

annex 9 implementation tools

- 1 This annex contains a list of some of the tools that can be used to deliver the London Plan, including some that already exist and some that are proposed.

100 Public Spaces in London (existing)

- 2 This programme is identifying projects to improve and create new open spaces in London. It is led by Design for London working with Transport for London and the London Development Agency. Five projects have been completed and a further 40 have been announced.

Access adaptation programmes (existing)

- 3 These are to improve access for disabled people to public buildings and streets in their areas. Some boroughs fund charitable and voluntary organisations to undertake access improvements.

Area Action Plans (existing)

- 4 The government's requirements for Area Action Plans are outlined in PPS12.

Big Lottery Fund (BIG) (existing)

- 5 Funding is given to community groups and projects that improve health, education and the environment. Many of the programmes focus on those in disadvantaged areas. It has an annual budget of around £630 million.

Business Improvement Districts (BIDs) (existing)

- 6 Legislation was passed in 2003 to create a model for BIDs to be funded by an agreed additional levy on rates paid by local businesses, where they have voted in favour of the scheme. The starting point of a scheme is the identification of a source of concern for local businesses which could be addressed by revenue raised by a BID. Businesses located within town centres, for example, may wish to fund crime prevention measures, remedial measures such as street wardens, or invest in the town centre's visual appearance.
- 7 Importantly, BIDs are a partnership between the public and private sector, designed to supplement, not substitute, services provided by the public sector. Five BIDs under the Circle Initiative are being implemented. Central London. BID type partnerships between TFL, the MPA, the LDA, boroughs and businesses could be used for areas with a vibrant evening and night-time economy. Business Improvement Districts should promote an inclusive and accessible environment.

Car clubs (existing)

- 8 Car clubs provide access to private car usage, without the drawbacks of car ownership. People sign up to a club, receive an electronic key fob and can book up a car within 15 minutes of needing it. Cars are usually

within a short walk. It has been estimated that a car in a car club replaces six private cars. Car clubs are particularly useful to help implement the Sustainable Residential Quality approach to housing density and parking. In more accessible locations, particularly town centres and public transport interchanges, car parking can be reduced, in some areas to nil parking. Car clubs ensure that low car parking provision can be made, without denying people access to the benefits of a private car. This includes city car clubs and car pools, which facilitate vehicle sharing. They assist the provision of housing development with low car parking provision.

Charitable trusts, such as The City Bridge Trust, and the Adapt Trust (existing)

- 9 Charitable trusts working in London, such as the City Bridge Trust, can make a contribution to the accessibility of existing buildings in London by incorporating the principles of inclusive design into their funding criteria.

Community development trusts (existing)

- 10 Development trusts are a particular type of partnership organisation – one that offers benefits to the local community and has advantages for many public bodies, non-profit agencies and funders. There is no single model for development trusts, but they do have common characteristics of being concerned with the regeneration of an area, not for private gain, aiming for long-term sustainability, and community-based and accountable. Many develop a land or property base, which can earn them income. All aim to provide local solutions to local need. The Paddington Development Trust, for example, is one of the largest trusts in London.

Community Empowerment Fund (existing)

- 11 The fund is available to support voluntary and community sector groups, and the wider community, to participate in Local Strategic Partnerships (LSPs), so that all community interests are able to engage on an equal basis with other sectors in the local neighbourhood renewal and LSP process.

The Community Fund (existing)

- 12 The Community Fund (formally the National Lotteries Charities Board) awards grants to groups that help meet the needs of those at greatest disadvantage in society. There are a number of national priorities, and also specific priorities for London, which currently include projects focusing on older people, refugees and asylum seekers, capacity building for small groups and infrastructure development within the black and minority ethnic sector.

Community Infrastructure Levy (proposed)

- 13 The government proposes that this will empower authorities to secure standard charge based contributions from new development towards the costs of infrastructure provision necessary to support broader sustainable

development objectives. This infrastructure will include improvements to strategic transport capacity – a key concern in London. It is also proposed that the Levy should be complemented by a continuing planning obligations regime to address the more local impacts of new development including meeting the need for affordable housing. Once the current Planning Bill, including the proposed Levy, receives assent government will prepare regulations on its administration and the Mayor may prepare guidance on the implementation of the regulations in the unique circumstances of London.

