

**City of London**  
**Draft Supplementary Planning Document**  
**January 2016**

**CITY PUBLIC REALM**  
**People Places Projects**





City Public Realm Team

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The SPD is based upon a draft prepared by Doyle Town Planning and Urban Design. It was amended by the Corporation following public consultation and was adopted on +++++.

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# 1 CITY PUBLIC REALM

## 1.1 Introduction

- 1.1.1 The City of London, or 'Square Mile', is the historic core from which London developed. It is a unique place with distinct environmental, social and economic characteristics.
- 1.1.2 The City of London is the world's leading international financial and business centre and a leading driver of the London and national economies, contributing 14% of London's GDP and an estimated 3.1% of the UK's GDP. It provides employment for over 400,000 workers, projected to grow to 428,000 by 2026<sup>1</sup>.
- 1.1.3 Alongside this primary business function, the City has many other roles:
- Home to approximately 9,000 residents<sup>2</sup>.
  - A centre of learning with over 29,000 students.
  - A cluster of national, regional and local health services.
  - It includes the terminals and major interchange hubs of an extensive regional and national surface rail and underground network.
  - A Cultural Hub, with a cluster of arts and cultural facilities of international renown including The Barbican Centre and the Museum of London. The City overall attracts over 10 million<sup>3</sup> visitors each year.
  - A dense network of pedestrian routes (including bridges) that connect the City together and to key landmarks across London.
  - A distinctive cityscape combining modern architecture and some of Europe's tallest buildings within a rich historic environment, including over 600 listed buildings, 26 conservation areas, scheduled ancient monuments, and 4 historic parks and gardens.

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1 Table 2.1 of the City of London Local Plan, 2015.

2 2011 figure, including 1,370 second homeowners.

3 Business and leisure visitors in 2013.

- 1.1.4 The public realm of the City of London, the streets and spaces between buildings that we all share, has a rich and dynamic character that has evolved over the course of several centuries. The streets are routes that connect the City together, but they are also places in their own right. They can serve as a lunchtime retreat, or the venue for an impromptu business meeting. They form the setting for both historic monuments and new office towers.
- 1.1.5 The City's Local Plan seeks to deliver sustainable long-term economic growth, including population growth. The public realm is an essential component of any plan to accommodate growth whilst ensuring that the City continues to function successfully as the world's leading international financial and business centre.
- 1.1.6 The City of London Corporation is committed to continually improving the appearance and function of the City's streets. The City Public Realm Supplementary Planning Document (SPD) therefore sets the highest standards for every element that contributes to our experience of the public realm, from the paving stones under our feet to the streetlights overhead. It draws on existing guidance from the City Corporation, Historic England and the Design Council and gathers the best advice for the shaping of the City's streets to ensure that they are fit for purpose, attractive and resilient.

## 1.2 The Structure of the SPD and related documents

- 1.2.1 The City Public Realm SPD comprises two main parts. Chapters 1-4 set out the City Corporation's vision for the public realm including the main principles for controlling change and informing street enhancement schemes. Chapters 5-14 provide general guidance on a variety of topics for everyday street works and major enhancements schemes in order to ensure that there is consistency of form and quality.
- 1.2.2 A companion paper on the historic evolution of the City's streets is reproduced in Appendix 3.
- 1.2.3 Detailed guidance on specific elements of the public realm will be published separately in the form of a 'City Public Realm Manual'. This will include technical specifications for ground surfacing, street furniture and planting. Publishing the Manual separately from this SPD allows it to be updated regularly.

## 1.3 The City Public Realm SPD

- 1.3.1 The purpose of this SPD is to provide a coordinated approach to the design and management of the public realm in the City. It is to be used by officers of the City of London, occupiers, external organisations, consultants, and developers who influence, or have an interest in the City's streets. This SPD explains, amplifies and applies Local Plan policy where it affects aspects of the design and management of the spaces between buildings, irrespective of ownership or management. It should be read alongside the Local Plan and other City Corporation plans and strategies, including the Corporate Plan.



# 2 POLICY, PLANS & STRATEGIES

## 2.1 Introduction

- 2.1.1 This chapter sets out the relevant plans and strategies, which comprise the context for the development of the SPD:
- The Corporate Plan.
  - The planning policy framework including the National Planning Policy Framework, the London Plan, the City of London Local Plan 2015 and other adopted SPDs.
- 2.1.2 These strategies, plans and guidelines together form the wider framework within which proposals for the public realm should be considered.

## 2.2 Corporate Plan 2015-19

- 2.2.1 The overall vision set out in the Plan is that the City Corporation will support, promote and enhance the City of London as the world leader in international finance and business services, and will maintain high quality, accessible and responsive services benefiting its communities, neighbours, London and the nation.
- 2.2.2 Three strategic aims are derived from this overall vision:
- To support and promote the City as the world leader in international finance and business services.
  - To provide modern, efficient and high quality local services within the Square Mile for workers, residents and visitors.
  - To provide valued services, such as education, employment, culture and leisure, to London and the nation.
- 2.2.3 Six Key Policy Priorities (KPPs) support the vision and strategic aims. The priorities are reviewed annually during the plan period and updated as appropriate. Among the currently defined priorities (KPP's 1-6), specific actions relating to the street scene include:
- Seeking continued investment in transport and other infrastructure and encouraging quality developments to the built environment that supports the Square Mile as a location for financial and business services and as a place to live and work (KPP 1).

- Working with the Mayor of London on transport improvements (including investment in the network, keeping London moving and cycle safety), promoting tourism and visitor services, and environment issues (including air quality) (KPP 3).
- Developing and improving the physical environment around key cultural attractions and providing safe, secure and accessible open spaces (KPP 5).

2.2.4 The Corporate Plan is supported by a series of other City plans that also relate to the public realm including Departmental Business Plans, the Visitor Strategy, the Cultural Strategy, the Climate Change Mitigation Strategy, the Capital Strategy and the Corporate Property Asset Management Strategy 2012-16.

## 2.3 Planning Policy

### National policy

2.3.1 The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how they are to be applied. The NPPF establishes a presumption in favour of sustainable development.

2.3.2 The relevant chapters in the NPPF include<sup>4</sup>:

2.3.3 Protecting and exploiting opportunities for the use of sustainable transport modes including giving priority to pedestrian and cycle movement, and providing access to high quality public transport facilities (Ch. 4. Promoting sustainable transport).

- Establishing a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, work and visit (Ch 7. Requiring good design).
- Creating safe and accessible developments containing clear and legible pedestrian routes and high quality public spaces, which encourage the active and continual use of public areas (Ch. 8. Promoting healthy communities).
- Meeting the challenge of climate change, flooding and coastal damage (Chapter 10).
- Conserving and enhancing the natural environment (Chapter 11).
- Drawing on the contribution made by the historic environment to the character of a place. (Chapter 12. Conserving and enhancing the historic environment)

### The London Plan

2.3.4 The London Plan (the Mayor's spatial development strategy) forms part of the development plan for Greater London.<sup>5</sup>

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4 The National Planning Policy Framework published 27th March 2012

5 The London Plan 2015 – the Spatial Development Strategy for London consolidated with alterations since 2011.

- 2.3.5 The vision over the years to 2036 and beyond is that London should excel among global cities, expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life, and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change.
- 2.3.6 This high level, over-arching vision is supported by detailed objectives including:<sup>6</sup>
- A city of diverse, strong, secure and accessible neighbourhoods and a high quality environment for individuals to enjoy, live together and thrive.
  - A city that delights the senses and takes care over its buildings and streets and makes the most of and extends its wealth of open and green spaces.
  - A city that becomes a world leader in improving the environment; including tackling climate change and reducing pollution.
  - A city where it is easy, safe and convenient to move about with effective transport systems that actively encourage more walking and cycling.
- 2.3.7 The City is located within the Central Activities Zone (CAZ). CAZ policy seeks to sustain and enhance the City of London and the distinctive environment and heritage of the CAZ (including the public realm and historic heritage, smaller open spaces and distinctive buildings) through high quality design and urban management.<sup>7</sup> CAZ policy also aims to improve infrastructure for public transport, walking and cycling.
- 2.3.8 Other relevant policies in the London Plan include:
- 5.1:** Climate Change Mitigation
  - 5.3:** Sustainable Design and Construction.
  - 5.10:** Urban Greening.
  - 7.2:** An Inclusive Environment.
  - 7.3:** Designing out Crime.
  - 7.4:** Local Character.
  - 7.5:** Public Realm.
  - 7.6:** Architecture
  - 7.7:** Location and Design of Tall and Large Buildings.
  - 7.9:** Heritage-Led Regeneration.
  - 7.14:** Improving Air Quality.
  - 7.15:** Reducing Noise and Enhancing Soundscapes.
  - 7.18:** Protecting Local Open Space and Addressing Local Deficiency.

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6 London Plan paragraph 1.52.

7 Policy 2.10 Central Activities Zone – Strategic Priorities.

**7.19:** Biodiversity and Access to Nature.

**7.29:** The River Thames.

**8.2:** Planning Obligations.

**8.3:** Community Infrastructure Levy.

2.3.9 The City Public Realm SPD should be read in conjunction with these policies.

### **The City of London Local Plan 2015**

2.3.10 The Local Plan (adopted in January 2015) was developed in the context of a range of other plans and strategies operating at the City, London and national levels. It provides a spatial framework that brings together and co-ordinates a range of strategies prepared by the City Corporation, its partners and other agencies and authorities. It includes policies for deciding development proposals and takes account of projected changes in the economy, employment, housing need, and transport demand. It seeks to maintain the quality of the City's environment and its historic environment and provides the strategy and policies to shape the City through to 2026 and beyond.

2.3.11 The Plan sets out five strategic objectives:

**1:** To maintain the City's position as the world's leading international financial and business centre.

**2:** To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts.

**3:** To promote a high quality of architecture and street scene appropriate to the City's position at the historic core of London, complementing and integrating the City's heritage assets and supporting the continued development of the City as a cultural destination for its own communities and visitors.

**4:** To ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges that face high-density urban environments, aiming to achieve national and international recognition for its sustainability initiatives.

**5:** To ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys.

2.3.12 The five strategic objectives are translated into Core Strategic and Development Management Policies designed to deliver the vision and strategic objectives.

2.3.13 The Plan includes various Core Strategic Policies and Development Management policies of particular relevance to streets and spaces. Further reference is made to relevant policies in the detailed guidelines (Chapters 4-14).

2.3.14 A more detailed summary of the planning policy context is included in Appendix 1 of this document.

### **Supplementary Planning Documents**

- 2.3.15 The City Corporation has adopted a series of SPDs including:
- Conservation Area Character Summaries and Management Strategies.
  - Open Spaces Strategy DPD.
  - Tree Strategy SPD.
- 2.3.16 The City Public Realm SPD should be read in conjunction with these documents.

# 3 PROCESS

## 3.1 A Strategic Approach to Project Delivery: Area Enhancement Strategies

- 3.1.1 An area-based approach has been adopted for the City's public realm with Area Enhancement Strategies approved or proposed for the 16 Enhancement Areas identified. The area-based approach is designed to:
- Facilitate the coordinated planning and delivery of public realm improvements necessary to access external funding, including Transport for London funds.
  - Address the implications of major transport infrastructure projects and new developments.
  - Reflect the 5 Key City Places objective in the Local Plan (Strategic Objective 2) and the need for a coordinated delivery of public realm improvements in these areas, supported by the channelling of funds to areas of greatest need.
- 3.1.2 The area-based approach ensures the needs of each area are identified and that the Core Strategic objectives and the 5 Key City Place policies are embedded in the proposals.
- 3.1.3 Alongside the area-based strategies, future improvement programmes will also include thematic programmes.

## 3.2 Process and funding

- 3.2.1 A public consultation exercise is undertaken in order to identify priority areas and respond to the needs of the local community, including the business community and visitors. Consultation aims to achieve a responsive approach and enable proposals to be focused and prioritised. Each consultation exercise engages with a broad range of stakeholder groups.
- 3.2.2 Following consultation, the draft area strategies are adapted appropriately and finally approved by the City Corporation Committees. Once approved, an Area Strategy becomes the baseline document for improvement works and enhancement proposals in the area over an estimated implementation timescale of 5-10 years. As and when funding arises as a result of planning contributions or other sources it is allocated to the prioritised list of projects in each Area Enhancement Strategy.
- 3.2.3 Individual projects are evaluated and approved through a City Corporation Committee process. The aim is to maximise the potential of each site, and to deliver sustainable infrastructure in the long term.
- 3.2.4 New infrastructure and environmental and highway enhancements are funded

through Transport for London, the City's on-street parking reserve, Section 106 planning obligations and Section 278 highways agreements.

- 3.2.5 The City Corporation Community Infrastructure Levy was introduced in July 2014. The Levy will replace Section 106 obligations as the primary source of developer funding for public realm enhancement schemes in the longer term. Section 106 funding will nevertheless continue to be appropriate in some circumstances.

# 4 CHALLENGES, VISION & AIMS

## 4.1 Challenges

- 4.1.1 The Square Mile is a unique environment and is one of the world's oldest and most prestigious financial and business districts. The City of London has been able to adapt and change through the years in order to accommodate the needs of fast changing economic and population growth. It is predicted that over the next 20-30 years the City will experience an increased level of demand on its network of streets due to major transport infrastructure projects and population growth. 'Future City' is an emerging concept looking at the City's future development and the actions needed to ensure the delivery of a sustainable future whilst meeting the fundamental challenge in balancing growth and environmental quality.
- 4.1.2 The City's urban fabric is compact due to its medieval origins, yet highly permeable. Approximately 420,000 employees, 29,000 students, 9,000 residents and over 10 million visitors use the City's streets and spaces each year. They depend on the public realm to quickly and safely move from point A to B, but also for socialising, sitting quietly, sightseeing, entertainment and enjoying outdoor events. The public realm of the City includes public highway, City walkway and also areas of private land that are accessible to the public.
- 4.1.3 The City's population is growing and its needs are becoming more diverse. The City's economic dynamism means there is a high rate of change and increasing pressure on the public realm. Businesses are placing more importance on the quality of the public spaces surrounding their buildings.
- 4.1.4 Work styles and workplaces are changing with an upturn in flexible working. The importance of the role of the public realm as an extension of the office environment for informal business interaction is increasingly recognised. The City's future attractiveness and competitiveness is dependent on a high quality, safe and functional public realm that provides a wide range of settings for commercial, social and cultural interaction in order to maximise productivity and to attract and retain highly skilled staff.
- 4.1.5 The City is much more than just a place to work. For example, it contains a cluster of cultural, educational and art institutions of international renown including The Barbican Centre, the Museum of London, St Paul's Cathedral, Guildhall Galleries and Guildhall School of Music and Drama. The continued success of this cluster is dependent upon the linking thread of the City's public realm, which forms the context and setting and physical connections between these institutions. The City's



streets are also a key component of the civic and ceremonial life of London providing the approach routes and setting for major civic buildings such as The Guildhall and Mansion House and processional and ceremonial routes, such as The Lord Mayor's Show and state occasions.

- 4.1.6 The City's public realm contains and supports the arteries and interchanges of an extensive and growing public transport network, both above and below ground, including the development of new infrastructures such as Crossrail.
- 4.1.7 The City's congested streets have some of the highest levels of air and noise pollution and therefore need to be at the forefront of efforts to create a more sustainable city. They are also a key to building climate change resilience and mitigating flood risk strategies.
- 4.1.8 The public realm directly affects the physical and mental health and wellbeing of all residents, visitors and workers. The City's streets and spaces can support and encourage good health, influence the choice of more healthy lifestyles, increased activity levels such as walking and cycling and more visits to green spaces.
- 4.1.9 Tackling an upturn in overall road casualties and improving safety remains a major challenge, particularly because the majority of road casualties in the City are vulnerable users such as pedestrians and cyclists.
- 4.1.10 The potential responses to these challenges are encapsulated in the following Vision statement for the City's Public Realm.

