

# Londonplan

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**From:** Victoria Readhead [REDACTED]  
**Sent:** 17 February 2018 10:55  
**To:** Londonplan  
**Subject:** Draft New London Plan

Dear Mayor of London,

**I welcome the new London Plan emphasis on Good Growth; of a healthy, inclusive city and its determination to limit unsustainable modes of transport.**

I support

1. GG3 [1.3.4](#) The Healthy Streets Approach outlined in this plan puts improving health and reducing health inequalities at the heart of planning London's public space. It will tackle London's inactivity crisis, improve air quality and reduce the other health impacts of living in a car-dominated city by planning street networks that work well for people on foot and on bikes, and providing public transport networks that are attractive alternatives to car use. It will also ensure that streets become more social spaces.
2. GG5 To maximise London's existing and future public transport, walking and cycling network, as well as its network of town centres, to support agglomeration and economic activity.
3. GG2 I welcome the policy of encouraging densification around major transport interchange points.

**Where I feel the draft London Plan is not robust or ambitious in its objectives:**

T2 Road pricing: existing schemes reviewed - 2018-2020

This must be more specific. Road pricing must include Taxis, PHVs and remove exemptions, all motor vehicles cause congestion. The hours of the Congestion Charge need to be extended to 24/7. And the price needs to be raised.

Road pricing: next generation charging (subject to further assessment) - 2022-2041

This need to be prioritised and ASAP. The time frame is not ambitious enough.

The car parking standards for outer London (policies T6.1, T6.2 and T6.3) seem unnecessarily generous and difficult to reconcile with the welcome objective of increasing to 80% the proportion of journeys to be made by sustainable modes of transport. We already have 6.8 million parking spaces taking up more than 78.5 km sq. We cannot afford to allocate any more precious floor space or land to this economically illiterate use of prime land. Carfree development must cover the whole of Greater London not just CAZ.

I support Policy T6.1 F. The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development. But the definition of affordable housing must be clear. This is a loophole and needs to be more robust. Social housing must be clearly defined and not open to loopholes.

Policy T6.1 makes the crucial point that car parking diminishes the ability to make full economic and socially inclusive use of prime land. Residential car lots and spaces make individual units less and less affordable for tenants. They also result in fewer units as a whole, meaning the supply of housing across the city is reduced. That too hikes up rents over time, as Boroughs run out of sites to develop.

Table-10-3 in the draft London Plan sets out maximum parking provision for residential units, based on PTAL. Whilst I support CAZ being car-free, parts of inner London and Outer London PTAL have maximum car parking of between

0.25-1.5 per unit. If the Mayor achieves the increase from [29,000 homes a year to 66,000 per year](#), we can anticipate a significant rise in the number of car parking spaces in London.

This runs totally counter to the Mayor's ambition to reduce car dependency. And how much potential housing and office floor space will be lost to more car storage? We must have no more car parking in London. We need clear reductions in parking and car infrastructure to facilitate maximum usage of prime land for housing.

Conversely, the minimum cycle parking standards (Policy T5 and Table 10.2) are insufficient to drive "the ambitious aim to reduce Londoners' dependency on cars". 60,000 ambient cycle parking is required in the London Plan to achieve this aim.

Cycling CTAL replacing PTAL would increase access to public transport through cycling infrastructure (Page 40, 41, 42) [The Strategic Cycling Analysis](#). This would unlock car-free development throughout Greater London. CTAL cycling infrastructure must complement PTAL to open up areas throughout Greater London to car-free development.

**Section 106** and Community Infrastructure Levy must contribute funding to appropriate CTAL cycling infrastructure.

Licensing of pedicabs and emerging cycling taxi apps must be included as vital sustainable transport for 'Good Growth'

Dedicated pedicab ranks at major interchanges must be provided in the London Plan.

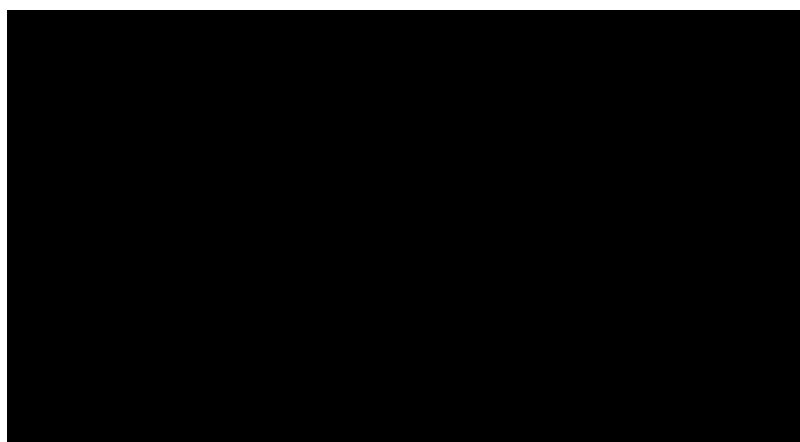
I support all proposed walking and cycling bridges Rotherhithe, Nine Elms to Pimlico and would like these to be prioritised.