Community Strategies (existing)

- 14 These are plans for promoting and improving economic, social and environmental well being, that co-ordinate the actions of public, private, voluntary and community organisations operating locally. In London, the community strategy provides the overarching strategy for each borough, providing the context from which all other major strategies should flow. They are prepared by boroughs or Local Strategic Partnerships and involve a wide range of stakeholders.

Cultural quarters (proposed)

- 15 Cultural quarters are intended to encourage and support clusters of cultural and associated activities to support local regeneration. No specific funds are available, unless associated partnerships have funding.

Design and Access Statements (existing)

- 16 These are statements to accompany planning applications which provide evidence that development proposals have been designed to meet the highest standards of accessibility and inclusion.

Education Action Zones (existing)

- 17 Areas in which schools, local authorities, businesses, parents and communities are brought together to try and find innovative solutions to raise educational attainment and standards. There are several Education Action Zones in London.

Empty property strategies (existing)

- 18 These are borough strategies for reducing the number of empty properties and bringing them into active residential use.

Energy Action Areas (existing)

- 19 An Energy Action Area is a defined geographical area that acts as a showcase low-carbon community, successfully demonstrating a range of sustainable energy technologies and techniques across a number of applications throughout the area.

Enterprise Grants (existing)

- 20 Launched by the Department of Trade and Industry on 1 January 2000, the scheme provides a direct discretionary grant aimed at high growth small and medium sized businesses in 24 of the London boroughs. The Enterprise Grant may enable investment within London's town centres if applications are made by small firms either already located, or proposing to locate, within town centres.

Environmental Impact Assessment (EIA)

- 21 EIA refers to the whole process by which environmental effects of a project are collected, assessed, publicised and taken into account in reaching a decision on whether the project should go ahead or not. EIA is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the relevant competent authority before it makes its decision.

European Regional Development Fund (existing)

- 22 The objective of the London's 2007 – 13 ERDF Programme is to promote greater innovation, collaboration and environmental efficiency for London's Small and Medium Enterprises (SMEs). It will also support them in accessing new markets and finance for investment. These activities will be supported London wide although projects will need to demonstrate a particular focus on benefiting disadvantaged communities. Alongside this, the Programme will support the development of high quality business environments and low/zero carbon employment sites and premises in areas of Opportunity, Intensification and Regeneration.

Freight Facilities Grant (existing)

- 23 The Freight Facilities Grant (FFG) is a capital grant scheme to help companies offset the costs of providing new rail or water freight facilities, improve existing facilities or re-open dormant facilities. It is designed to encourage a shift of freight currently travelling by road to water or rail and also to ensure that freight currently using these modes does not transfer to road. The grant is administered by the Department of Transport.

GIS resource on historic assets (proposed)

- 24 To use existing Geographical Information Systems and information to increase information available to boroughs, developers etc showing cross boundary assets.

Grants for the Arts (existing)

- 25 This is an Arts Council scheme that awards grants from £2,000 to £200,000 to projects that improve access to the arts, amongst other criteria. Projects can include refurbishing arts buildings, public art and buying property and leases.

Health Action Zones (existing)

- 26 Health Action Zones are established in areas of deprivation and poor health to tackle health inequalities and modernise services through local innovation. They aim to achieve measurable improvement in public health and health outcomes. There are four of them in London. There are no existing proposals for any additional zones.

Health Improvement and Modernisation Programmes (HIMPs) (existing)

- 27 HIMPs are a partnership approach between the NHS and boroughs, private business, voluntary organisations, patients and the public, to help plan for the modernisation of services to tackle ill health, as well as the root causes of ill health.

Healthy Walking Programme (existing)

- 28 A joint initiative of the Countryside Agency and the British Heart Foundation providing support for a programme of 'led walks', of two miles or less. This scheme assists in providing health benefits and encouraging more people to walk.