## 4.2 Vision

- 4.2.1 The vision for the City's public realm is to maintain and enhance the City's built environment and to provide a safe, high quality and inclusive place in which to work, live and enjoy. The public realm will be increasingly valued and enhanced and not allowed to be eroded or diminished.
- 4.2.2 Managed evolution and enhancement will set new standards of excellence in public realm design. Enhancement schemes are characterised by a coordinated and consistent approach, creating a simpler and less cluttered appearance which considers high quality materials and low maintenance requirements.
- 4.2.3 A continuing programme of enhancement based on detailed analysis of the City's history, environment and current influences will result in a public realm that embodies the many layers of history of the City's fabric. An appropriate setting is provided for the diverse wealth of the City's heritage whilst simultaneously embracing contemporary design. Streets will remain a focus of City life where the quality of the pedestrian experience is paramount. The City will remain an integral part of Central London with vitality, activity and ideas flowing easily backwards and forwards across the City's historic boundaries.
- 4.2.4 Streets and spaces will support an increasingly diverse range of experiences, cultures and activities throughout the week and all year round. They will provide the

setting for the cultural and creative life of the City and the connective tissue linking a cluster of major cultural institutions. In an age of technology and smart communications, the City's thriving international business culture will still be based on face to face communication and the exchange of ideas spreading out of the office environment and into the City's streets and spaces.

4.2.5 The City will actively promote sustainable development - not only in terms of reducing energy consumption, resilience to climate change and sustainable drainage (SuDS), but also producing streets and spaces which function well and are a pleasure to experience.

4.2.6 The health and wellbeing of workers, residents and visitors will be nurtured and enhanced by vital and stimulating places. Streets will encourage walking and cycling and link together pockets of greenery to help lift the spirits. Quiet places will continue to offer a refuge from the City's intensity.

### 4.3 Aims

4.3.1 The vision has been translated in ten higher level aims to guide the nature of all interventions in the City's public realm.

4.3.2 The aims are drawn from an analysis of the characteristics and qualities of the City, an assessment of current and emerging challenges, and the application of policies and guidelines in the Local Plan and the Corporate Plan.

4.3.3 They are:

**Aim 1:** A high standard of design.

**Aim 2:** Understanding context and character.

**Aim 3:** Simpler, more spacious and less cluttered streets and spaces.

**Aim 4:** Better coordination of design and more consistency.

**Aim 5:** Protecting heritage and ensuring continuity.

**Aim 6:** More sustainable streets and spaces.

**Aim 7:** Supporting and encouraging good health, well-being and healthy lifestyles.

**Aim 8:** Creating and maintaining exceptional streets and spaces.

**Aim 9:** Better connected and more inclusive streets and spaces.

**Aim 10:** Releasing the potential of the City's public realm to support commerce, culture and art.

4.3.4 Their application will ensure continuity of design standards and maintenance. They should be applied at all project development stages from inception through to completion and maintenance. They should apply to all streets and spaces, and other public realm works.

#### **4.4 Aim 1: A High standard of design**

4.4.1 A high standard of design is required for the City's public realm. Streets and spaces necessitate high quality components, materials, implementation and detailing. Designs need to be developed with maintenance costs in mind to ensure that materials are long lasting and easily sourced.

#### **4.5 Aim 2: Understanding context and character**

4.5.1 The design of the public realm, the choice of furniture, planting and surface materials should be developed from an assessment of local context and established character, including historic character.

#### **4.6 Aim 3: Simpler, more spacious and less cluttered streets and spaces**

4.6.1 Street layouts and materials should be simple and neat to ensure ease of pedestrian movement and provide inclusive and accessible places that are more easily maintained. Wherever possible, more public space should be provided for pedestrians in order to accommodate the increasing numbers of people in the City. Existing areas of public space should be preserved and expanded wherever possible. Obsolete, duplicated or unnecessary items of street furniture should be removed and new items installed only where necessary. Simpler paving patterns are more easily maintained and repaired. The need to accommodate infrastructure within a high quality public realm is a key consideration.

#### **4.7 Aim 4: Better coordination and more consistency**

4.7.1 Items of furniture and street surfaces should form part of a co-ordinated palette of materials and suites of street furniture devised for the City. The suites of furniture and materials palettes should be consistently applied, except for areas of permitted difference and exception (including conservation areas, the setting of listed buildings and ancient monuments).

#### **4.8 Aim 5: Protecting heritage and ensuring continuity**

4.8.1 The setting of listed buildings and the character and appearance of conservation areas need to be carefully considered when developing enhancement schemes.

#### **4.9 Aim 6: More sustainable streets and spaces**

4.9.1 The enhancement and management of the public realm should embrace sustainability as an overarching and long term approach. This should include bio-diverse planting schemes, which are robust and resilient to future climate conditions and which minimise the need for high levels of maintenance, along with Sustainable drainage systems, improved air quality, reduced noise, and the use of sustainable and long life materials that can be re-laid and are easily maintained.

#### **4.10 Aim 7: Support and encourage good health, wellbeing and healthy lifestyles**

- 4.10.1 The City's public realm should be planned, designed and managed in ways that positively influence the health and wellbeing of workers, residents and visitors and release the enormous potential of the City's streets and spaces to nurture and improve physical, emotional and mental health. This includes encouraging healthy modes of transport such as walking and cycling.

#### **4.11 Aim 8: Creating and maintaining exceptional streets and spaces**

- 4.11.1 Guidance in this SPD generally advocates continuity and the consistent application of design standards. However, there are areas of difference or unusual requirements where the City Corporation either has a duty or it is otherwise justified to vary or tailor general guidance in order to address the particular circumstances of some unique areas (such as heritage assets and the setting of certain listed buildings). For example, common, limited palettes of materials and furniture may need to be varied (but rarely departed from entirely). Each exceptional circumstance must first be carefully justified.

#### **4.12 Aim 9: Better connected and more inclusive streets and spaces**

- 4.12.1 The City's historic network of interconnected streets and spaces should be conserved and only rarely altered or diverted. In mobility terms, the pedestrian network should be continuous, accessible, legible, joined-up, and without barriers. It is important to improve connections between streets and spaces by creating new pedestrian links where appropriate and implementing wayfinding measures such as improved signage.

#### **4.13 Aim 10: Release the potential of the City's public realm to support commerce, culture and art**

- 4.13.1 The City's public realm should be capable of supporting an increasingly diverse range of functions, experiences and cultural activities ranging from informal meetings and business activities through to art installations, outdoor concerts, fun runs and international sporting events, festivals and celebrations. It should provide the setting for a number of key cultural institutions and an informal business environment for activities such as trade and information exchange.

## 4.14 Quality of Public Space

4.14.1 The 10 aims combine to set the aspiration for increasing the quality of the City's public realm. There are also a number of key criteria that can be used to help further define the quality of public space and these are set out below:

4.14.2 A high quality public space:

- Is useable and fit for purpose.
- Is attractive and robust with a high standard of design and finishes.
- Has good levels of natural light and has the adequate levels of street light.
- Is accessible and safe with high levels of natural surveillance.
- Responds to the existing context and has active edges.
- Is comfortable and inclusive.
- Is integrated within the existing urban fabric.
- Provides the context for social interaction.
- Is responsive to the needs of the community.

# 5 STREETScape

## (FOOTWAYS & CARRIAGEWAYS)

### 5.1 Introduction

- 5.1.1 The objective of this chapter is to define guidelines for the layout, design and function of streets.
- 5.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.
- 5.1.3 It relates to Corporate Plan Key Priority 1 (Supporting and promoting the UK financial based services sector) including seeking continued investment in transport and other infrastructure projects and continuing support for key cross-London projects, including Crossrail.
- 5.1.4 It relates to Corporate Plan Key Priority 3 (issues of concern to our community) including working with the Mayor of London -Transport (investment in the network, 'keeping London moving', and cycle safety).
- 5.1.5 The principles and guidelines are developed from and accord with the following core strategic and development management policies.
- Core Strategic Policy CS3: Security and Safety.
  - Core Strategic Policy CS10 Design.
  - Policy DM 3.4 Traffic management.
  - Policy DM 10.1 New development.
  - Policy DM 10.4 Environmental enhancement.
  - Core Strategic Policy CS16: Public Transport Streets and Walkways.
  - DM16.2 Pedestrian movement.

### 5.2 Footways and pedestrians

#### Pedestrian environment

**Guideline 5.1: Sufficient, unobstructed footway space should be provided for pedestrians to flow freely through City streets with footways widened and carriageways narrowed wherever appropriate.**

- 5.2.1 Inadequate or obstructed footways and crossings impair the experience of walking through the City and discourage journeys on foot. Public realm enhancement schemes and road danger reduction plans present opportunities to redress the

balance in favour of pedestrians.

- 5.2.2 There is a range of potential responses. The quality of the pedestrian environment can be enhanced by widening footways, but without necessarily excluding vehicles. On some streets, this could involve the reassignment of road space from motor vehicles to pedestrians. Traffic lanes on some streets are wider than necessary and lane widths can often be reduced to free up space for widening the footways. In some cases, where there is more than one traffic lane in each direction, there is the opportunity for this to be changed to a single lane with the resulting freed up space used for widening the footways.

*(Figure to be added) The example of Cheapside, illustrates a scheme where footways were widened to nearly twice their size, whilst maintaining carriageways in both directions.*

### **Raised Carriageways**

**Guideline 5.2: Raised carriageway schemes should be provided only in appropriate locations taking account of road safety, accessibility and context.**

- 5.2.3 Raised carriageways, where the carriageway is raised to footway level, can provide a more comfortable and accessible walking environment. They are appropriate in streets where traffic volumes are low.
- 5.2.4 Raised carriageways can provide multiple benefits. Many streets in the City have narrow footways that cannot accommodate wheelchairs or prams and where people inevitably find themselves forced to use the carriageway.
- 5.2.5 Raised carriageways can also benefit disabled people. However, their design needs to take account of partially sighted and blind people. The installation of bollards and tactile paving should be considered as measures to provide clarity of routes for people with disabilities. Equality Impact Assessments should be undertaken when considering any such scheme.
- 5.2.6 Careful consideration should be given to raised carriageway scheme in historic contexts, which may not always be appropriate. There are historically sensitive locations where the traditional distinction and detail of the junction between the carriageway and footway contributes to local character. Retaining kerb stones, even if the carriageway is raised, can also assist with preserving the historic alignment of the street.
- 5.2.7 The potential locations and extent of raised carriageways should be considered on an area-wide basis through the development of area enhancement strategies and the need and justification assessed on a case by case basis.

### **Pedestrian priority zones**

**Guideline 5.3: Increasing pedestrian priority should be provided by a variety of means including pedestrian priority zones, timed closures, and full pedestrianisation.**

- 5.2.8 Pedestrian priority zones are designated areas of public highway where vehicle entry is restricted in order to increase pedestrian priority and amenity. Restricted vehicle access may sometimes be permitted for loading, buses, taxis, disability

badge holders, permit holders, etc.

- 5.2.9 Fully pedestrianised zones may sometimes be desirable, for instance in narrow lanes or small spaces that do not require service vehicle access. They may also be desirable around major visitor attractions such as The Tower, St Paul's and Monument, where pedestrian numbers are high. Timed street closures may sometimes be desirable and are particularly effective in shopping streets. Timed closures have been successfully introduced in Bow Lane, Watling Street, Birchin Lane and Leadenhall Market and have enhanced the pedestrian and shopping experience.
- 5.2.10 Pedestrian zones must have appropriate traffic orders in place and display the required signage at all entry and exit points to inform road users of the restriction, the days and times that the restriction operates, and any exceptions. In certain areas, loading bays can be integrated into the pedestrian priority zone in order to minimise lane widths and maximise the usable pedestrian area.
- 5.2.11 The potential locations and extent of pedestrian priority surfaces should be considered on an area-wide basis through the development of area enhancement proposals and traffic management schemes.

### **Courtesy Crossings**

**Guideline 5.4: Pedestrian priority over vehicles should be extended through the introduction of raised pedestrian tables where appropriate.**

- 5.2.12 Easily negotiable street crossing points can significantly enhance the walking experience. People should be able to cross and re-cross streets frequently and in a direct, uncomplicated manner. This is particularly important in streets with shops on either side.
- 5.2.13 High pedestrian flows along main streets can be disrupted by vehicles entering and leaving side streets. It is often desirable or necessary to establish pedestrian priority over vehicles by introducing raised pedestrian tables at side streets. These consist of a raised area of carriageway between footways which effectively make the footway continuous. Raised pedestrian tables have advantages for wheelchair users, allowing a continuous crossing. They should incorporate tactile warnings.
- 5.2.14 The potential locations for new crossings and raised tables should be considered on an area-wide basis through the development of area enhancement proposals and traffic management schemes.

### **Footway widths**

**Guideline 5.5: Minimum footway widths of 2 metres should be provided where possible to encourage walking in the City and active travel.**

- 5.2.15 Adequate footway widths are essential to encourage walking in the City and active travel. Narrow, congested or obstructed footways discourage people from walking, because of the resulting slow journeys and safety implications. Constricted footways encourage pedestrians to walk on the carriageway where they are likely



to come into conflict with vehicles, particularly in those parts of the City where pedestrian flows are high or projected to increase, for example areas with high concentrations of office floor space such as the Eastern Cluster, on shopping streets, or routes to and from railway and tube stations.

- 5.2.16 Manual for Streets Two: Wider Application of the Principles (September 2010), endorsed by HM Government,<sup>8</sup> recommends the use of the ‘Gehl Standard’ to assess appropriate footway widths. The City Corporation has therefore adopted the Gehl Standard of a maximum of 13 pedestrians per metre of unobstructed footway width per minute. Flows at or below this threshold generally afford sufficient opportunity for people to comfortably pause and linger without feeling as though they are obstructing others.
- 5.2.17 2 metres is the preferred minimum width for footways, however, it is accepted that there will be circumstances where this is not viable. There is no maximum footway width standard, because of the pressing need for increased pedestrian priority across the City. Widening footways amounts to a highly productive and efficient use of scarce urban land in almost all cases and the principle of ‘the wider the better’ therefore generally applies.

Number of pedestrians	Class I	Class II
Fewer than 600 pedestrians per hour	2.6 m*	2.0 m*
Between 600 and 1,200 pedestrians per hour	3.3 m*	2.2 m*
More than 1,200 pedestrians per hour	5.0 m*	3.3 m*

\* Unobstructed footway widths are measured at the narrowest point of the footway, i.e. at the point of maximum obstruction.

## 5.3 Carriageways

### Traffic signs and road markings

**Guideline 5.6: The minimum necessary signs and markings should be provided. These should be sensitively scaled and positioned in order to function efficiently**

- 5.3.1 Traffic signs can be required to alert road users to the regulations governing the use of the City’s streets. They can also be useful for warning road users of hazards and providing directions and way finding.
- 5.3.2 The City Corporation will continue to make full use of its powers under section 75(1) of the Road Traffic Regulation Act 1984 to affix traffic signs to buildings instead of placing them on posts in the street. City buildings should be designed to accommodate traffic signs if required without detrimental impact on the City’s townscape, the building’s appearance, or its efficient functioning. Building owners

8 See also Transport for London-sponsored study Towards a Fine City for People: Public Spaces and Public Life (2004)

and designers should, however, be aware that failure to do this will not dissuade the City Corporation from affixing needed traffic signs to their building.

