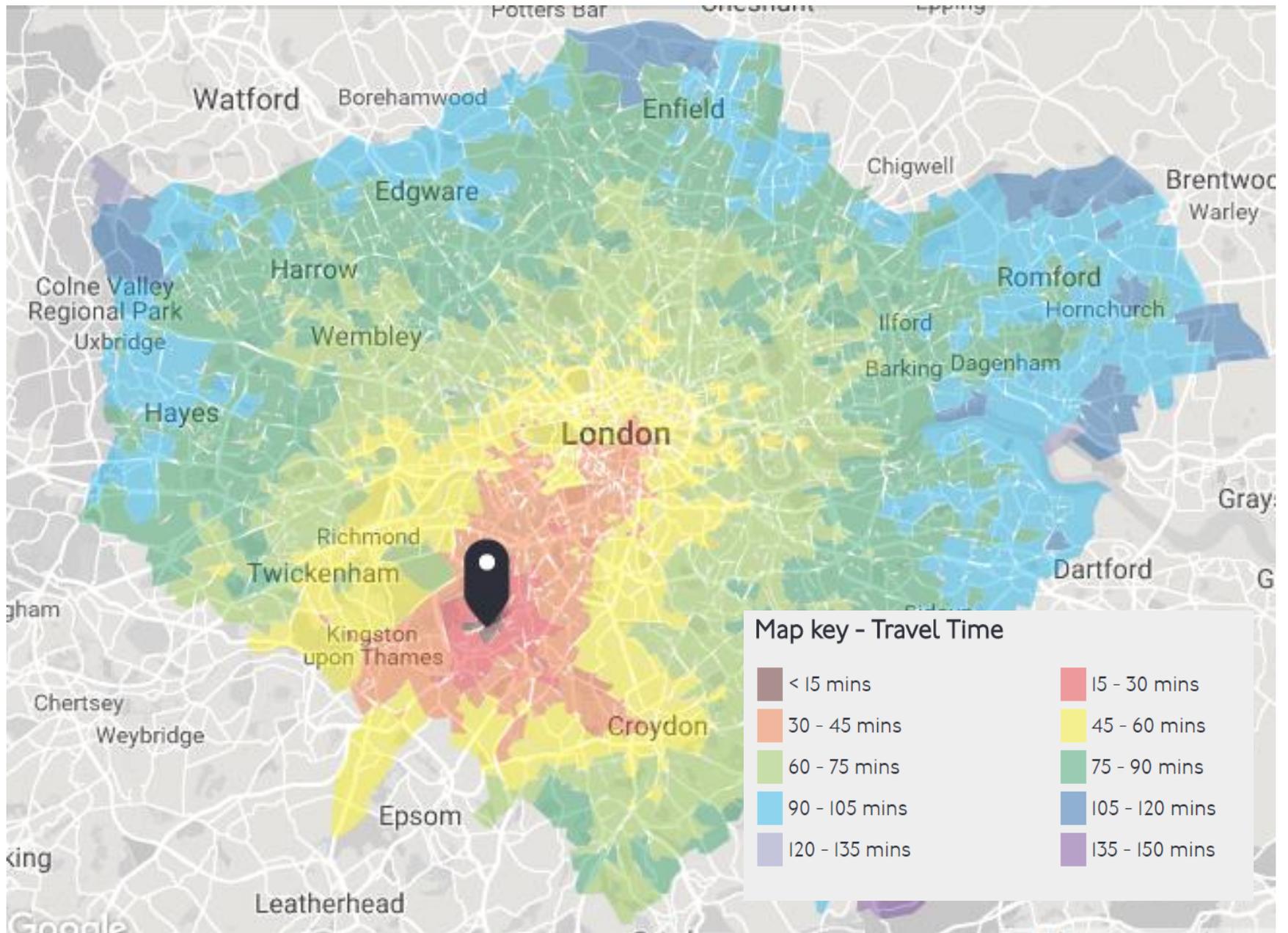


# PTAL and mode share



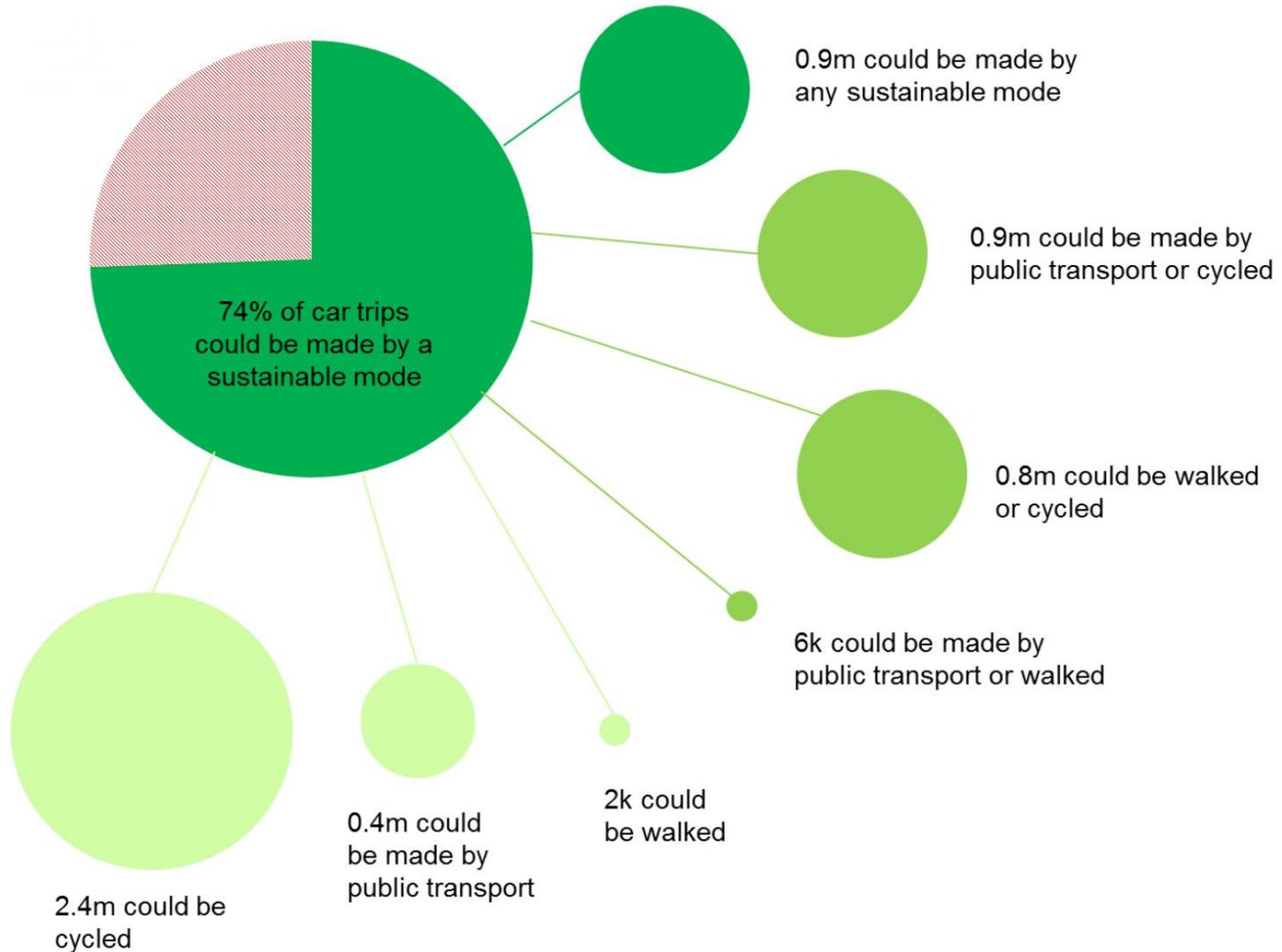
# London Plan Density Matrix

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
3.8–4.6 hr/unit	35–55 u/ha	35–65 u/ha	45–90 u/ha
3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha
2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha
Urban	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
3.8–4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha
Central	150–300 hr/ha	300–650 hr/ha	650–1100 hr/ha
3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha
3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha
2.7–3.0 hr/unit	50–110 u/hr	100–240 u/ha	215–405 u/ha