Heritage funding (existing)

- 29 English Heritage has a number of grant schemes which fund the management and improvement of historic environments at risk. Wider community benefits, such as economic regeneration, guide funding allocation.

Heritage Lottery Fund (existing)

- 30 This is National Lottery funding, available for a number of purposes. HLF grants are designed to open up the nation's heritage for everyone to enjoy, covering everything from museums and historic buildings to local parks and beauty spots, or recording and celebrating traditions, customs and history.

Home Zones (existing)

- 31 Home Zones are a government initiative to strike a balance between vehicular traffic and everyone else who uses the street: the pedestrians, cyclists, business people and residents. In areas identified as Home Zones, drivers have to give way to pedestrians and cyclists, and are responsible

for any injuries they cause to them. Very low speed limits are imposed (top speeds of 10 mph or less). The emphasis is on the change in status of areas, through signing, traffic calming, seating and other street furniture and plants. In some streets, parking is re-arranged to make better use of space, including the provision of small pocket parks and other opportunities for children's play. Two of the nine pilots are in London. The 10-year Transport Plan has identified funding for Home Zones in residential areas.

Local Impact Assessments (proposed)

- 32 An assessment of the social, economic, transport and/or environmental impact of a proposal on the local area.

Local Implementation Plans (existing)

- 33 These are statutory transport plans, produced by London boroughs, to implement the Mayor's Transport Strategy at a local level.

London Waste and Recycling Fund (existing)

- 34 This fund began as a partnership between the Mayor, London Councils and London Waste Action. It was designed to significantly boost recycling of household waste across London. In 2006 the Government announced a new fund, with a commitment of £60 million over 3 years from 2008/9, to be managed by the newly created London Waste and Recycling Board. It will aim to deliver new waste infrastructure in London through encouraging partnerships and private sector investment.

London Remade (existing)

- 35 London Remade is a strategic partnership between the business sector, London boroughs and regional government, waste management companies and the not-for-profit sector. Its principal objective is to develop and promote new markets and secondary industries based on the reprocessing and reuse of London's recycled materials.

Master plans (existing)

- 36 Master plans are an approach to planning the co-ordinated redevelopment of an area or major site. The approach sets out the vision to be achieved together with strategy and detailed mechanisms to implement it. Master plans are normally initiated by local authorities and related landowners, and involve local communities in their development. The clarity of expression as to what an area will look like and how it will work, the extent of public support and subsequent investment by the public and private sectors are key aspects for the success of master plans.

Minerals levy (existing)

- 37 This is an environmental tax on aggregate (usually sand, gravel or rock) extraction. The money raised will go towards promoting environmentally beneficial practices that have the potential to increase secondary recycling.

Neighbourhood Management Pathfinder Programmes (existing)

- 38 These programmes work with Local Strategic Partnerships to join up policy at the local level. They aim to improve quality of life through better co-ordination and use of resources. They are aimed at areas of about 2,000–5,000 households, large enough to co-ordinate service delivery and small enough to respond to the needs and priorities of the community. There are two Round I Neighbourhood Management Pathfinders in London – Gospel Oak in Camden and Woolwich Common in Greenwich and three Round II – South Bermondsey in Southwark, Leyton in Waltham Forest and Church Street in Westminster.

Neighbourhood Renewal Community Chests (existing)

- 39 Neighbourhood Renewal Community Chest funds are available in the 20 most-deprived boroughs, as a way to encourage local community activities which contribute to the regeneration of an area and tackle issues of social exclusion. They are distributed as small grants of £50 to £5,000.

Neighbourhood Renewal Fund (existing)

- 40 Targeted at 20 boroughs which have two or more wards in the 10 per cent most deprived across the country, the Neighbourhood Renewal Fund (NRF) provides additional funding to these areas to help narrow the gap between the most deprived areas and the rest of the country. Local Strategic Partnerships, with boroughs, are responsible for disbursing NRF and it can be spent in any way that will tackle deprivation. This includes improving the delivery of mainstream public sector services to deprived areas and improving performance against the government's floor targets in health, housing, education, crime and employment.