- 5.3.3 In those exceptional situations where traffic signs are needed, but cannot be satisfactorily affixed to buildings and need to be mounted on a post, clutter should be reduced by co-locating signs on a single post wherever possible. Up to three traffic signs may be mounted on a single post provided that none requires a supplementary plate. However, warning signs should not be mounted on the same post as a stop, give way or terminal speed limit sign. The mounting order should follow the advice given in paragraph 1.63 of Chapter 1: "Introduction" of the Traffic Signs Manual (amended version, 21 October 2004). Posts should be painted in black.

### Road safety

**Guideline 5.7: Environmental and traffic management improvements should focus on reducing risks for vulnerable road users including promoting appropriate speeds and careful driving behaviour.**

- 5.3.4 One of the main challenges facing the City is the need to tackle an upturn in overall casualties by improving the safety of vulnerable users (cyclists, pedestrians, and powered two-wheeler users - P2Ws), who account for the majority of road casualties in the City.
- 5.3.5 Casualty numbers in the City are relatively small, but compared to the Inner London Boroughs, a disproportionately high number of cyclists and pedestrians are involved in collisions<sup>9</sup>. Pedestrians make up around 26% of all of the City's casualties, compared with a 20% average for Inner London. Cyclists make up around 28% of all of the City's casualties, compared with 12% for Inner London.

### City of London Road Danger Reduction Plan

- 5.3.6 The City of London Road Danger Reduction Plan seeks to achieve a genuine reduction in danger for all, to make the City's streets safer and improve the quality of life for everyone in the City. The Plan sets out targets and actions to address the City's road safety issues and to meet the requirements under the Mayor's Transport Strategy.
- 5.3.7 The City of London will address road safety in a broader sense and is committed to:
- Maintaining the general 20mph limit, and managing traffic better, benefiting the environment by cutting traffic emissions and pollution as well as reducing noise.
  - Implementing engineering solutions to improve safety at locations with the highest risk, including the removal of gyratories and junction remodelling.
  - Promoting cycling and walking by providing traffic management solutions and road safety education and training programmes.

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9 Collisions and casualties on London's roads: Annual report 2012. Transport for London/ Mayor of London.

- Working in partnership with the City of London Police to tackle road crime such as careless and dangerous driving and speeding.
- Liaising closely with the City schools and their pupils, teachers and governors to provide a road safety education and training package that will instil safe road user attitudes and behaviour from an early age.
- Developing City road safety publicity campaigns and tailor national campaigns to reflect the City's particular needs.

5.3.8 The approach and principles set out above should be established in all enhancement schemes.

### **Reconfiguring roadways**

**Guideline 5.8: More fundamental and wider –scale reconfiguration of roadways and junctions should be considered in the medium and longer term.**

- 5.3.9 The introduction in 2003 of the Western Traffic and Environment Zone and Congestion Charging reduced traffic levels in the City and allowed some reallocation of road capacity to improve conditions for pedestrians and cyclists. Functional safety orientated changes have been made to streets such as Cheapside and junctions like London Wall/Moorgate as well as the gyratory system by Mansion House Tube Station and at Aldgate. City-wide action programmes such as the removal of guardrailing and introducing two-way cycling on one-way streets have taken place. The two-way cycling programme is still active and further streets will be changed. There is evidence that reconfiguring streets helps to improve safety for users. For example, the Cheapside carriageway was deliberately narrowed to make cars and cyclists move together at broadly the same speed. The design reduces the prospect of vehicles stopping on the carriageway, which limits the risk of vehicle doors being opened in front of cyclists.
- 5.3.10 In the medium and longer term, traditional road safety measures will continue to have a part to play, but it is envisaged that achieving a significant reduction in casualties will require a more fundamental review of the operation and management of the City's streets to reduce risks for vulnerable road users including out-of-hours deliveries, restructured bus routes and the provision of high quality strategic walking and cycle routes combined with a corridor based approach to secure improvements at the local level.

## **5.4 Cycling**

**Guideline 5.9: Environmental and traffic management improvements should aim to improve conditions for safe and convenient cycling.**

- 5.4.1 Improving conditions for safe and convenient cycling on the carriageway is one key to promoting active travel. Potential measures include:
- Supporting London-wide cycling schemes.
  - Dedicated cycle lanes where they are appropriate.

- Implementing contra-flow cycling on one-way streets.
- Removing larger scale one-way gyratories, and reinstating two-way working, such as at Aldgate.
- Requiring off-street cycle parking within new developments and providing on-street cycle parking in suitable locations.

## 5.5 Statutory undertakers and maintenance

**Guideline 5.10: Designs and layouts should take account of the constraints created by statutory undertakers' equipment upon excavation and construction, the selection of materials and the need for reinstatement in the event of damage.**

### Sub-surface services

- 5.5.1 Within the City of London there are just over 6 kilometres of pipe subways. These are dedicated tunnels for statutory companies' plant. The pipe subways are generally laid under the centre of the carriageway and are large enough for person entry. Where subways are present, the statutory companies are obliged to utilise them for their plant, unless expressly permitted otherwise by the City of London.
- 5.5.2 In addition to pipe subways, the City's streets contain a range of other sub-surface structures including car parks, underground rail lines and stations. There are a total of 139 streets which, because of the presence of sub-structures, are designated as streets with special engineering difficulties. Consideration must be given to these various engineering difficulties in the selection of materials and the excavation and construction techniques utilised.
- 5.5.3 The City streets are regularly dug up in order to install, maintain and repair sub surface infrastructures such as pipes, cables tunnels and sewers. This is an almost constant cycle and there is an expectation that reinstatement works will be dealt with promptly upon completion, and to a high standard. Streets and spaces should nevertheless be designed to be robust and resilient to this disruption and potential damage, for example by specifying surface materials and paving patterns that are easily reinstated to a high standard and choosing furniture and equipment that is quickly sourced and easily replaced on a like for like basis in the event of damage.
- 5.5.4 Sub surface works should be co-ordinated wherever possible in order to minimise or avoid repeated cycles of excavation and reinstatement. Streets and spaces subject to repeated excavation will require increasingly comprehensive reinstatement works in order to avoid a patchwork effect and the progressive erosion of quality.

### Access covers

- 5.5.5 There is an array of different types of historic access covers set within City streets ranging from coal holes to drains and grates. These should be carefully incorporated into new paving schemes and repositioned only where necessary. Historic grates and drain covers, and coal hole covers should be retained in situ and incorporated into new paving schemes where possible.



# 6 LIGHTING

## 6.1 Introduction

- 6.1.1 The objective of this section is to provide guidance on how lighting can improve safety and the overall environmental quality and experience of the City's public realm during the hours of darkness.
- 6.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.
- 6.1.3 Lighting principles and guidelines are developed from and accord with the following core strategic and development management policies.
- Core Strategic Policy CS3: Security and Safety.
  - Core Strategic Policy CS10: Design.
  - Core Strategic Policy CS12: Historic Environment.
  - Core Strategic Policy CS15: Sustainable Development and Climate Change.
  - Policy DM10.1 New Development.
  - Policy DM 10.4 Environmental Enhancement.
  - Policy DM12.1 (Heritage assets) 12.2 (Conservation areas) and 12.3 (Listed buildings).
  - Policy DM 15.7 Noise and Light Pollution.

## 6.2 Street lights

**Guideline 6.1: Street lights should be of a high quality design, co-ordinated with the wider street environment and enhancement schemes, and sensitively located.**

**Guideline 6.2: The design and location of all light fittings in streets and spaces should minimise light pollution through spillage or contribution to 'sky glow'.**

- 6.2.1 The City Corporation has the benefit of unique powers to affix street lights to buildings (see extract from City of London Various Powers Act in Appendix 2). This means that light columns are seldom necessary, thereby reducing clutter on the City streets. Where street lighting columns are required, they should be carefully positioned and appropriate designs selected that relate to their context.
- 6.2.2 The City Corporation is undertaking a strategic review of its public lighting installations. This will have implications for existing equipment and future installations, operations and maintenance. The ultimate aim is to provide more efficient, cost

effective and controllable installations whilst reducing carbon emissions, taking full advantage of the latest developments in lamp technology and control systems, such as LED lighting.

- 6.2.3 Minimum external lighting levels should be provided on ramps and steps in order to support accessibility.
- 6.2.4 Street lighting columns along main routes may be specified with brackets, fixings, and power sockets to allow 'street dressing' with flags and banners for major occasions and the installation of festival lighting (as part of a coordinated scheme).

### 6.3 Feature lighting

**Guideline 6.3: The introduction of feature lighting is encouraged as part of the integrated design of enhancement schemes. It should be sensitively designed with maintenance in mind and co-ordinated with the wider setting.**

- 6.3.1 Presentation of the City's townscape at night relies upon a co-ordinated and sensitive approach to the lighting of selected individual buildings, public spaces, and the riverside foreground and skyline. It is imperative, therefore, that care is exercised in the form and intensity of lighting employed.
- 6.3.2 Lighting intensity and tone should be appropriate to the architectural form and detail of each building and its relative importance. Light pollution of the sky and adverse effects upon residential areas should be avoided.
- 6.3.3 There may also be opportunities to install lighting units at different heights and with varying lighting levels according to changes in activity through the daytime, evenings and at night.
- 6.3.4 Lighting does not only have a functional purpose in the streetscape, it can also be incorporated as a design feature. In certain cases, up-lighting to trees can be an attractive addition to a street enhancement scheme, but will need careful consideration of the impacts on biodiversity. Lighting features can also amount to a form of public art or indeed be used to create a sense of place or even assist in wayfinding.

### 6.4 Habitats and sustainability

- 6.4.1 The impact of lighting schemes on habitats and on biodiversity, including the Thames, should be carefully considered. A careful balance should be struck between these impacts and the need to provide attractive and safe environments for people.
- 6.4.2 Lighting features should be carefully considered in order to avoid light pollution and sky glow, in line with Core Strategy Policy CS15 Sustainable Development and Climate Change.
- 6.4.3 The entire tidal Thames within Greater London is designated as a Site of Metropolitan Importance for nature conservation. Lighting to the riverside should

avoid excessive illumination or any spillage onto the water surface itself, which could have detrimental impacts on river species.

## 6.5 Traditional and historic street lighting

**Guideline 6.4: Traditional and historic street lighting may be introduced through specific street enhancement schemes where an assessment of context and character indicates that contemporary fittings may be inappropriate.**

- 6.5.1 Traditional and historic street lighting may be appropriate in some locations, whether wall-mounted or on columns. Such installations will normally be introduced through specific street enhancement schemes and may be most suitable for conservation areas or adjacent to listed buildings, or to complement retained historic light columns and lamps. Simply designed contemporary light fittings may also be appropriate in some historic environments.



# 7 HISTORIC CHARACTER

## 7.1 Introduction

- 7.1.1 The objective of this chapter is set out guidelines to preserve or enhance the quality of the public realm within conservation areas, the setting of listed buildings, ancient monuments, standing archaeology, and other heritage assets.
- 7.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.
- 7.1.3 It relates to Corporate Plan Key Priority 5 (the City's cultural, heritage and leisure contribution), including promoting the cultural offering of the City and developing and improving the physical environment around our key cultural attractions.
- 7.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies.
- Core Strategic Policy CS10: Design.
  - Core Strategic Policy CS12: Historic Environment.
  - Policy DM 12.1 Managing change affecting all heritage assets and spaces.
  - Policy DM 12.4 Ancient monuments and archaeology.
  - Policy DM 12.5 Historic parks and gardens.
- 7.1.5 The City contains 26 conservation areas, over 600 listed buildings and structures, 48 scheduled ancient monuments, 4 registered historic gardens and a wealth of non-designated heritage assets.
- 7.1.6 The special qualities of the City's streets are derived from the characteristic pattern of streets and open spaces, the built fabric of surrounding developments, paving materials, street furniture, and the varied functions and mix of activities (see Appendix 3).
- 7.1.7 Conservation area statements and/or character summaries have been prepared for all conservation areas. A number are adopted as SPDs. Statements and summaries are revised and updated from time to time and boundaries may also be reviewed and amended. Advice should therefore be sought on the current list of documents and any proposed revisions.

## Street pattern

**Guideline 7.1: The width and alignment of streets, lanes and other urban spaces of historic value, or which contribute to the established urban character, will be retained.**

- 7.1.8 The street pattern of the City, including its principal routes, lanes, courts and spaces has a major influence on the way that the City is perceived, understood and used. The streets have a close-knit urban grain of principally Saxon and medieval origin, with significant eighteenth and nineteenth century additions and post-war alterations. In combination with the density of development, the streets and spaces of the City create a strong sense of enclosure and a large part of the street network is intricate and primarily pedestrian in character.
- 7.1.9 The historic, fine-grained street pattern forms an intrinsic part of the City's special character and provides a highly permeable urban form that enhances the walking environment. The City Corporation will seek to retain historic routes and maintain the widths, forms and alignments of streets, lanes and other urban spaces where these have a historic value or underpin the aesthetic character of a location.
- 7.1.10 Some City streets and spaces contain, overlay or border scheduled ancient monuments and archaeological remains (standing or buried). This important evidence of the City's role as a civic, commercial and trading centre has influenced today's built environment and the street pattern. The historic pattern of streets and spaces is also perpetuated in the names of streets and former churchyards. Enhancement schemes should take account of these remains and, if appropriate, reflect or enhance their setting. It may also be appropriate to provide interpretation of the history of sites (*insert photo here of Queenhithe mosaic example*)

## Context analysis

**Guideline 6.2: Enhancement proposals will be founded upon a careful analysis of the historic context and character.**

- 7.1.11 The City's conservation areas and ancient monuments are destinations in themselves and distinct from one another. It is this distinct variety which is part of the City's appeal as a business and financial centre. Enhancement schemes should therefore be tailored to reflect this local distinctiveness.
- 7.1.12 An analysis of the local context is fundamental to the successful implementation of street enhancement schemes in all parts of the City. Enhancements schemes in conservation areas or adjacent to listed buildings and other heritage assets should be designed to take account of the specific characteristics and features of these areas and buildings. These are set out in character area summaries for each conservation area and further consultation with the City's Historic Environment Team is required.

## Furniture

**Guideline 7.2: Historic features of the street scene, such as furniture, will be retained and preserved in situ.**

- 7.1.13 There are many significant heritage assets sited in the City's streets and spaces including historic street furniture and paving areas. They point to the historic evolution of the City of London, which is covered in greater detail in the companion paper to this SPD (reproduced in Appendix 3).
- 7.1.14 Significant heritage assets identified in each conservation area summary/SPD should be retained. Some areas of paving and items of street furniture are statutorily listed and works may therefore require Listed Building Consent. Where historic street furniture cannot be retained in-situ, its relocation to other appropriate contexts nearby may be considered. All proposals should be based on guidance in the relevant conservation area SPD.

## 7.2 Exceptions

**Guideline 7.3: Guidelines on standard materials and furniture palettes that apply across the City may be varied in the case of conservation areas and the setting of other heritage assets.**

- 7.2.1 General principles and guidelines that apply across the City sometimes need to be varied in particular circumstances. For example, standard materials and furniture palettes may need to be varied in order to respond appropriately to the unique characteristic of particular areas, such as conservation areas.