managing  
parking

# Why car parking controls matter



# Why car parking controls matter

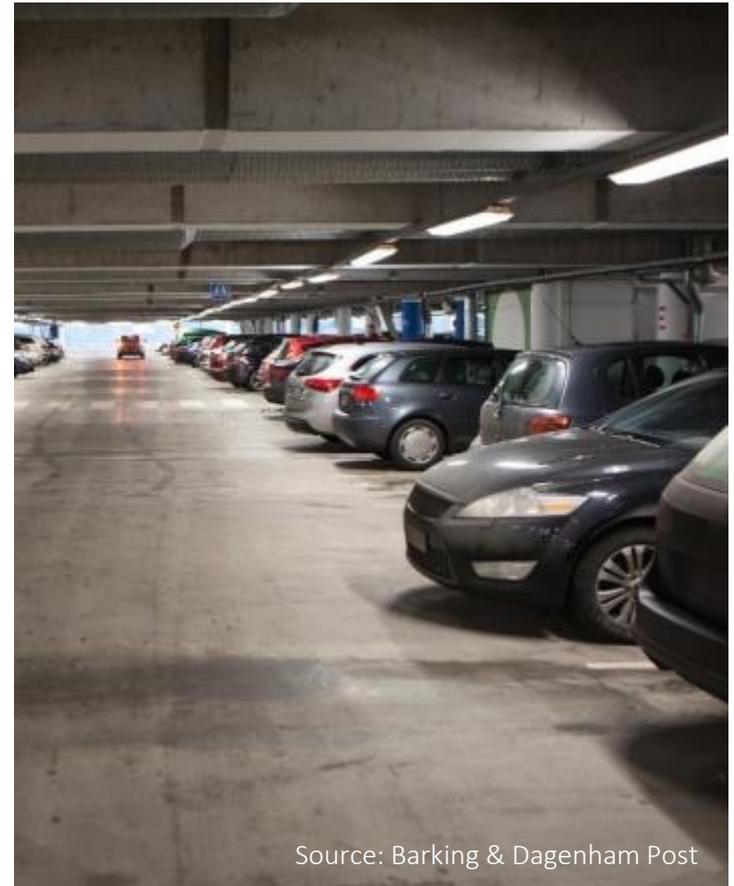
**Developments with more car parking have residents who are more likely to own cars**



**Areas with higher levels of car ownership have higher levels of car use**



**Reducing the maximum provision of parking could encourage those who could consider a car-free lifestyle to adopt one**



Source: Barking & Dagenham Post

# Maximum car parking standards

## 2004

Predominant housing type	Detached and semi-detached houses	Terraced houses & flats	Mostly flats
Car parking provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit	1 to less than 1 space per unit*

## 2015

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	150–250 hr/ha		200–450 hr/ha		200–700 hr/ha	
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/ha		100–240 u/ha		215–405 u/ha	

### Maximum residential parking standards

number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

## 2017 Draft

Location	Maximum parking provision
Central Activities Zone	Car-free
Inner London Opportunity Areas	
Metropolitan and Major Town Centres	
All areas of PTAL 5 – 6	
Inner London PTAL 4	
Inner London PTAL 3	Up to 0.25 spaces per unit
Inner London PTAL 2	Up to 0.5 spaces per unit
Outer London PTAL 4	
Outer London Opportunity Areas	
Inner London PTAL 0 – 1	Up to 0.75 spaces per unit
Outer London PTAL 3	
Outer London PTAL 2	Up to 1 space per unit
Outer London PTAL 0 – 1	Up to 1.5 spaces per unit <sup>1</sup>