New Deal for Communities (existing)

- 41 This is a Government Programme to set up partnerships in deprived areas, working at a small area level to improve educational attainment and tackle local environmental issues, while reducing crime, the fear of crime, health inequalities and worklessness. Programmes are delivered through partnerships of local people, local authorities, other public agencies and the voluntary and community sector. There are ten New Deal for Communities areas in London, each of which is funded for ten years.

Open space strategies (existing)

- 42 These are borough strategies to protect, create and enhance open space, including approaches for positive management, identification of priorities for investment and an action plan for delivery.

Placecheck (existing)

- 43 Placecheck is a method of assessing the qualities of a place, developed by the Urban Design Alliance, which aims to help understand, evaluate and describe local character in a way that can guide regeneration and improvement plans. It is based on all aspects of local character, not just built character, and it links into community strategies. It complements London Plan policy and is a tool for areas with scope for major change, although it is applicable to all areas.

Planning agreements or Section 106 (existing)

- 44 Planning agreements or planning obligations as authorised by Section 106 of the Town and Country Planning Act 1990 are contractual agreements between local planning authorities and applicants for planning consent. They are negotiated as part of the process of considering and approving planning applications. They have to relate to the proposed development and to take account of the commercial viability of each scheme and strike a balance between obtaining a reasonable level of community benefit and not undermining the commercial rationale for the development.

Planning frameworks (existing)

- 45 These frameworks provide a sustainable development programme for Opportunity Areas, in line with Policy 2A.5. The frameworks may be prepared by the GLA Group, boroughs, developers or partners. While planning frameworks will have a non-statutory status, it will be up to boroughs to decide how to reflect the proposals in planning frameworks within their development plans.

Public Service Agreements (existing)

- 46 These are agreements between local authorities and the government, building on the Best Value programme for ensuring public authorities continuously work to achieve the best possible value in their spending. The Public Service Agreements provide local authorities with the opportunity to sign up to targets that deliver key national and local priorities in return for operational flexibility and incentives. Financial rewards will be available for those that achieve the targets.

Register of accessible housing (proposed)

- 47 A register of accessible housing would provide information on accessible housing in London. This would assist disabled people in finding accessible accommodation. Research is currently underway to assess the feasibility of a Londonwide register by the GLA.

Residential density matrix (existing)

- 48 This is a GLA tool for controlling density and estimating residential capacity on development sites.

Residual valuation model (existing)

- 49 The GLA and the Housing Corporation have developed a residual valuation model to assist themselves and the boroughs in assessing the economic viability of affordable housing provision. This is also known as the Three Dragons Affordable Housing Toolkit.

Site assembly (existing)

- 50 By amalgamating sites which are under a variety of different ownerships, viable development sites can be obtained. This could be through Compulsory Purchase Order powers, but other partnership arrangements could be introduced to facilitate site assembly.

Sport Action Zones (SAZs) (existing)

- 51 Funded by the Sport England Lottery Fund, SAZs are an initiative to increase participation in areas of recreational deprivation. For each SAZ, a recreational needs assessment is produced and an action plan developed from it. The latter forms the basis for bids to Sport England for funding. The initiative is primarily about people not buildings but investment in facilities can occur where it can be demonstrated that such funding is essential to provide sporting opportunities. SAZs currently exist in Southwark and Lambeth.

Sport England Lottery Fund (existing)

- 52 Sport England's lottery funding is divided into community projects and a World Class Fund. The community projects fund includes capital awards for increasing participation in sport. Priority is given to areas of recreational deprivation through the Priority Areas and Sport Action Zones. The World Class Fund includes assisting the UK Sports Institute (UKSI) and English Institute of Sport and providing capital support for specialist national facilities other than on UKSI sites.

Strategic Cultural Areas

- 53 These are areas with internationally important cultural institutions, which are also major tourist attractions, and include Greenwich Riverside, Wembley, the South Kensington museum complex, the Barbican, the South Bank and West End/Soho/Covent Garden.

Streets for People (existing)

- 54 A Transport for London initiative, in which TfL works with boroughs to improve liveability of local areas through better designed streets. It is included in the Mayor's Transport Strategy under Policy 4G.10. This initiative is being taken forward through TfL's Borough Spending Plan for funding local borough initiatives.