# 8 TALL BUILDINGS & THE PUBLIC REALM

## 8.1 Introduction

- 8.1.1 The objective of this section is to protect and enhance the environmental quality of streets and spaces adjacent to existing tall buildings and to guide the design of streets and spaces associated with the development of new tall buildings.
- 8.1.2 It is founded in Local Plan Strategic Objective 3, to promote a high quality of architecture and street scene.
- 8.1.3 It is related to Corporate Plan Key Priority Policy 5 (cultural, cultural heritage and leisure) and proposals to provide safe secure and accessible open spaces.
- 8.1.4 It is related to Corporate Plan Key Priority Policy 1 (supporting and promoting the UK financial based services sector) and encouraging quality developments to the built environment that support the Square Mile as a location for financial and business services and as a place to live and work.
- 8.1.5 The principles and guidelines are developed from and accord with the following core strategic and development management policies:
- Core Strategic Policy CS10: Design.
  - Core Strategic Policy CS14: Tall Buildings.
  - Policy DM 10.1 New development.
  - Policy DM 10.7 Daylight and sunlight.
- 8.1.6 The guidance below is partly derived from the recently published Historic England Advice Note 4: Tall Buildings<sup>10</sup> which seeks to guide people involved in planning for and designing tall buildings so that they may be delivered in a sustainable and successful way.
- 8.1.7 The guidance places an emphasis on identifying the role and contribution of tall buildings, where appropriate, as part of an overall vision for a place, maintaining protection of the setting of any designated heritage assets and the overall historic character that makes a city or area distinctive and special.

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10 'Historic England Advice Note 4: Tall Buildings', published 10 December 2015

- 8.1.8 For the avoidance of doubt, this guidance relates only to the public realm adjacent and near to tall building development. Guidance on tall building development itself is provided at CS14 of the Local Plan and elsewhere.

## 8.2 Tall building development

**Guideline 8.1: New tall building development proposals should normally be accompanied by proposals to increase public space provision in the local area, raise the environmental quality of the public realm, and accommodate increased pedestrian flows in surrounding streets.**

- 8.2.1 New tall office building development can result in a substantial increase in footfall focused at a small number of entrances with altered and usually increased pedestrian flows in surrounding streets, and greater demand placed on surrounding public spaces. New infrastructures such as the completion of Crossrail in 2018 will result in increased pedestrian flows between stations, the tall building cluster to the east of the City, and other parts of the City containing tall office buildings.
- 8.2.2 In the case of significant tall building development proposals, additional high quality public space should ordinarily be provided at street level. New tall building developments typically create opportunities for new public spaces, wider footways and other street enhancements. These are usually essential in helping to blend major developments back into the surrounding urban fabric and providing adequate space for the increased number of people using and moving through the area.
- 8.2.3 Historic England guidance points to the quality of links between transport and tall building sites and the feasibility of making improvements, where appropriate.

### Sunlight and daylight

**Guideline 8.2: Public realm enhancement proposals should account for and adapt to the environmental effects of existing and proposed new tall buildings on sunlight and daylight in order to provide a high quality public realm at ground level**

- 8.2.4 Increased shadowing is an inevitable result of tall building development. The location, form, alignment, proximity and clustering of tall buildings will differentially affect light levels in the surrounding streets and public spaces. Public realm design should respond to the resulting conditions including the selection of appropriate plants and trees and the creation of public space where modelling indicates sunlight will be captured, especially during peak periods such as lunch times.
- 8.2.5 Understanding which areas may be heavily shaded can help to determine the appropriate locations for active ground level uses in streets and around public spaces, such as cafes and restaurants with outdoor seating.
- 8.2.6 Shading and the resultant cooling effect will become increasingly desirable environmental conditions as a result of climate change and warming. Public realm design should take advantage of the self-shading caused by buildings to

ameliorate temperatures and provide for more pleasant pedestrian conditions in summer.

### Ground level

**Guideline 8.3: Public realm enhancement proposals in streets and spaces adjoining existing and proposed tall buildings should address the need to promote activity and vitality at the interface between tall buildings and surrounding streets and spaces.**

- 8.2.7 Where existing public spaces exist adjacent to tall buildings, they should be preserved as a valuable asset for the public benefit. A common concern with public realm design adjacent to tall buildings is the way spaces relate to the building at street or ground level. Public realm design can contribute positively at the interface between public spaces and buildings and vice versa. Attractive public realm design helps to animate public space and can contribute to a sense of place in tall building districts. Tall buildings and the surrounding public realm should therefore always be considered as one whole. Public realm design can complement positive effects and help mitigate potentially negative effects, for example by screening inactive or blank frontages.

### Permeability

**Guideline 8.4: Existing pedestrian routes, particularly those of historic importance or which contribute to the established character, should be retained and integrated into proposed tall building developments.**

**Guideline 8.5: The creation of new pedestrian routes is generally encouraged in tall building developments.**

- 8.2.8 Historic England Guidance proposes that urban design frameworks are prepared for areas of tall building development, which can identify those elements that create local character and other important features and constraints, including the urban grain.
- 8.2.9 Proposed new tall building development sites typically comprise a number of existing buildings and sometimes entire city blocks, including smaller streets, courtyards, alleys and rear service yards.
- 8.2.10 The City Corporation has required recently permitted and constructed schemes to retain and integrate pedestrian routes through the sites that reflect the distinctive pattern of alleyways that characterise the City.
- 8.2.11 The design of the public realm surrounding tall buildings should consider the permeability of a site and the wider setting. Opportunities exist to open up new pedestrian routes, enhance sightlines and improve accessibility throughout, having regard to historic routes, views and spaces. Sufficient footway width should be provided in order to accommodate the increased number of pedestrians as result of new developments.

## Wind Mitigation

**Guideline 8.5: Public realm design should take account of wind impacts from tall buildings.**

- 8.2.12 The design of the public realm surrounding tall buildings should take account of the effect of wind. Effects should be modelled and public realm mitigation measures, such as tree planting, introduced where appropriate.

# 9 SUSTAINABLE STREETS

## 9.1 Introduction

- 9.1.1 The objective of this chapter is to provide guidance on the creation of more sustainable public realm proposals. It focuses on five main areas of relevance to streets and spaces: noise, air quality, sustainable drainage climate change resilience, and contaminated land.
- 9.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene and Objective 4: to ensure that the City of London remains at the forefront of action in response to climate change.
- 9.1.3 It relates to Corporate Plan Key Priority 3 (issues of concern to our community) including working with the Mayor of London -environment (waste issues; air quality).
- 9.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies.
- CS15 Sustainable development and climate change
  - CS18 Flood Risk, including sustainable drainage systems (SuDS) (DM 18.2) and flood protection and climate change resilience (DM 18.3).
  - CS19 open spaces and recreation, including DM 19, biodiversity and urban greening and DM 19.1, additional open space.
- 9.1.5 Core Strategic Policy CS15 seeks to ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges. It requires all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and “end of life” phases of development. The policy recommends incorporating climate change adaptation measures into development and the City’s infrastructure, including the street scene. It requires developments to positively address local air quality, protect the City’s quiet areas and enhance biodiversity.

## 9.2 Air quality

**Guideline 9.1: Traffic management schemes and public realm proposals should incorporate measures to lower emissions and reduce the harm caused by poor air quality.**

- 9.2.1 The whole of the City of London is designated as an Air Quality Management Area. It has some of the highest levels of air and noise pollution in the country due to the



density of development and its geographical location.

- 9.2.2 The main source of air pollution in the City is road vehicles. Concentrations of pollution are highest adjacent to the busiest roads, such as Upper and Lower Thames Street. The City Air Quality Strategy 2015-2020 outlines a number of measures that are being taken to improve air quality in the Square Mile.
- 9.2.3 Streets can be designed not only to assist in the overall improvement of air quality, but also to reduce an individual's exposure to pollution. For example, concentrations of some pollutants fall off dramatically with increasing distance from the edge of the road.
- 9.2.4 The following responses should be considered in traffic management and enhancement schemes, where appropriate:
- The use of trees and other vegetation that has a positive effect on air quality.
  - Designs that protect the people who are most vulnerable to poor air quality.
  - Designs that encourage people to walk and cycle rather than use motorised transport.
  - Alternative 'quiet' cycle and pedestrian routes either segregated from or routed away from main roads.
  - Wider footways in areas of the City where the public is encouraged to spend time outdoors.
  - Traffic restrictions in areas of high exposure to poor air quality.
  - Designs that encourage people to spend time away from the busiest, most polluted roads.
  - Defined and sign posted 'engine off' areas, such as bus stands, taxi ranks and tourist coach parking.
  - Smoothing the flow of traffic by reducing congestion, stop-start traffic and traffic queues and the consequent emission 'spikes'.
  - Segregating play and exercise activity from areas of poor air quality, such as leisure cycling, jogging and children's play areas.
  - Identifying air quality impacts of development upon streets and spaces as part of a broader assessment of environmental impact and integrating mitigation measures within the public realm where appropriate.

## 9.3 Noise

**Guideline 9.2: Traffic management schemes and public realm proposals should incorporate measures to reduce or mitigate the effects of traffic noise and protect areas of relative tranquillity.**

- 9.3.1 The main sources of noise in City streets and spaces are road traffic, construction and street works. There are other sources of noise associated impacts on the public realm, for example, night-time entertainment.
- 9.3.2 The design of streets and public places should aim to minimise noise impacts and where possible reduce noise levels, particularly in tranquil or quiet areas and where there is exposure of pedestrians to high noise levels from traffic.
- 9.3.3 The City of London Noise Strategy 2012-16 outlines a number of measures that are being taken to reduce noise problems in the Square Mile and which should be considered in street/ public realm design:
- Encouraging people to spend time away from the busiest roads and other sources of noise by providing attractive tranquil spaces elsewhere.
  - Identifying, protecting, and where possible enhancing the peace and tranquillity in parts of the City that provide respite from the noisy urban environment.
  - Identifying, protecting and where possible enhancing areas of high soundscape quality such as green spaces and the Riverside Walk.
  - Consider developing sound- based public art features in the City which will positively enhance tranquillity.
  - Identifying the noise impacts of development upon streets and spaces as part of a broader assessment of environmental impact and integrating mitigation measures within the public realm where appropriate.
- 9.3.4 Examples of design elements that can be employed to reduce noise impact/increase tranquillity include<sup>11</sup>:
- Tree planting.
  - Barrier plants in planters and beds to work year round
  - Greening walls<sup>12</sup> to reduce noise reflection – also contributes to cooling and increases urban humidity.
  - 'Greening' ground to reduce noise reflection and sound of footfall.

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<sup>11</sup> Further details can be found in the City of London Noise Strategy 2012-2016.

<sup>12</sup> Please note that proposals may require planning and/or listed building consent.

- Plants for enhancing wildlife (and consequent sounds).
- Lowering (or raising) the ground level of open space relative to road level to provide a shield from noise.

## 9.4 Sustainable drainage / flood risk adaptation

**Guideline 9.3: The City's public realm should be designed to be increasingly resilient to climate change and cope with more extreme weather patterns including drought, intense rainfall events and flooding.**

- 9.4.1 The management of water resources and rainwater run-off are key interconnected issues, which must be addressed in the design of streets and spaces as well as buildings.
- 9.4.2 Climate resilient streets and spaces should be designed to cope with more extreme weather patterns including drought, intense rainfall events and flooding through:
- Rainwater harvesting, storage and re-use.
  - Attenuation of rainfall, preventing its rapid transit to conventional drains, which may become overloaded.
- 9.4.3 The London Plan drainage hierarchy<sup>13</sup> should, where feasible, be applied to the design of streets and spaces incorporating Sustainable Drainage Systems (SuDS). Measures in order of priority include the following.
- Store rainwater in tanks for later use in landscape watering, pavement cleaning and associated activities (where non potable water is appropriate).
  - Incorporate infiltration techniques into the design of soft landscaping areas, so that water can be used directly for watering plants.
  - Attenuate rainwater for gradual release in ponds, rainwater gardens and other open water features such as rills, where appropriate.
  - Attenuate rainwater by storing in tanks or sealed water features for gradual release.
  - Slow down the transit of rainwater run-off from paved surfaces into the City's sewer system in order to prevent sewer overflow.
- 9.4.4 Discharge into the combined sewer should be slowed as much as possible and only used as a final stage after the application of the London Plan drainage hierarchy.

## 9.5 Climate Change Adaptation

- 9.5.1 The City's public realm must be designed for the climate likely to be encountered in the future. This includes

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<sup>13</sup> London Plan Drainage Hierarchy.

- Designing to avoid overheating by providing natural shade particularly in south facing locations such as the Thames riverside
- Using plant species which are resilient to a range of weather conditions and avoiding the over use of single species which are susceptible to pests or diseases
- Designing to avoid flooding in extreme weather events (see section 9.4)

## 9.6 Contaminated land

- 9.6.1 The City of London dates from Roman times and has a rich history. Although predominantly non- industrial, there have been a wide range of historic land uses, which could potentially give rise to contamination.
- 9.6.2 Open spaces and soft landscaping creates a pathway for exposure to contaminants if they are present.
- 9.6.3 The City Contaminated Land Strategy 2015-2020 provides further detail and outlines a number of measures that are being taken to review, strategically inspect and document exposed land in the Square Mile.

# 10 PAVING & OTHER SURFACE MATERIALS

## 10.1 Introduction

- 10.1.1 The objective of this chapter is to specify the broad range, types, and detailing of paving and other surface materials appropriate both to particular circumstances and locations and to the City's public realm as a whole.
- 10.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.
- 10.1.3 The principles and guidelines are developed from and accord with the following core strategic and development management policies:
- Core Strategic Policy CS10 Design.
  - Core Strategic Policy CS12: Historic Environment.
  - Core Strategic Policy CS15 Sustainable Development and Climate Change.
  - Core Strategic Policy CS16 Public Transport Streets and Walkways.
  - Policy DM 10.4 Environmental enhancement.
  - Policy DM 10.8 Access and inclusive design.
  - Policy DM 12.1 Managing change affecting all heritage assets and spaces.

## 10.2 Materials palette

**Guideline 10.1: The choice of paving and surface materials should normally be confined to a restricted palette.**

- 10.2.1 Buildings and sites within the City are subject to constant pressure for change and redevelopment. In the face of such pressure, the consistent use of a restricted palette of materials has helped to shape and to conserve the City's identity in the spaces between buildings. The principle of a restricted palette of materials consistently applied is therefore embedded in the City Public Realm SPD and reflected in Aim 3 (Simpler and less cluttered streets and spaces) and Aim 4 (better co-ordination and more consistency).
- 10.2.2 The mid 19th century rooted the City's identity in a high quality streetscape with the use of York stone, granite setts and granite kerbs, as well as the piloting of asphalt. These materials have been in constant use on City streets for almost 200 years. This

historic palette gives the City of London a distinct character and consistency.

- 10.2.3 The City's palette of street construction materials continues to be restricted to three main options: asphalt, York stone, and granite. The selection of these materials is based on durability, value for money, suitability within the City context, aesthetics, safety for road users and consistency in terms of the City's identity and image. These materials help to ensure design continuity, maintain affordability over the long term, and provide an important basis for the sustainable use of materials throughout the City.
- 10.2.4 The dimensions, surface finish, laying pattern, pointing and jointing details should also be carefully considered, for example in maintaining the correct gaps and pointing between York stone paviors in order to replicate traditional details and ensure access for all. Further technical information can be found in the *Public Realm Manual*.