I do not support Silvertown Tunnel. We must not build new roads which induce more motor traffic use.

I welcome the Mayor's stance on Heathrow (policy T8D). But am opposed to any expansion of airport capacity in the south-east including City Airport and Gatwick and believe that all journeys over land should be made by rail rather than air.

I believe using open green space for housing is unnecessary and counter to the 'Good growth' aim. Gardens are vital for biodiversity, healthy soils store carbon and mitigate flash flooding. I support densification of the Outer boroughs but within their current footprint. We must not lose small green spaces and back gardens when car parking has such a high footprint. [6.8 million car parking spaces in London](#) taking up a minimum of 78.5 km sq).

[Under occupation of dwellings](#) shows where [densification](#) is possible. Car Parks and car infrastructure like garages must be the first to be developed for housing.



## Half of privately owned homes are 'under-occupied'

By Patrick Collinson

Research from Nationwide shows 49% of owned homes have two or more spare bedrooms, while in the private rental s...

Water consumption must be addressed with more robust policies in the London Plan. Londoners using 170 litres per day when the average is 140 litres. Cape Town now down to 50 litres per person per day and still running dry. [The 11 cities most likely to run out of drinking water](#)

### The 11 cities most likely to run out of drinking water

Cape Town's taps are due to be turned off because of severe drought. It is not alone in having water woes.

Access to sunlight must be embedded in the London Plan. Food growing must be available to all Londoners

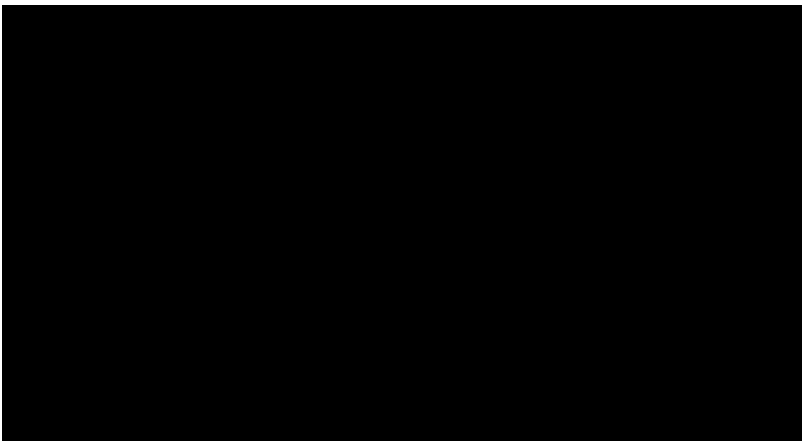
POLICY 4.8.e I support the range of London's markets, including street, farmers' and, where relevant, strategic markets, complementing other measures to improve their management, enhance their offer and contribute to the vitality of town centres. This must be broadened to develop the relationship between Londoners and the local food growers outside London. Helping with picking and building cultural exchanges. This is important for food security, health and well being.

The London Plan must include dedicated play streets across London.

Solar must be integral to all new development.

Automation is a high energy user. The rush to automation cannot reduce our energy consumption sufficiently to meet the climate targets set by the Paris agreement. We must prioritise low energy, carbon efficient strategy.

The London plan must be worded in such a way that ['takeover from the inside'](#) by tech corporations is not possible. WAZE is owned by google. Transport for London and the London Assembly must be wary of 'free' services.

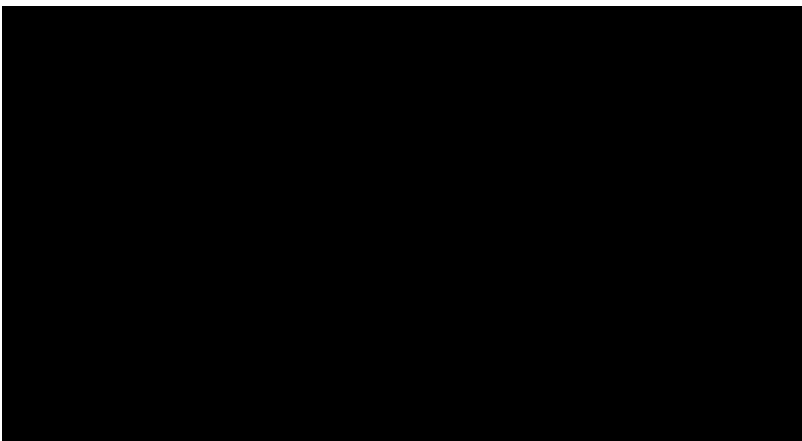


## Google's plan to revolutionise cities is a takeover in all but name

By Evgeny Morozov

Parent company Alphabet would provide services in response to data harvested

Algorithmic transparency must be embedded in the London plan so that citizens can democratically scrutinise decision making as is being done in [New York](#).



## The first bill to examine 'algorithmic bias' in government agencies...

By Zoë Bernard, Business Insider

The bill is the first of its kind to be passed in the US, and it could have a big impact on the criminal justice...

Yours sincerely  
Rosalind Readhead

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