Sustainable Communities Fund (existing)

- 55 The government has allocated additional funding for the Thames Gateway and other growth areas to assist their sustainable development through the Sustainable Communities Fund.

Thames Policy Area appraisals (existing)

- 56 Detailed appraisals of the Thames Policy Area are in the London Plan (see Chapter 4C). Most are already in place through the Thames Policy Area Partnerships although more work is required to co-ordinate action in central London.

Tomorrow's suburbs: Tools for making London more sustainable (existing)

- 57 This toolkit of policies aims to promote the social, economic and environmental sustainability of suburban areas. It will cover measures to improve the suburban centres, to promote intensification, to improve the public realm and to upgrade public transport for different types of suburbs. It will also include improvement strategies for different housing typologies and cover improved energy efficiency for the housing stock.

Tourism Action Zones (proposed)

- 58 The aim of this programme is to accommodate and manage the impact of tourism on other uses in defined Tourism Action Zones. This will entail coordination of visitor management plans, initiatives and funding to manage the impact of tourism on popular locations. They would be proposed by GLA Group in partnership with boroughs. No specific fund is available.

Town centre health checks (existing)

- 59 Town centre health checks are a means of monitoring the health of town centres where local authorities collect information on key indicators such as diversity of uses, accessibility and capacity to accommodate new development.

They are a useful tool for assessing the vitality and viability of town centres, particularly where threats to town centre vitality emanate from out-of-centre development.

Town centre management (existing)

- 60 Town Centre Management schemes are a means to ensure the proper coordination and development of services to a town centre. They are delivered through a partnership of key stakeholders, sharing expertise and resources and aim to:
- improve management of the public realm
 - help centres to develop a competitive edge
 - create a shared vision of purpose for a centre
 - develop projects that focus on for eg environmental improvement, access, car parking, marketing, inward investment
 - create a business plan and a programme of achievable actions
 - promote improved access for disabled people including the provision of Shop Mobility schemes.

Transport Assessments (existing)

- 61 Transport Assessments (TAs) replace Traffic Impact Assessments. They will be submitted alongside a planning application, where a development has significant transport implications. The TA should reflect the scale of the development. For major proposals, the TA should illustrate accessibility by all modes and likely modal split of journeys to and from the site. It should also give details of proposed measures to improve access by public transport, walking and cycling, reducing the need for associated parking.

Transport development area (existing)

- 62 These define areas which involve an integrated land use/transport planning approach around public transport interchanges in which a more specific relationship between development density and public transport service levels is sought.

Travel Plans (existing)

- 63 These plans present a comprehensive and integrated package of measures designed to reduce journeys by car, especially single occupancy, and encourage greater use of alternatives to a specific site. Travel Plans are developed either on a voluntary basis by employers and other organisations or they form an integral part of Transport Assessments with new developments.

Urban Development Corporation – Thames Gateway (existing)

- 64 The government has established an Urban Development Corporation to assist the delivery of its Sustainable Communities action plan in the Thames Gateway area.

Urban Regeneration Companies (existing)

- 65 Urban Regeneration Companies (URC) are a mechanism by which the public and private sector are brought together to tackle the regeneration of a defined area of urban decline. Pilot URCs have been operating in locations across the country, and have included local authorities, Regional Development Associations, English Partnerships, private sector representatives and in some cases, community groups. They operate within a limited-company structure that enables partners to act at 'arms length' to co-ordinate the channelling of resources for the delivery of area-based regeneration. The government has indicated that there should be no more than two URCs in each region, yet there is no constraint on more being formed.

Waterway restoration strategy (existing)

- 66 The Environment Agency, in partnership with the Mayor and others has produced two River Restoration Strategies, one for North London tributaries and one for South London tributaries. These identify locations and broad options for restoring degraded and neglected river corridors into useful and good quality aspects of the public realm. Developers and planners should take account of these strategies in forming and determining planning applications. The strategies will be kept up to date by the Environment Agency with support from the Mayor and others.