### 10.3 Paving and surfacing materials

**Guideline 10.2: The 4 key principles set out in the Materials Review should be applied to all public realm enhancement and traffic management proposals.**

- 10.3.1 A Materials Review was carried out by the City of London in 2010 with the purpose of examining the social, environmental, and economic sustainability implications of the City's palette of materials. This was to ensure that street design complies within the City's sustainability policy objectives and commitments.
- 10.3.2 The outcome of the Materials Review was a proposal to facilitate improved management of the City's existing restricted palette of materials via a set of 3 key principles, which consider uses of the materials as well as the maintenance implications, in accordance with the City's on-going commitment to sustainability.
- 10.3.3 The three Key Principles are:
- Kerbs:** Kerbs will continue to be built with granite as durability and robustness is needed in the City environment.
- Footways:** Footways will continue to be paved in mastic asphalt or York stone. Factors to consider when using York stone are that it will be the preferred material in conservation areas, along major pedestrian routes, around key listed buildings and in areas of enhancement. If an area is at risk of vehicle overrun, the inclusion of bollards will help to protect the paving from damage.
- Carriageways:** Asphalt is the surfacing material that is generally used for carriageways in the City. Granite setts can be considered suitable for carriageways as part of appropriate high quality enhancement schemes. York stone setts could also be used in strategic locations and conservation areas. Coloured paving surfaces such as for bus lanes and cycle lanes should not be used in the City. However, areas of suitably coloured anti-skid surfacing can be appropriate in some locations.

## Historic paving

### **Guideline 10.3: Surviving areas of historic paving materials should be conserved.**

- 10.3.4 There are several areas of historic paving in the City, consisting of granite setts, York stone and Purbeck paving. These areas make a significant contribution to the quality of the public realm by creating a special sense of place. Enhancement schemes in such locations will be guided by this special sense of place. The City will seek to retain these areas of historic paving.

## 10.4 Exceptions

### **Guideline 10.4: Standard materials palettes may be varied in exceptional circumstances, such as particularly unique streets and spaces.**

- 10.4.1 General principles and guidelines that apply across the City sometimes need to be varied in particular circumstances. For example, standard materials may need to be varied in order to respond appropriately to the unique characteristic of particular streets and spaces.
- 10.4.2 Each exceptional circumstance must first be carefully justified and should be defined on a street by street and space by space basis.

# 11 STREET FURNITURE

## 11.1 Introduction

- 11.1.1 The objective of this chapter is to define general principles for the selection, location and arrangement of street furniture.
- 11.1.2 The approach to the selection and location of street furniture is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.
- 11.1.3 It relates to Corporate Plan Key Policy Priority 5 (the City's cultural heritage and leisure contribution) including proposals for developing and improving the physical environment around key cultural attractions and providing safe, secure and accessible open spaces.
- 11.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies:
- Core Strategic Policy CS2: Utilities Infrastructure.
  - Core Strategic Policy CS10 Design.
  - Core Strategic Policy CS12 Historic Environment.
  - Policy DM 3.2 Security measures in new developments and around existing buildings.
  - Policy DM 10.4 Environmental Enhancement.
  - Policy DM 10.8 Access and inclusive design.
  - Policy DM 16.3 Cycle parking.

## 11.2 History

- 11.2.1 Traditional street furniture has an individual character and adds considerably to the quality of the environment in many areas of the City. These include a longstanding range of designs of cast iron bollards, together with horse troughs and drinking fountains. Traditional furniture also comprises street lamps, public and police telephone boxes and railings of a decorative character, either free-standing or in direct association with buildings.



- 11.2.2 See Guideline 6.2 in Chapter 6 (Historic features of the street scene, such as furniture, should be retained and preserved in situ.)

### 11.3 Pedestrian wayfinding

**Guideline 11.2: Extend and ensure the consistency of the signage and wayfinding system across the City.**

- 11.3.1 A new wayfinding system was implemented across the City in 2006–2007 to encourage more people to walk. The system comprises a suite of signs designed as a single related system of way-finding that incorporates heads-up mapping.
- 11.3.2 There are further opportunities to extend and ensure consistency of signage and wayfinding systems as part of enhancement proposals. These include considering general street signage and better co-ordination with on-line and printed mapping , including coordination with the City Visitor Strategy.

### 11.4 Pedestrian barriers and guard railing

**Guideline 11.3: Guardrails should be removed wherever it is practical and safe to do so.**

- 11.4.1 The City recognizes that guardrails can increase road dangers by trapping pedestrians on the carriageway side of the railings and by introducing a crush hazard for cyclists and motor cyclists between motor vehicles and the railings.
- 11.4.2 Pedestrian barriers should only be used where there is a significant change in level that would otherwise present a risk of falls or, in certain circumstances, as an interim safety feature prior to the redesign of a problematic location.
- 11.4.3 The City Corporation will seek to realign junctions and pedestrian crossings as an alternative to introducing barriers to pedestrian movement.

### 11.5 Bollards

**Guideline 11.4: Bollards should be installed where they enhance safety for pedestrians and protect against footway damage, or enhance the historic character and function of streets and spaces.**

- 11.5.1 The narrow and compact layout of streets within the City is not ideally suited to modern delivery and construction vehicles. Where such vehicles mount the footway they put pedestrians at risk and cause damage to surfaces and kerbs. It is for these reasons that bollards are positioned at vulnerable locations, to protect surfaces and ensure pedestrian safety.
- 11.5.2 Inappropriate and poorly sited bollards create accessibility issues for those with disabilities. Bollards should be placed far enough apart to allow access for wheelchair and scooter users, usually a minimum of 1.2m. They should rise to a minimum height of 1m and should not flare at the base, with contrasting bands near the top, so that they are apparent to visually impaired people.
- 11.5.3 Judicious design of the street layout and alternative paving materials and

dimensions often means that the number of bollards on the street can be reduced, to avoid clutter.

- 11.5.4 The City has many historic cast iron bollards painted in distinct black, white and red colours, which reinforce local character and allow users to identify with the surrounding townscape. Historic bollard designs have also been re-cast for use in several street enhancement schemes, an approach that has proved to be highly successful. This has led to only two main styles of bollard that are encouraged to be used in enhancement schemes the City; the “C3” and “D3”.
- 11.5.5 Further guidance on the use of bollards as security measures is provided in section 11.10: Security Measures.

## 11.6 Benches and seating

**Guideline 11.5: Well-designed, robust, and comfortable seating should be provided in public spaces.**

- 11.6.1 Providing comfortable seating areas at frequent intervals along streets encourages people to walk in the City whilst seating areas provide a vital lunchtime amenity. Benches should generally be of timber, preferably oak, with intermediate arm rests to assist people with ambulant disabilities and discourage rough sleepers. Space should be made available at one end of each bench to enable a wheelchair user to park or an assistance dog to rest.
- 11.6.2 Individual timber seats, often arranged in small clusters, have been successful in several street enhancement schemes and they should be encouraged where appropriate.
- 11.6.3 Specially designed benches and seating areas can be considered for street enhancement schemes in the City. Bespoke benches should be made of robust and long lasting materials such as stone in order to diminish maintenance costs. The design of new bespoke street furniture will be context-led, particularly in exceptional places such as conservation areas. The effect of skateboarding on and against seating should be considered at an early stage of design development and anti-skateboarding measures installed wherever necessary.

## 11.7 Temporary and managed tables and chairs

**Guideline 11.6: Temporary and managed tables and chairs, available to all, may be provided where permanent seating is impractical.**

- 11.7.1 Managed tables and chairs have been introduced in the City to provide a public amenity for City workers and visitors in areas where no permanent seating is available, with the aim of adding vitality to the City’s streets.
- 11.7.2 Some tables and chairs on City streets and walkways are provided by cafés and restaurants under licences issued by the City Corporation. The tables and chairs are a public amenity and it is a requirement of all licences issued that the tables and chairs be available to all members of the public whether or not they are customers

of the café or restaurant concerned.

- 11.7.3 Temporary street furniture is often managed in partnership with local stakeholders who ensure that they are available during daytime and stored at night time. Successful examples include chairs and tables in the Guildhall Yard.

## 11.8 Skateboarding

**Guideline 11.7: Enhancement proposals should be designed or adapted to prevent damage from skateboarding.**

- 11.8.1 Flat horizontal surfaces such as benches and seating areas as well as steps and handrails can be appropriated by skateboarders for recreational use, resulting in damage to structures and finishes..
- 11.8.2 The City Corporation requires designers to consider ways of discouraging the use of street furniture and steps as skateboarding surfaces, by taking a positive approach to the design of public spaces from the outset. Further details on approaches and specifications will be included in the City Public Realm Manual.

## 11.9 Cycle parking

**Guideline 11.8: Cycle parking should be provided wherever possible.**

- 11.9.1 The City Corporation seeks to provide more cycle parking wherever possible, in order to encourage this key, highly sustainable and healthy mode of travel. The City policy is to concentrate new provision within buildings which is preferable to additional on-street provision.
- 11.9.2 The Mayor of London's cycle hire scheme has docking stations located throughout the City. The cycle hire scheme has been very successful in introducing more people to the convenience of cycling and in providing convenient alternative access to cycles. The City Corporation will continue to work with Transport for London to provide more docking stations where appropriate.

## 11.10 Telephone kiosks and other callboxes

**Guideline 11.9: The design and location of call boxes should be coordinated with the overall setting and should not impede pedestrian movement or harm amenity.**

- 11.10.1 A total of 18 historic telephone boxes in the City are listed Grade II. There are two types of historic telephone call boxes: Kiosk No.2 (1924) and Kiosk No. 6 (1935), both designed by Giles Gilbert Scott. There are also Police call boxes which are listed. These are distinctive features in the City streets and all should be retained.
- 11.10.2 Prior approval is needed from the City Corporation for all new kiosks. Approval will not be granted if the kiosk impedes pedestrian movement or has a detrimental impact on the locality.
- 11.10.3 In order to encourage better co-ordination and raise design quality, new or replacement boxes should be of high quality design and appropriate to the

context.

- 11.10.4 Redundant or damaged boxes should be repaired, replaced or removed completely as part of enhancement schemes, unless they have heritage interest.

## 11.11 Security measures

**Guideline 11.10: Security measures should be fully integrated into the design of the public realm and implemented collaboratively on an area-wide basis wherever possible.**

- 11.11.1 The City's dense network of streets and spaces, including the patterns of movement and activities they support, need to be planned, designed and managed to remain safe. Enhancement proposals should minimise the potential for crime and anti-social behaviour and provide natural surveillance. Security and safety measures should be carefully considered and fully integrated within the streetscape to ensure high quality design.
- 11.11.2 The implementation of safety measures should aim to enhance the collective security of the City against terrorist threats, applying security measures to broad areas such as the Traffic & Environmental Zone, major development schemes, or to the City as a whole.
- 11.11.3 Measures should be coordinated and integrated with those of adjacent buildings and the surrounding public realm.
- 11.11.4 An area based approach should be considered, particularly where a number of large developments are planned or under construction at the same time, or groups of occupiers have requested collective security measures are implemented.
- 11.11.5 All measures should contribute to an attractive public realm. Security measures should be integrated into new developments and applied carefully to existing buildings and their curtilage. The historic character and distinctiveness of areas needs to be taken into account in assessing their suitability for specific types of security measures. Security measures should be self-enforcing and not rely unduly on police resources.
- 11.11.6 Security should be considered at concept design or early design phases, in liaison with the City of London Police Architectural Liaison Officer.
- 11.11.7 The design principles for security measures are:
- All necessary physical measures should be incorporated within the curtilage of sites wherever possible.
  - Security measures should be integral to the design process and considered at the inception stage, in order anticipate insurmountable constraints, such as underground services, and avoid ad hoc design responses in the construction phase.
  - Security measures should be unobtrusive and not clutter the surrounding

environment.

- Physical barriers primarily intended to provide a visual deterrent, but too weak to withstand vehicle impacts (such as single bollards), should be avoided.
- Security measures should be implemented collaboratively and on an area basis wherever possible, to minimise environmental impacts and allow better coordination with traffic management measures.
- The cost of installation (including any restricted vehicular access or physical barriers such as planters) should be met by the proponents.

## 11.12 Exceptions

**Guideline 11.11: Guidelines on furniture may be varied in exceptional circumstances, such as particularly unique streets and spaces.**

- 11.12.1 General principles and guidelines that apply across the City sometimes need to be varied in exceptional circumstances. For example, standard furniture palettes may need to be varied in order to respond appropriately to the unique characteristics of particular streets and spaces.
- 11.12.2 Each exceptional circumstance must first be carefully justified and should be defined on a street by street and space by space basis.

# 12 STREET LIFE, CULTURE & ACTIVITY

## 12.1 Introduction

- 12.1.1 The City's streets fulfil many more functions than travelling from A to B. As far back as medieval times, street traders, markets, fairs, entertainments, outdoor plays and music were an intrinsic part of the City's vibrant street life. Today, the streets support an increasingly diverse range of activities, experiences and cultures and are a key element of the City's social infrastructure.
- 12.1.2 This chapter focuses on three aspects of street life, culture and activity of particular importance to the City:
- Work and commerce.
  - The Cultural hub.
  - Public art.
- 12.1.3 This chapter is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.
- 12.1.4 It accords with Corporate Plan key Policy 1 (Supporting and promoting the UK financial based services sector) including encouraging quality developments to the built environment that support the Square Mile as a location for financial and business services and as a place to live, work and visit.
- 12.1.5 It also accords with the Corporate Plan key Policy 5 (increasing the outreach and impact of the City's cultural, heritage and leisure contribution to the life of London). Actions directly related to the street scene include developing and improving the physical environment around our key cultural attractions; and providing safe, secure, and accessible open spaces. They also include developing proposals for a "cultural hub", implementing the cultural and visitor strategies and promoting the cultural offering of the City.
- 12.1.6 The principles and guidelines are developed from and accord with the following core strategic and development management policies.
- Core Strategic Policy CS11: Visitors, Arts and Culture
  - Policy DM 11.2 Public Art
  - CS22: Social Infrastructure and Opportunities

## 12.2 Culture

**Guideline 12.1: Public realm enhancement schemes should be designed to accommodate and support a wide range of uses and activities and to complement adjacent uses such as cultural clusters.**

- 12.2.1 The public realm plays a crucial role in encouraging and facilitating urban culture.
- 12.2.2 The City of London Cultural Hub is an internationally renowned centre for the arts, heritage and learning located around the iconic Barbican estate and Museum of London.
- 12.2.3 A recent study of the arts and culture in the City proposed the further development of the cultural hub to promote the cultural offering of the City<sup>14</sup>. The study proposes the further development and improvement of the physical environment around key cultural attractions providing safe, secure, and accessible open spaces, including those principally used by visitors and tourists, including business visitors.
- 12.2.4 The City's public realm has enormous potential to support a wide variety of different arts and cultural activities and events at different times. Spaces can be transformed into a public art gallery, an open air theatre/performance space, a cinema, outdoor cafes, bars and restaurants, a processional route or an outdoor market.
- 12.2.5 Public realm enhancement schemes for streets and spaces surrounding and connecting the main cultural institutions and heritage attractions should particularly consider:
  - The approach and entrance thresholds of the cultural institutions comprising the cultural hub should draw people towards and between them. In particular, entrances should be clearly signified and accessible for all.
  - Opportunities for improved and new public spaces between institutions should be maximised.
  - The main walking routes between attractions and points of interests, particularly the 'City Visitor Trail', should be spacious, uncluttered and supported by the City signage and wayfinding system.

## 12.3 Working environment

**Guideline 12.2: Public realm enhancement proposals in office/ commercial quarters should provide for and encourage sociability, relaxation, and creativity in order to complement the office environment, support economic vitality, and enhance office workers' lives.**

- 12.3.1 Recently published research examining the characteristics of the City of London's

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<sup>14</sup> The City arts and culture cluster: economic impacts and developments.

evolving workforce and workplaces has identified significant shifts in work-styles and the types of workplaces needed to support them.<sup>15</sup>

- 12.3.2 The public realm is now increasingly considered an extension of the office environment. Organisations and workers look for high quality, well-serviced and supportive workspaces in the surrounding public realm as much as within the office building itself. The public realm is therefore of growing importance to the City's future attractiveness and economic competitiveness. The quality of streets and spaces and how they support work, collaboration, trading, bring communities of workers together and meet their varied work/ life needs is key to attracting and retaining highly skilled staff and to maximising productivity.
- 12.3.3 Key qualities to consider nurturing in the enhancement of streets and spaces include:
- Creating memorable experiences for employees to enjoy through the working day and in the evening.
  - A more permeable City with softer boundaries and more welcoming to a greater variety of users and visitors.
  - Creating and enhancing quiet and tranquil spaces for people to relax and interact.
  - Fostering connectivity and enabling flexible working, for example by extending broadband and mobile connectivity in public places and providing places to sit and rest laptops and other mobile devices.