<sup>1</sup> Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit

Source: GLA

# Supporting implementation



Source: TransportXtra



Source: UK Motorist



Source: BBC



Source: Confused.com



Source: GLA

# Minimum standards

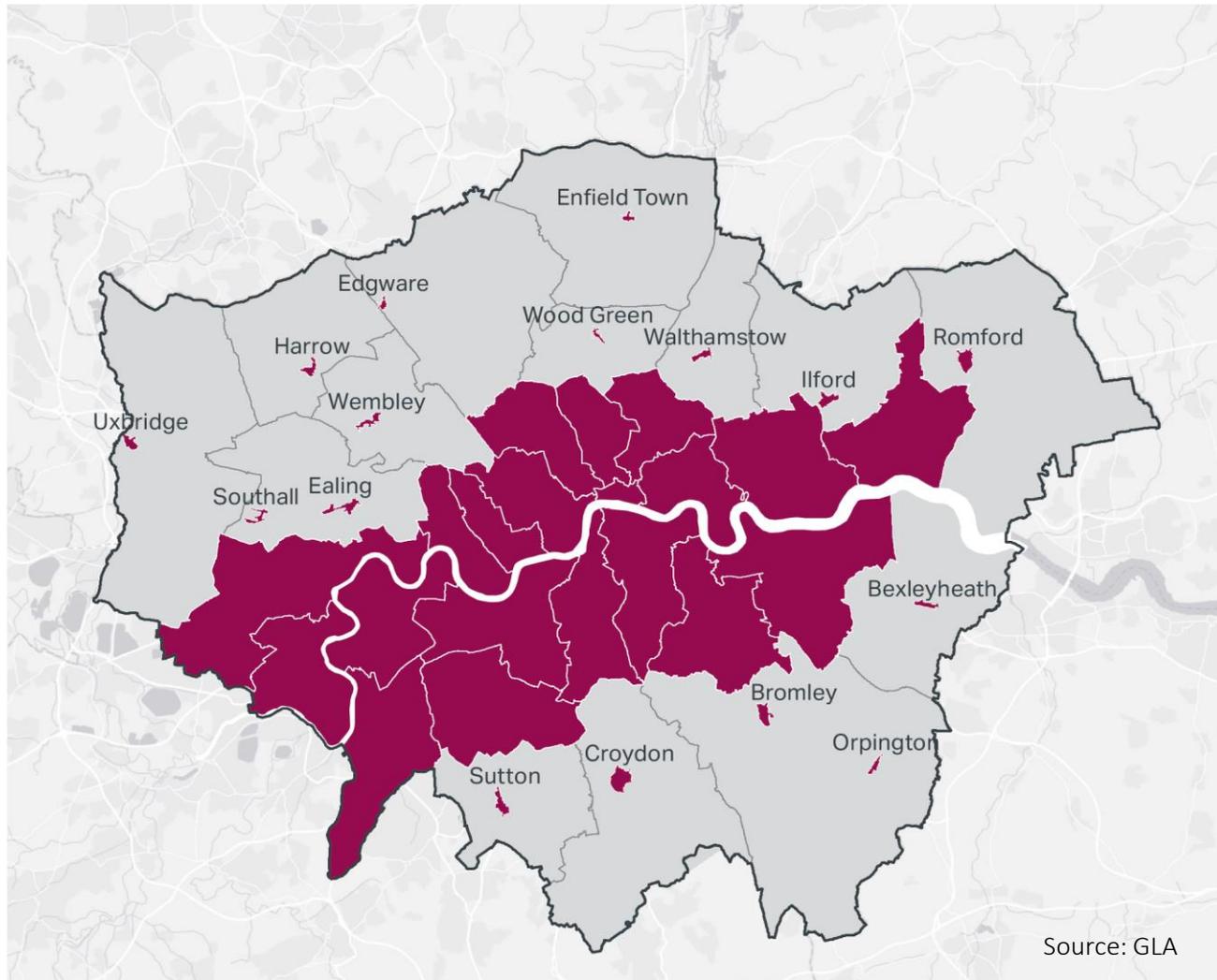


Source: [autopa.co.uk](http://autopa.co.uk)