## 12.4 Public art

**Guideline 12.3: New permanent and temporary public art installations and other art features and events should be provided in streets and spaces whenever practicable and wherever appropriate.**

- 12.4.1 New and temporary public art installations and other features and events are encouraged in the City where appropriate. Such features can enrich the public realm, adding an extra layer of quality and attractiveness to the urban environment. They should be considered at an early stage in the design of public realm improvement schemes.
- 12.4.2 Planning permission is normally required for public art proposals.
- 12.4.3 Proposals need to be carefully considered and assessed in relation to their context, especially in areas with a strong historic character and in conservation areas. The installation of permanent or temporary artwork should ensure there is adequate footway space around the object for cleansing, maintenance and safety purposes, including safety measures for the visually impaired. On-going cleansing and maintenance requirements also need to be taken into account.

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<sup>15</sup> Future Workstyles and Future Workplaces in the City of London.



- 12.4.4 Water features on the public highway are generally discouraged due to their maintenance implications. However, they may be considered as part of Sustainable Drainage Systems (SuDS).
- 12.4.5 The City Arts Initiative was established in 2011 to provide a coherent and consistent approach to the consideration of both new public art and the management of existing public art. The Initiative consists of an advisory group made up of City Corporation Members, officers and other professionals whose role is to consider any new public art proposal for the City of London, and to consider any issues relating to the maintenance or decommissioning of existing public art. The recommendations of the advisory group are put before the City Corporation's Culture, Heritage & Libraries Committee which takes the decision on whether to approve or reject them.
- 12.4.6 The City Arts Initiative process aligns with the City's Cultural Strategy (2012-2017). The Strategy outlines three key strands of development:
- **Sustaining Excellence in the Arts** by developing the City's reputation for theatre, music, dance, festivals, literature and the visual arts.
  - **Displaying the Heritage** by increasingly helping people to discover the City's outstanding heritage assets, to bring history alive.
  - **Breaking down Barriers** and focusing on the importance of opening up in all directions.
- 12.4.7 The Strategy concentrates upon culture delivered through a number of 'channels' relevant to the public realm including visual arts (including installation, street art, sculpture and architecture), public art and performance, cultural learning & engagement and festivals.

# 13 SOFT LANDSCAPE

## 13.1 Introduction

- 13.1.1 The objective of this section is to provide guidance on planting in the public realm and the creation and improvement of soft landscaped spaces.
- 13.1.2 It is founded in Local Plan Strategic Objective 3: To promote a high quality of architecture and street scene.
- 13.1.3 It accords with Corporate Plan key Policy 1 (Supporting and promoting the UK financial based services sector) including encouraging quality developments to the built environment that support the Square Mile as a location for financial and business services and as a place to live and work.
- 13.1.4 It relates to Corporate Plan Key Policy Priority 5 (the City's cultural heritage and leisure contribution) including providing safe, secure and accessible open spaces.
- 13.1.5 The principles and guidelines are developed from and accord with the following core strategic and development management policies.
- Core Strategic Policy CS10: Design.
  - Core Strategic Policy CS12: Historic Environment.
  - Core Strategic Policy CS19: Open Spaces and Recreation.
  - Policy DM 10.1 New development.
  - Policy DM 10.2 Design of green roofs and walls.
  - Policy DM 10.4 Environmental enhancement.
  - Policy DM 12.5 Historic parks and gardens.
  - Policy DM19.1 Additional open space.
  - Policy DM19.2 Biodiversity and urban greening.
  - Policy DM19.4 Play areas and facilities.

## 13.2 History and type

- 13.2.1 The majority of green and planted spaces in the City are churchyards or burial grounds. There are also examples of the remains of war-damaged former churches which are now laid out as public gardens. In contrast, the collegiate atmosphere of the Temples and formally conceived spaces such as Devonshire Square and Finsbury Circus provide a distinct sense of place.

## 13.3 Tree planting

### **Guideline 13.1: Trees and soft landscaping should be incorporated into public realm enhancement schemes where possible.**

- 13.3.1 In 2012, the City Corporation adopted the Tree Strategy Supplementary Planning Document. This document provides advice and guidance on the role and importance of trees in the City. The aim of this Strategy is to increase the number of trees in the City and ensure that all trees are safeguarded and planted in accordance with sound arboriculture practices, whilst taking account of their contribution to amenity and the urban landscape.
- 13.3.2 The planting of street trees is a beneficial way to add greenery to the streetscape. Trees cool the urban environment, provide shade, enhance soundscapes, reduce dust and airborne pollution and encourage biodiversity. The inclusion of trees and soft landscaping must be considered in environmental enhancement schemes and where feasible this should link up with existing green spaces and routes to provide green corridors and enhance biodiversity.
- 13.3.3 It can be a challenge to find space for street trees in the City because of the high volume of underground services and surviving archaeological remains. It is important to provide sufficient root volume, drainage and good soil conditions for the healthy growth of the tree. The tree species that are chosen must be appropriate to the conditions and context of the locality, including taking historic or significant sightlines into account. Fruiting trees are discouraged in the City streets due to their maintenance implications and flowering trees will normally only be accepted if maintenance funds are provided through the relevant project.
- 13.3.4 The treatment of the tree pit surface is an important consideration in providing a well-designed and accessible streetscape. The need of the tree trunk to expand at ground level as it grows should be allowed for. The aim should be to give a flush, trip-free surface and to prevent litter traps while accommodating the needs of the tree. Adequate pavement widths should be maintained.
- 13.3.5 Further detailed technical guidance on trees, tree pits and irrigation is included in the Tree Strategy, Supplementary Planning Document.

## 13.4 Planters & planting beds

- 13.4.1 Attractive planters enhance the urban environment and can also be used to add seasonal colour to the City street scene. There are a wide variety of planters in the City, ranging from large planting beds to fixed stone planters and smaller mobile

planters. The City Corporation will seek to retain or upgrade existing planters and to introduce new planters where appropriate. Planters should be carefully considered and designed to help minimise their use as litter receptacles. Advice should be sought from the City Corporation's Open Spaces and Cleansing Departments, the Tree Strategy SPD (2012) and the City of London Open Spaces Strategy SPD (2015).

### Fixed planters

- 13.4.2 Fixed raised planters in the City are generally constructed from natural stone and should contrast with the ground surface finish. New fixed planters should be carefully designed to relate effectively to their context and, where necessary, anti-skateboarding measures should be designed in. Planters should be carefully positioned to ensure that clear routes are still available for pedestrians, including anyone with a visual or mobility impairment. Irrigation systems should be incorporated to ensure efficient maintenance and effective use of water.
- 13.4.3 Adequate drainage is essential in all planters. Where planted beds are used as part of a Sustainable Drainage (SuDS) System, the choice of plants and the possibility of contamination should be given adequate consideration.

### Mobile planters

- 13.4.4 Mobile planters introduce planting in areas where space restrictions or the presences of underground services prevent permanent fixed planters being installed. Mobile planters should be of a high quality and careful consideration should be given to materials. For example wood is to be generally avoided due to maintenance implications. The type of mobile planter to be installed should relate effectively to its surroundings and be conceived as either an integral part of the architecture of the site or as high quality site furniture.

### Planting

- 13.4.5 Planting in both fixed and mobile planters should aim to provide colours (where appropriate) and interest throughout the year. The type of planting should be appropriate for the local conditions and appropriate expertise should be employed in the choice of plants. Planting considerations include site conditions, plant hardiness, size and growth rate, biodiversity value, as well as overall amenity value and visual role in the townscape.

## 13.5 Landscaped spaces

**Guideline 13.2: The introduction of green areas is encouraged wherever this is practicable and appropriate to the area's character.**

- 13.5.1 Whilst opportunities to create new landscaped areas in the City are limited, the introduction of green areas is encouraged wherever this is appropriate to the area's character.

- 13.5.2 The vision for open space in the City is:  
*"The creation of a network of high quality and inspiring open spaces which provides an attractive, healthy, sustainable and socially cohesive place for all the City's communities"*

*and visitors.”*

13.5.3 Core Strategic Policy CS19 seeks the provision of new areas of open space. New landscaped spaces offer the opportunity to provide seating areas, public art or water features, thereby enhancing the public realm and the pedestrian experience.

13.5.4 Environmental enhancement schemes present opportunities for new spaces to be created and even small scale schemes can include significant planted elements.

(Figure to be added: Some traffic schemes, such as the project at the Old Bailey, have resulted in space being made available that is no longer required for vehicles to form new landscaped areas.)

13.5.5 Redevelopments frequently include the formation of new spaces or the re-landscaping and upgrading of existing spaces. Landscaped spaces should be designed to a high standard using carefully selected materials and appropriate planting. They should address the need for climate change mitigation and adaptation, including the potential to deliver SuDS. Schemes should be designed to relate effectively to the context and function of the area and extra care should be taken where spaces are in conservation areas or adjacent to listed buildings. New and re-landscaped spaces offer opportunities to create places of relative tranquillity or high soundscape quality.

13.5.6 The maintenance implications of schemes must be considered at an early stage.

## 13.6 Play and recreation areas

**Guideline 13.3: The introduction of formal, informal and natural play space is encouraged wherever this is practicable and appropriate.**

13.6.1 Opportunities for play and recreation for people of all ages should be considered as part of enhancement schemes. Play is particularly important for children and young people, whether residents, schoolchildren or tourists. Through its Children and Young People's Plan, the City Corporation aims to improve the physical, mental and emotional health for all children and young people in the City and to support and encourage them to achieve their full potential.

13.6.2 Play facilities should:

- Connect children to nature and elements natural to the site.
- Provide inclusive play space and equipment suitable for all children.
- Facilitate the development of social and physical skills.
- Create opportunities to learn through experience.
- Facilitate social cohesion.

13.6.3 Play and recreation areas in the City should be freely accessible, well-designed,

and appropriate to their setting. They should be of a high quality, enhancing the appearance and function of the outdoor spaces overall. Play areas should be designed through engagement and consultation with the community and provide increased opportunities for social interaction. In many cases, opportunities for informal or 'natural play' can be incorporated into the design of streets and spaces where formal play space are impractical.

- 13.6.4 Careful consideration should be given to materials, layout, maintenance requirements and quality of any equipment as well as their location in relation to noise-sensitive areas. An appropriate health and safety risk assessment should also be undertaken.
- 13.6.5 As part of the Shaping Neighbourhoods theme, the Mayor has published supplementary planning guidance: Accessible London: achieving an Inclusive Environment, including inclusive design principles and guidance on accessible play implementation of public realm, amenity and play space. The guidelines should be applied to the design of all new formal and informal play spaces.

### 13.7 Contaminated land

- 13.7.1 Open spaces and soft landscaping creates a pathway for exposure to contaminants if they are present. The City Contaminated Land Strategy 2015–2020 provides further detail and outlines a number of measures that are being taken. Any imported soils must be sourced from a reputable supplier and be compliant with relevant guidance and standards.

# 14 SAFETY & WELLBEING

## 14.1 Introduction

- 14.1.1 The objective of this chapter is to provide guidance on the creation of public environments that support and encourage good health, well-being and healthy lifestyles.
- 14.1.2 It is founded in Local Plan Strategic Objective 5: To ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys.
- 14.1.3 It relates to Corporate Plan Key Policy Priority 3 (issues of concern to our communities) including public health; and 5 (the City's cultural heritage and leisure contribution) including providing safe, secure and accessible open spaces.
- 14.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies.
- Core Strategic Policy CS19: Open Spaces and Recreation.
  - Core Strategic Policy CS22 Social Infrastructure and Opportunities.
  - Policy DM 21.5 Housing quality standards.

## 14.2 Equality, safety and wellbeing assessments

**Guideline 14.1: New public realm proposals should be based upon an equality assessment and also assessments of health and well-being opportunities and health impacts.**

- 14.2.1 Equality impact assessments together with assessments of health and well-being opportunities and health impacts should be undertaken at the outset of the development of new public realm proposals. Early user and community involvement in the design processes can help to ensure the resulting schemes are comfortable and feel secure for all users.

## 14.3 Anti-social behaviour and crime prevention

**Guideline 14.3: New public realm and open space proposals should be designed according to Crime Prevention through Environmental Design Principles (CPTED).**

- 14.3.1 Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behaviour through environmental design. CPTED

strategies rely upon the ability to influence offender decisions that precede criminal acts. Key principles include:

- Natural surveillance- increasing the perception that people can be seen.
- Natural access control - differentiating between public space and private space by selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow.

## 14.4 Active travel

**Guideline 14.2: Practical measures to encourage active travel should be incorporated into traffic management schemes and enhancement proposals for streets and spaces.**

- 14.4.1 The layout of towns and cities and the design and quality of the street environment can directly influence activity levels, especially walking and cycling. Designing streets to promote active travel, such as cycling and walking, can reap the additional benefits of increasing physical activity, reducing the risk of obesity, reducing morbidity from air pollution and reducing the risk of road traffic accidents.
- 14.4.2 Practical measures include the provision of cycle facilities, wider and less cluttered footways with better crossing facilities, increased pedestrian priority and safer crossings and junctions.

## 14.5 Attractive routes

**Guideline 14.3: Attractive walking and cycling routes should be incorporated into public realm enhancements and traffic management schemes**

- 14.5.1 People are more likely to walk or cycle if there are well-maintained and unobstructed footways, cycle paths and traffic calming measures. Attractive walking and cycling routes take in well-known sights, open spaces, active street frontages, shops and places where people come together, as well as paths and connections to other streets. There are also a number of visitor trails that the City has developed to encourage visitors to walk between City attractions.
- 14.5.2 Practical measures to provide more attractive routes include high quality public realm schemes along main walking routes, to create a more appealing environment, and measures to reduce the impact of road traffic on the environment; including a more equitable use of space between transport modes, and improved vehicle management.

## 14.6 Wellbeing

**Guideline 14.4: Practical measures to support wellbeing should be included in enhancement schemes for streets and spaces.**

- 14.6.1 Creating, improving and maintaining public places that are restorative, uplifting and healing for both physical and mental health conditions can contribute to wellbeing.



- 14.6.2 Research has demonstrated that local access to safe natural green space and attractive scenery is associated with high levels of physical activity within communities. Accessible, usable natural spaces encourage physical activity, whilst exposure to natural spaces is good for health. Physical activity can confer mental health benefits, and the natural environment can directly benefit mental health.
- 14.6.3 Play performs a significant role in child development and mental health. The freedom of children and young people to roam around, to play independently and to discover the world is crucial to their development.
- 14.6.4 Practical measures include more attractive green spaces, community gardens, and green activities linked to clubs or groups. Greening or retro-fitting 'grey infrastructure', such as roads, and the creation of new green structure can enhance the environment to improve health, quality of life and resilience to climate change.
- 14.6.5 Creating places that feel comfortable, increase social interaction and reduce antisocial behaviour, all contribute to a greater sense of security. Safety can also include road safety – perceived and actual. Fear of road traffic accidents also constrains levels of physical activity in terms of walking and cycling.
- 14.6.6 Practical comfort and security measures include the provision of good street lighting and the provision, appropriate location and design of street furniture; such as benches and chairs to rest.

# APPENDIX 1:

## POLICY CONTEXT

### National Policy

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied.

Chapter 7: Requiring good design states that it is important to plan positively for the achievement of high quality and inclusive design for development including public and private spaces and wider area development schemes. Securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

The City currently uses section 106 planning obligations, negotiated on new development schemes, to part fund the provision of new infrastructure and deliver street level environmental enhancements. From 2014, the City has introduced a Community Infrastructure Levy (CIL) on development which has replaced s106 as the main source of developer funding for public realm enhancement schemes.

### London Plan

The London Plan was adopted in 2015 and forms part of the Development Plan for the City of London. The City Corporation's planning policy documents and planning decisions have to take into account the policies set out in the London Plan. Key policy chapters that need to be considered in the delivery of sustainable streets include:

- Chapter 5: London's response to Climate Change – which sets out policies for climate change mitigation and adaptation in London.
- Chapter 7: London's Living Places and Spaces – which set out policies for place shaping, including addressing local character and the public realm, air and noise pollution and the protection of London's open and natural environment.
- Chapter 8: Implementation, Monitoring and Review – which sets out the Mayor's approach to implementing the London Plan to ensure delivery of his vision, objectives and detailed policies. This includes delivering a positive approach to enabling new development in London, optimising land use and promoting/enabling locations for strategic development through policies on planning obligations and the Community Infrastructure Levy.

## City of London Policy: Local Plan 2015

The Local Plan sets out the City Corporation's vision, strategy, objectives and policies for planning the City of London. It provides a spatial framework that brings together and co-ordinates a range of strategies prepared by the City Corporation, its partners and other agencies and authorities. It includes policies for deciding development proposals. It takes account of projected changes in the economy, employment, housing need, transport demand, and seeks to maintain the quality of the City's environment and its historic heritage. It provides the strategy and policies for shaping the City and framework for development until 2026 and beyond.

The Local Plan reflects the National Planning Policy Framework (NPPF) which establishes a presumption in favour of sustainable development, which the City Corporation will implement in making its planning decisions. The City Public Realm SPD should be read in conjunction with the policies of the Local Plan. The relevant policies have been listed in each section of the SPD.

## Supplementary Planning Documents

The City Corporation has adopted a series of SPDs. New and revised documents are also currently being prepared.

### Topic based guidance:

- Open Space Strategy (January 2015); Tree Strategy (May 2012)

### Area based guidance

- Barbican Listed Building Management Guidelines (October 2012) Volume III: Landscaping (January 2015)
- Golden Lane Listed Building Management Guidelines (November 2013)
- The Thames Strategy SPD (adopted in July 2015) replacing the Riverside Appraisal SPG.

## Conservation Area Character Summaries and Management Strategies

- Bishopsgate (September 2014)
- Trinity Square (September 2014)
- St Paul's Cathedral (March 2013)
- Eastcheap (March 2013)
- Fenchurch Street Station (March 2013)
- Queen Street (September 2012)

- Smithfield (September 2012)
- Bank (January 2012)
- Charterhouse Square (January 2012)
- Bow Lane (September 2012)
- Lloyds Avenue (January 2012)
- Crescent (January 2012)

Revised statements are currently subject to consultation for the following areas:

- Chancery Lane
- Fleet Street
- Whitefriars

### Other considerations

The City Public Realm SPD should also be read in conjunction with the following City of London publications:

- City Corporate Plan <http://www.cityoflondon.gov.uk>
- City of London Sustainability Policy
- The City Contaminated Land Strategy 2015-2020
- City of London Climate Change Adaptation and Mitigation Strategies
- City of London Quiet Places Strategy
- City of London Air Quality Strategy
- City of London Noise Strategy
- City of London Biodiversity Action Plan 2010-2015 (2010)
- City of London Cultural Strategy
- City of London Visitor Strategy
- Designing an Accessible City

Historic England Good Practice Advice in Planning Notes

- Note 1: The Historic Environment in Local Plans. March 2015

- Note 2: Managing Significance in Decision-Taking in the Historic Environment
- Note 3: The Setting of Heritage Assets. March 2015
- Note 4: Tall Buildings. December 2015

# APPENDIX 2:

## REGULATIONS

### Road Traffic Regulation Act 1984

#### Section 64 General Provisions as to traffic signs

64. (1) In this Act traffic sign means any object or device (whether fixed or portable) for conveying, to traffic on roads or any specified class of traffic, warnings, information, requirements, restrictions or prohibitions of any description

- (a) Specified by regulations made by the Ministers acting jointly, or
- (b) Authorised by the Secretary of State, and any line or mark on a road for so conveying such warnings, information, requirements, restrictions or prohibitions.

#### Section 65 Powers and duties of highway authorities as to placing of traffic signs

65. (1) Subject to and in conformity with such general directions as may be given by the Ministers acting jointly, or such other directions as may be given by the Secretary of State, a highway authority may cause or permit traffic signs to be placed on or near any road in their area.

#### Section 75 Powers for affixing of Traffic Signs to walls in the City

(1) For the purpose of placing traffic signs on or near any road in the City of London in pursuance of section 65 of this Act, or any apparatus required for illumination forming part of any such sign, the City, subject to subsections (2) and (3) below, shall have power to affix any such sign or apparatus to the external wall of any building fronting any such road.

(2) Section 53 of the City of London (Various Powers) Act 1900 shall apply in relation to the affixing of any traffic sign or apparatus under subsection (1) above as it applies to the affixing of brackets, wires, pipes, lamps and apparatus for the public lighting of streets, and shall so apply as if, in that section, street included any road within the meaning of this Act.

(3) Nothing in this section shall authorise the City, without the consent of the Secretary of State, to affix any traffic sign or apparatus forming part of any such sign to –

- a) any building for the time being included in a list published by the Secretary, of State under any enactments for the time being in force with respect to ancient monuments, or
- (b) any building for the time being included in a list of buildings of special architectural or historic interest compiled by the Secretary of State under section 54 of the Town and Country Planning Act 1971, not being a building to which paragraph (a) above applies.

### City of London (Various Powers) Act 1900

#### Section 53 Power to affix apparatus for public lighting to external walls of buildings fronting streets

"The City may affix to the external wall of any building fronting any street within the City any brackets wires pipes lamps and apparatus as may be necessary or convenient for the public lighting of streets within the City."

"Provided that the City shall make compensation to any persons sustaining injury by the affixing of any such brackets wires pipes lamps and apparatus to any building the amount of such compensation to be determined in default of agreement by arbitration under the Arbitration Acts 1950 79. Provided also that no such brackets wires pipes lamps or apparatus shall be affixed to any railway bridge or to any building or premises of any railway company without the previous consent

and approval of such railway company and in the event of such railway company so consenting and approving and of the railway company subsequently altering or reconstructing any such bridge or building then the City shall at their own expense remove and refix all such brackets wires pipes lamps or apparatus as may be necessary to the approval of such railway company."

"There shall be exempted from the provisions of this section every building structure of work vested in and in the occupation of Her Majesty either beneficially or as part of the hereditary revenues of the Crown or in trust for the public service or for public services also any building structure or work vested in or in the occupation of any department of Her Majesty's Government for public purposes or for the public service.

# APPENDIX 3:

## THE CITY STREETS

### Introduction and context

The text reproduced below is taken from a paper 'The City Streets' first published in 2005.

'The City Streets' formed part of a suite of documents providing informal guidance. It was not adopted as SPD/SPG.

### Historical Evolution

The evolution of the City over the past 2000 years has resulted in an area of unique qualities, complexity and character. The history of the City has a considerable influence on the streets of today, not only in terms of their physical form but also in relation to their ambience.

The first known settlement of London was by the Romans in c. AD 50, following the conquest in AD 43. Early development centred on the river crossing and expanded to the two areas of high ground, Cornhill and Ludgate Hill, overlooking the tidal river valleys of the Walbrook and the Fleet. Expansion in the late first and early second century reflected the importance of the Roman town as a trading, commercial and residential centre.

The Roman road pattern was centred on the river crossing close to the present London Bridge and is partly evident in the existing street pattern. A grid of streets was established between the river crossing and the forum, around two main roads, one east-west in the position of Lombard Street and Fenchurch Street, and one north-south in the position of Fish Street Hill. A second east-west road follows present day Eastcheap and Cannon Street. Other roads follow the lines of Bishopsgate, Cheapside and Newgate Street.

The town was initially defined by a bank and ditch defence which was replaced by a masonry wall and ditch enclosing an enlarged area in the early 3rd century. The wall included gates at Bishopsgate, Newgate Street and Aldgate, with pedestrian, postern gates at Moorgate, Aldersgate and Tower Hill. The river was defended by a wall in the late 3rd century, which approximately followed the line of Upper and Lower Thames Street.

From the late third century, there was a change in the Roman town and an apparent decline in its importance for trade, until the withdrawal of Roman administration in Britain in 410. Although some late Saxon and medieval streets were laid to Roman alignments, it is unlikely that any streets remained in continuous use in the post-Roman and earliest medieval period, during most of which the City was



largely unoccupied. However, one significant feature surviving into the post-Roman period is the City wall.

Although St. Paul's Cathedral was founded in 604, the Saxon settlement of Lundenwic was to the west of the Roman town in the area of Strand and Covent Garden. King Alfred founded a settlement in the walled city following Danish raids, restoring it and abandoning Lundenwic. Landing points were established at Queenhithe and Billingsgate and a network of streets constructed between Queenhithe and Cheapside. These streets are recognisable today. The new town grew in commercial prosperity and influence, based on river trade and activity.

Streets and markets established at this time continued into the medieval period. Markets were held in Cheapside, Poultry, Leadenhall Street, Cornhill and Newgate Street, with specialised markets and trades in specific areas, including Bread Street, Milk Street, Wood Street and Ironmonger Lane. Upper and Lower Thames Street gave access to wharfs, quays and warehouses by the river. Waterfronts south of the Roman quays were built and extended into the river, with successive land reclamation following and extending property boundaries. A network of lanes and routes south of Thames Street extended the street pattern between the river and the markets. Although there has been rebuilding of the waterfront area, this street pattern has partly survived and is an important element of the townscape.

During much of the medieval period, paving was not carried out consistently. However, by the 13th century some controls were introduced and the supervision of paving repairs was delegated to each Alderman. Throughout the 14th century, writs and ordinances were issued by the King and the Mayor to various citizens to elect paviors and others to ensure that the pavements were kept in repair. However, this had limited success and the City's streets remained in a poor state.

The growth of London from the sixteenth century was significant and London became a major European and international trading centre. The population rose from 50,000 in 1300 to 225,000 in 1605, of these, about 190,000 lived within the City jurisdiction, despite the growth of suburbs to the east and west. The City became more densely built up, with a network of alleys and courts giving access to the developed backland behind streets and lanes. The sites of monasteries, dissolved in the 16th century, provided more space for new building and the gradual infilling of many gardens and yards also occurred. A grid pattern of planned streets was established in 1590 on part of the site of St. Bartholomew's the Great in Smithfield, to the east of the priory Church. This street pattern survives today and includes Long Lane, Middle Street and the linking passages and alleys.

By the time of the Great Fire in 1666 London was densely developed with timber framed buildings in narrow streets. Building collapse and fires were relatively commonplace and the narrow streets were poorly maintained and dirty. The Great Fire destroyed 400 acres inside and 63 acres outside the City wall. The consequences of the great plague of 1665 and the 1666 Fire marked a fundamental change in the character and use of the City.

Formal plans for the rebuilding of the City by Sir Christopher Wren and his

contemporaries were rejected in favour of rapid reconstruction by established property owners, preserving the street pattern almost in its entirety. Notable exceptions were the construction of King Street and Queen Street, which provided a new route from the Guildhall to the Thames, and the canalisation of the Fleet River (now Farringdon Street and New Bridge Street). Although some improvements to the riverfront were achieved, a grand scheme for a Thames Quay was not realised.

The Great Fire also brought about significant changes to the construction of the City's streets. The streets before the fire were hazardous places for the pedestrian, lacking proper footways and drainage and filled with mud and waste. The narrow streets were often roughly paved with cobble stones or gravel, sloping from both sides to an open central sewer. Some regulations were introduced just before the Great Fire, in 1662. However, it was the 1667 Act of Rebuilding the City of London, and its successor of 1670-1 which established the authority to control the streets.

The re-building Acts following the Great Fire required that all new construction, including party walls, was to be in brick or stone. Wherever possible, buildings were constructed to their earlier plan form, but allowance was made for the widening of some streets and corresponding building heights were specified. Vital to the lasting character of the City was Wren's contribution to the skyline. Of the 87 churches destroyed or damaged, Wren designed and re-built 51, together with St. Paul's Cathedral.

Detailed regulations governing the paving of the City streets were set out in a 1671 document containing 'certain Orders, Rules and Directions Touching the Paving and Cleansing The Streets, Lanes and Common Passages within the City of London'. The Regulations stated that the main streets were to be paved with cobbles or pebble paving. Central drainage channels were also common during this period and continued to be built early in the eighteenth century.

The main footways and some passages and yards were paved with Purbeck limestone. Prior to the use of Purbeck stone, Kentish ragstone, an unsuitable, inferior paving stone, was used. Rows of substantial timber posts between 3ft. 6in and 3ft 9in high were installed in order to keep wheeled traffic off the footways and protect pedestrians.

By 1765, the Paving Act specified channels on each side of the carriageway, which was to be paved in granite setts instead of cobbles, and cambered to allow water to drain into the kerbed side channels. The footways were paved with Purbeck stone and many of the timber posts were taken up as the footways were now raised and separated from the carriageways by kerbs. Also at this time, control of the streets and footways in the City was passed to the Corporation which was responsible for their upkeep. From 1736 the Corporation charged a rate for street lighting, and from 1766, for cleaning and paving.

Today, only a few examples of Purbeck paving remain in the City despite its past widespread use. Good examples of Purbeck paving may be found at the parish of St. Paul's Cathedral, the courtyard of Staple Inn, at Hare Court and Kings Bench

Walk, Inner Temple.

Georgian development in the City was widespread but incremental and largely conformed to the informal character of the street pattern. Architectural fashion and the various building Acts combined to create a distinctive and cohesive urban fabric. Several substantial banking, Exchange and Company buildings were established, heralding the future form of the City. London Bridge was cleared of buildings and widened. The first Blackfriars Bridge was opened in 1769 together with a new approach along Farringdon Street and New Bridge Street which was built over the Fleet canal. A new bridge was built upstream at Westminster. The eighteenth century also saw the incremental removal of the City wall and gates.

The nineteenth century saw dramatic changes in the form and fabric of the City of London. As the capital expanded, the City's importance as a specialist office, financial and commercial centre developed. The residential population in 1801 was 128,000, by 1891, it had fallen to 30,000. River traffic continued to be important and warehouses were a common building type on the waterfront and in many other areas.

The building of railways, termini buildings and stations with associated bridges and viaducts was undertaken in the middle and late 19th century and was responsible for significant physical change and displacement of some residential and commercial activity. The first underground railways were opened in the 1860's and by 1901 the City had a daily working population of 400,000 served mainly by the railway network. The construction of the lines and stations was accompanied by considerable development and also the creation and improvement of streets.