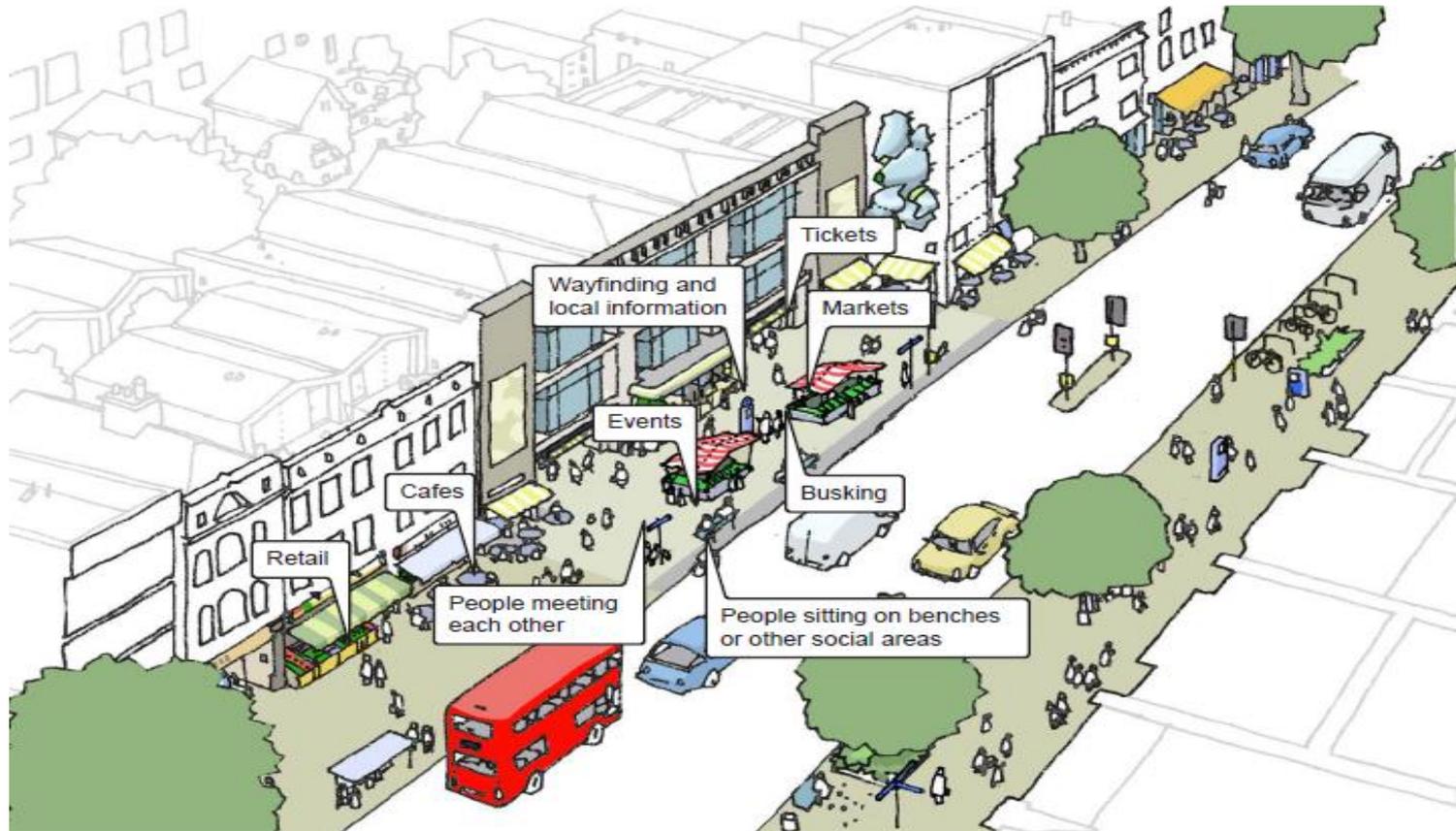
Source: Waltham Forest Council

# Minimum standards



streets and  
public realm

# Improving streets & public realm



Source: TfL

# Improving streets & public realm

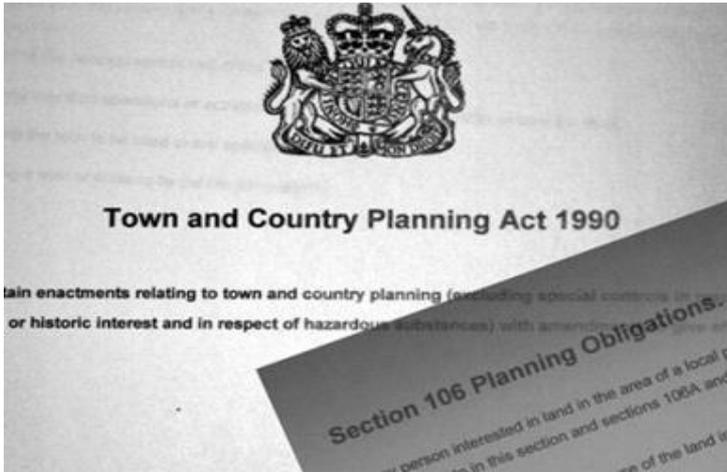


Source: TfL



Source: Lucy Saunders

# Developer contributions



concluding  
thoughts

# Improving streets & public realm

- ✓ Bold targets for mode shift, backed by evidence
- ✓ Joined-up land use, transport investment and delivery strategies
- ✓ Legislative tools to enable delivery
- ✓ Tools to measure connectivity and direct densities
- ✓ Parking standards which reflect level of accessibility and promote active travel, complemented by a range of measures
- ✓ High quality urban design, with active frontages and multi-functional spaces
- ✓ Mechanisms to assess and mitigate the impact of development on public realm and amenity
- ✓ Creative use of developer contributions (financial and 'in kind')