A series of major alterations to the City's streets were undertaken from the early nineteenth century. Moorgate and King William Street were laid out in 1830 and 1823-1830, respectively, in conjunction with the re-building of London Bridge in 1823-1831. Cannon Street was widened and extended towards St. Paul's. Victoria Embankment was built in 1864-1870 and linked to Mansion House and Bank by Queen Victoria Street, built 1867-1871. Blackfriars Bridge was replaced in the 1860's. Southwark Bridge, the City's third river crossing was constructed in 1814-19. Holborn Viaduct, crossing the Fleet valley, was constructed with new sections of street linking Holborn Circus and Ludgate Circus. Many more streets were widened including Fleet Street, Eastcheap and Gresham Street. A new grid of streets was laid out between the Embankment and Tudor Street on the site of the former City gas works. The Central Meat Market was built at West Smithfield replacing an open market area, and to the east, Minories was formed in association with the building of Tower Bridge which opened in 1894.

Despite widespread re-development and intensive use of the street block in the nineteenth century, many of the street improvements were integrated within the existing street pattern and the City retained its close-knit and intimate urban grain and character.

By the mid 19th century, York stone was replacing Purbeck as the main paving material on the footways. Timber setts were used at crossing points. In the second

half of the 19th century, there was also considerable progress in paving and maintaining the City's streets. By the 1850's practically all of the carriageways had been paved with granite setts from Aberdeen. The streets were often muddy in wet weather and full of dust in the summer. 'Scavengers' were employed to clean the streets and cart away the mud and manure. The granite paved streets were easier to clean than macadamised streets. Macadam was a mix of small granite cubes with gravel and sand on top intended to give a smoother surface. However, in practice, macadamised surfaces often broke up quickly as the rain washed away the sand and gravel, loosening the granite and destroying the cohesion of the road.

The noise from horses and wagons on the granite paving was significant and those that could afford it often spread straw over the roadway in front of their houses. Accidents were also commonplace. Horses as well as people suffered accidents when they fell on the slippery surfaces. Safety was one of the arguments used in favour of the introduction of smaller granite setts after 1844, as they had more edges for horses' hooves to catch against.

In the late nineteenth century the experimental use of asphalt and wood paving for the City's roadways was begun, although granite setts were still used for the majority of the City's streets. Wood paving was reasonably successful as it required less daily maintenance and was a much quieter surface. However, it also had a short life span and was therefore expensive.

Asphalt was first used in the City in 1869, as an experiment in Threadneedle Street. At first only mastic asphalt was used for the roadways, but in 1896 rolled asphalt was introduced from the USA. On average, the streets laid with asphalt were narrower than those paved with wood. Street cleansing was also much improved during this period with the use of sweepers and orderly boys as well as scavengers.

Almost one fifth of the buildings in the City were replaced between 1905 and 1939. The inter-war period saw a continuation and consolidation of Victorian and Edwardian trends in development. Prompted by a greater degree of site amalgamation, the relaxation of the Building Acts relating to the height of buildings and the flexibility associated with the use of the steel frame, meant that many large stone clad buildings were built. The increase in building scale intensified the density and sense of enclosure of the City streets.

<sup>15.10.28</sup> The destruction caused by enemy action during World War 2 could almost be likened to that of the Great Fire. Many buildings were lost or badly damaged including a significant number of churches, livery halls and large parts of the Temples.

The Corporation resolved to draw up a plan to guide the post-war reconstruction of the City and in 1945 Dr. C. H. Holden and Professor (later Lord) W. G. Holford were appointed as consultants to prepare it. The "Holden-Holford Plan," as it became known, was published in 1947. The plan envisaged the sweeping redevelopment and radical re-planning of the City.

Congestion was one of the principal concerns that the Holden-Holford Plan addressed. At the time, the solution was seen as providing sufficient highways and parking to accommodate road traffic and so the Plan proposed an extensive programme of road building. Among the measures proposed were the widespread widening of streets, in some cases to widths of up to six lanes, the construction of several very large new junctions, for example at Bank and Ludgate Circus, and the creation of entirely new routes, including one skirting the northern fringe of the City and another by-passing Ludgate Hill on the line of Carter Lane. A particular concern was the large proportion of through traffic in the City, and several of the Plan's routes were designed to cope with this, including a double-deck road along Thames Street. It was expected that pedestrians would benefit from increased open space.

Of Holden and Holford's proposals only the dual carriageway along the western part of London Wall, then called Route XI, began construction before their plan was superseded by the County of London Plan in 1951. The London County Council's plan continued many of Holden and Holford's schemes, although often in more modest form. Through traffic was to be accommodated by a network of new and widened roads, and the most important of these came to fruition. These were a northern route linking Holborn to Aldgate by way of London Wall, a southern route linking Victoria Embankment to Tower Hill by greatly widening Thames Street and constructing the Blackfriars Underpass, and a western route via Blackfriars Bridge/Farringdon Street. The Plan also envisaged widening all streets in the City to standard widths which led to the widespread setting-back of building lines upon redevelopment and service areas being merged with the street. Some of the streets widened at this time include Gracechurch Street, Old Jewry, Gresham Street, Cheapside, Cannon Street, Wood Street and Bishopsgate.

'Comprehensive development areas' were designated where street blocks and roads were rebuilt on re-planned layouts. The first large area to be redeveloped was the residential Golden Lane Estate (Grade II listed) by Chamberlain, Powell and Bon, which was built on a heavily bombed site on the northern edge of the City. Immediately to the south of this is the Barbican, by the same architects, also Grade II listed. Golden Lane and the Barbican are traffic free and at the Barbican pedestrians are elevated to a two-storey high podium. To the south of the Barbican is the Barbican commercial fringe, including London Wall. Office developments of towers and lower slabs were laid out across the new east-west route, with more offices and re-built Livery halls at ground level. Raised walkways, with shops and pubs at podium level separated pedestrians from traffic and linked this area with the residential Barbican and the Barbican Arts Centre. Paternoster Square was the last of the post-war precincts to be developed. It was built as a raised pedestrian plaza over a car park, accessed by steps from St. Paul's Churchyard and Newgate Street. This development was demolished in the late 1990's and the area has since been re-developed at ground level (completed 2003).

Proposals were drawn up in 1959 to extend the raised pedestrian walkways or 'ped-ways' across the whole of the City linking offices to transport and railway stations. Motor vehicles were to be given priority at ground level. It was envisaged that the ped-way network would be achieved on a gradual basis, as more of the City was

re-built. Most large buildings of the 1960's and early 70's made provision for the walkways in their design. However, the policy was abandoned in the mid 1970's and it is only in a few parts of the City that the raised walkways remain in any form; including those at London Wall, on Upper and Lower Thames St. and within the Barbican.

The Corporation created many new open spaces and planted numerous trees throughout the City in the post-war period. Advantage was taken of extensive bomb damage south of St. Paul's to plan and build a vista from the river to the Cathedral, forming a major new pedestrian route. The redevelopment of the old wharves was used as an opportunity to construct a riverside walk, and this now forms part of the Thames Path National Trail.

In terms of paving materials, the post-war period saw little change to the already well-established use of asphalt for both the footways and carriageways. Nevertheless, York stone was still in place on the footways of many of the streets and lanes and granite setts also remained in many streets. New materials were introduced in a few of the re-planned areas, most notably concrete slabs in the Golden Lane Estate.

A significant amount of street clutter began to be added to the City streets in the post-war period. The greater regulation of traffic introduced by Ernest Marples when Minister of Transport in the 1960s was responsible for the addition of many new traffic regulation signs and equipment. The requirement for bollards to protect paving has also increased over the years as the volume of traffic in the City has grown.

In 1986, the 'Big Bang' saw the de-regulation of the trading in stocks and shares. An increasingly large number of foreign banks located in the City and there was a demand for more office space. Planning permissions for office floor space tripled in area between 1985 and 1986 and nearly doubled again between 1986 and 1987. It is estimated that between 1985 and 1993 half of the office floor space of the City was re-built. Several large-scale office complexes were developed to meet specific requirements such as large open plan trading floors. Many new developments were built on railway land including Broadgate, constructed on the site of Broad Street Station and goods yard and above railway tracks at Liverpool Street Station.

Today, new buildings are increasingly being built on the sites of post-war office developments which have reached the end of their useful commercial life. Many new buildings are now re-built to earlier established building lines and street frontages, with service areas contained within the building, helping to re-instate the sense of enclosure of the City streets.

It came to be realised that the road-building projects of the post-war plans were not solving congestion and policy moved instead towards the restraint of traffic. A final break with earlier approaches came with the City of London Local Plan 1984. This included traffic-management measures to assign through-traffic to the now-completed northern, southern and western relief routes in order to relieve traffic congestion in the City core, for the benefit of pedestrians and local traffic. The

traffic and environment zone, a series of traffic restrictions including entry points and road closures, was introduced in the central and eastern parts of the City in 1993. In 2003 the traffic and environment zone was extended to the western and northern parts of the City and to south Shoreditch in the London Borough of Hackney <sup>15.10.40</sup> . The Mayor of London's Central London congestion charging scheme was introduced in February 2003 and it has been successful in further reducing traffic volumes and congestion, although its effects have been less marked in the City than in the rest of the congestion charging zone.

Reduced traffic flows within the City are now giving more scope for schemes to improve the environment and enhance the public realm. Traditional high quality materials such as York stone paving and granite setts are used with the aim of achieving continuity for the City street scene.

### Further reading

Readers are referred to the sources mentioned in the General Introduction to the Conservation Areas in the City of London, and to: Turvey, Ralph (1996) Street Mud, Dust and Noise (London Journal 21 (2)); Jeffery, Sally (1988) Pebbles, posts and purbeck paving (Association for Studies in the Conservation of Historic Buildings Transactions vol.13).





# APPENDIX 4:

## SUMMARY GUIDELINES

Guideline 5.1: Sufficient, unobstructed footway space should be provided for pedestrians to flow freely through City streets with footways widened and carriageways narrowed wherever appropriate.

Guideline 5.2: Raised carriageway schemes should be provided only in appropriate locations taking account of road safety, accessibility and context.

Guideline 5.3: Increasing pedestrian priority should be provided by a variety of means including pedestrian priority zones, timed closures, and full pedestrianisation.

Guideline 5.4: Pedestrian priority over vehicles should be extended through the introduction of raised pedestrian tables where appropriate.

Guideline 5.5: Minimum footway widths of 2 metres should be provided where possible to encourage walking in the City and active travel.

Guideline 5.6: The minimum necessary signs and markings should be provided. These should be sensitively scaled and positioned in order to function efficiently

Guideline 5.7: Environmental and traffic management improvements should focus on reducing risks for vulnerable road users including promoting appropriate speeds and careful driving behaviour.

Guideline 5.8: More fundamental and wider –scale reconfiguration of roadways and junctions should be considered in the medium and longer term.

Guideline 5.9: Environmental and traffic management improvements should aim to improve conditions for safe and convenient cycling.

Guideline 5.10: Designs and layouts should take account of the constraints created by statutory undertakers' equipment upon excavation and construction, the selection of materials and the need for reinstatement in the event of damage.

Guideline 6.1: Street lights should be of a high quality design; , co-ordinated with the wider street environment and enhancement schemes; , and sensitively located.

Guideline 6.2: The design and location of all light fittings in streets and spaces should minimise light pollution through spillage or contribution to 'sky glow'.

Guideline 6.3: The introduction of feature lighting is encouraged as part of the integrated design of enhancement schemes. It should be sensitively designed with maintenance in mind and co-ordinated with the wider setting.

Guideline 6.4: Traditional and historic street lighting may be introduced through specific street enhancement schemes where an assessment of context and character indicates that contemporary fittings may be inappropriate.

Guideline 7.1: The width and alignment of streets, lanes and other urban spaces of historic value, or which contribute to the established urban character, will be retained.

Guideline 7.2: Historic features of the street scene, such as furniture, will be retained and

preserved in situ.

Guideline 7.3: Guidelines on standard materials and furniture palettes that apply across the City may be varied in the case of conservation areas and the setting of other heritage assets.

Guideline 8.1: New tall building development proposals should normally be accompanied by proposals to increase public space provision in the local area, raise the environmental quality of the public realm, and accommodate increased pedestrian flows in surrounding streets.

Guideline 8.2: Public realm enhancement proposals should account for and adapt to the environmental effects of existing and proposed new tall buildings on sunlight and daylight in order to provide a high quality public realm at ground level

Guideline 8.3: Public realm enhancement proposals in streets and spaces adjoining existing and proposed tall buildings should address the need to promote activity and vitality at the interface between tall buildings and surrounding streets and spaces.

Guideline 8.4: Existing pedestrian routes, particularly those of historic importance or which contribute to the established character, should be retained and integrated into proposed tall building developments.

Guideline 8.5: The creations of new pedestrian routes are is generally encouraged in tall building developments.

Guideline 8.5: Public realm design should take account of wind impacts from tall buildings.

Guideline 9.1: Traffic management schemes and public realm proposals should incorporate measures to lower emissions and reduce the harm caused by poor air quality.

Guideline 9.2: Traffic management schemes and public realm proposals should incorporate measures to reduce or mitigate the effects of traffic noise and protect areas of relative tranquillity.

Guideline 9.3: The City's public realm should be designed to be increasingly resilient to climate change and cope with more extreme weather patterns including drought, intense rainfall events and flooding.

Guideline 10.1: The choice of paving and surface materials should normally be confined to a restricted palette.

Guideline 10.2: The 4 key principles set out in the Materials Review should be applied to all public realm enhancement and traffic management proposals.

Guideline 10.3: Surviving areas of historic paving materials should be conserved.

Guideline 10.4: Standard materials palettes may be varied in exceptional circumstances, such as particularly unique streets and spaces.

Guideline 11.2: Extend and ensure the consistency of the signage and wayfinding system across the City.

Guideline 11.3: Guardrails should be removed wherever it is practical and safe to do so.

Guideline 11.4: Bollards should be installed where they enhance safety for pedestrians and protect against footway damage, or enhance the historic character and function of streets and spaces.

Guideline 11.5: Well-designed, robust, and comfortable seating should be provided in public spaces.

Guideline 11.6: Temporary and managed tables and chairs, available to all, may be provided where permanent seating is impractical.

Guideline 11.7: Enhancement proposals should be designed or adapted to prevent damage from skateboarding.

Guideline 11.8: Cycle parking should be provided wherever possible.

Guideline 11.9: The design and location of call boxes should be coordinated with the overall setting and should not impede pedestrian movement or harm amenity.

Guideline 11.10: Security measures should be fully integrated into the design of the public realm and implemented collaboratively on an area-wide basis wherever possible.

Guideline 11.11: Guidelines on furniture may be varied in exceptional circumstances, such as particularly unique streets and spaces.

Guideline 12.1: Public realm enhancement schemes should be designed to accommodate and support a wide range of uses and activities and to complement adjacent uses such as cultural clusters.

Guideline 12.2: Public realm enhancement proposals in office/ commercial quarters should provide for and encourage sociability, relaxation, and creativity in order to complement the office environment, support economic vitality, and enhance office workers' lives.

Guideline 12.3: New permanent and temporary public art installations and, other art features and events should be provided in streets and spaces whenever practicable and wherever appropriate.

Guideline 13.1: Trees and soft landscaping should be incorporated into public realm enhancement schemes where possible.

Guideline 13.2: The introduction of green areas is encouraged wherever this is practicable and appropriate to the area's character.

Guideline 13.3: The introduction of formal, informal and natural play space is encouraged wherever this is practicable and appropriate.

Guideline 14.1: New public realm proposals should be based upon an equality assessment and also assessments of health and well-being opportunities and health impacts.

Guideline 14.3: New public realm and open space proposals should be designed according to Crime Prevention through Environmental Design Principles (CPTED).

Guideline 14.2: Practical measures to encourage active travel should be incorporated into traffic management schemes and enhancement proposals for streets and spaces.

Guideline 14.3: Attractive walking and cycling routes should be incorporated into public realm enhancements and traffic management schemes

Guideline 14.4: Practical measures to support wellbeing should be included in enhancement schemes for streets and spaces.