

**Tim Pharoah**

Llewelyn Davies Yeang

Introduction: Peter McBride, Transport for London

## **Making the most of s106 agreements**

Living Streets “Money for Walking”

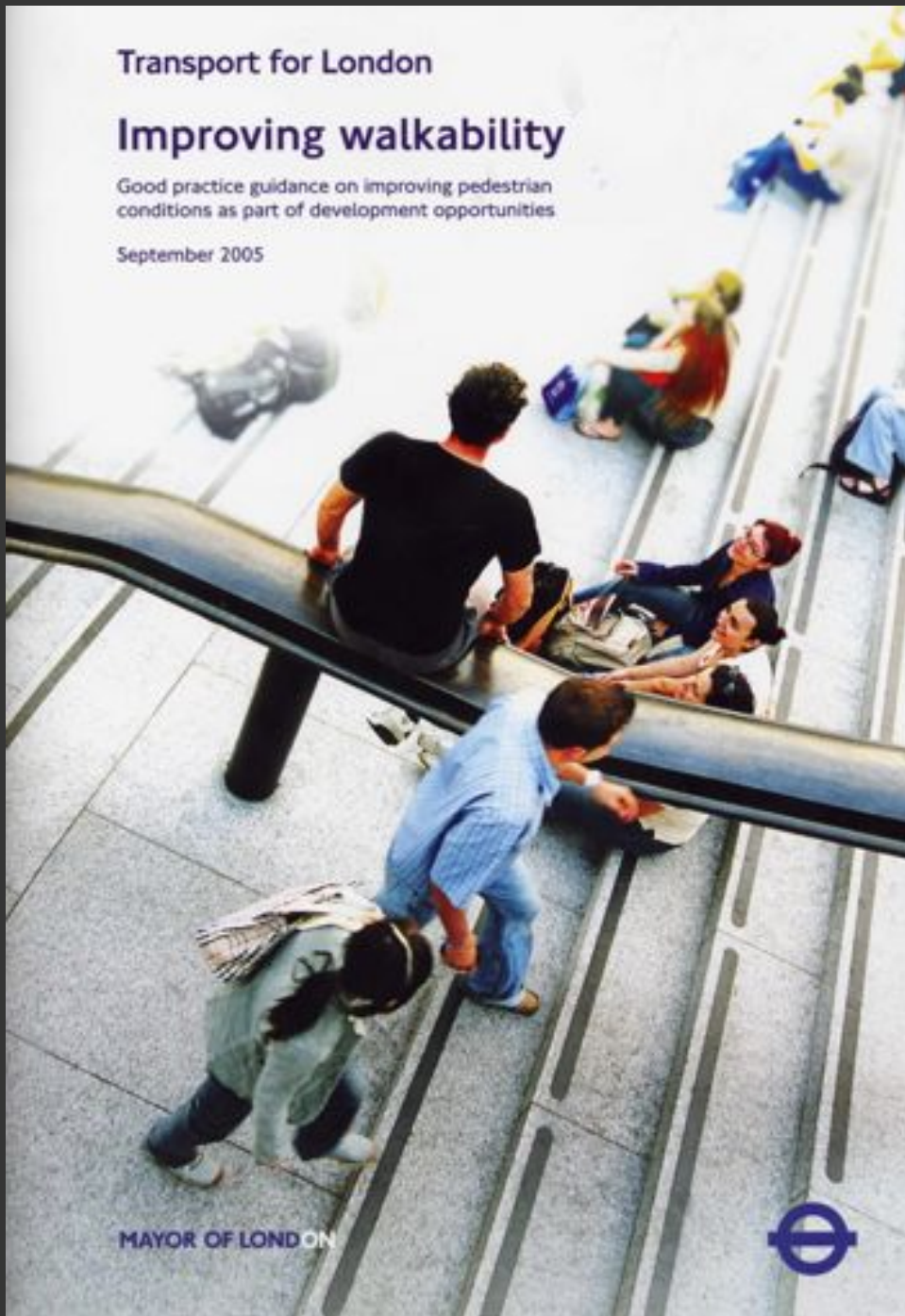
6<sup>th</sup> December 2005

Transport for London

## Improving walkability

Good practice guidance on improving pedestrian conditions as part of development opportunities

September 2005



# New guidance for planning authorities

September 2005

Strategy

Policy

Implementation

## Area-wide strategy

Desired changes and improvements  
(political will and motivation)

e.g.

- Target increase in walking (TfL)
- Better safety
- School routes
- Boost public transport
- Economic case

## Policies for pro-active Development Control (SPG, Action Plans, design guides)

### Process

- Formula for s106 funding
- Inclusion of walking in the TA
- Criteria for adoptable space
- etc

### Substantive issues

- Design standards, codes
- Avoid gardens to parking conversions
- Locations for new links
- New recreational routes, spaces
- etc

## Place and route-specific plans

- Walking audits

E.g. The “5 Cs”

*Connected? Comfortable? Convenient?  
Conspicuous? Convivial?*

Identify problems, e.g.

- Footways too narrow
- Poor crossings

Identify opportunities, e.g.

- Fix missing links
- New recreational routes, spaces
- Recreate active street frontage
- Introduce trees and landscaping

## Getting it done

- Involve road engineers
- Assist developers with design
- Get funding from developers

*Agreements under:*

*s106 of T&CP Act, 1990*

*s278 of Highways Act, 1980*

- Local authority contributions
- “Reinstatement” agreements
- Liaise with utility companies

DON'T MAKE THINGS WORSE



# Bad planning – walking experience made worse





## Bad planning – walking experience made worse



# Shops should front onto the street



# Poor frontage development



**Distributor roads:**

- **Traffic priority**
- **Soulless place**
- **Lack of surveillance**

Building frontage on distributor street –  
but no continuous footway



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# Vehicles given priority to interrupt footway



Garages aren't used, but  
take pedestrian space



# Front gardens converted to parking

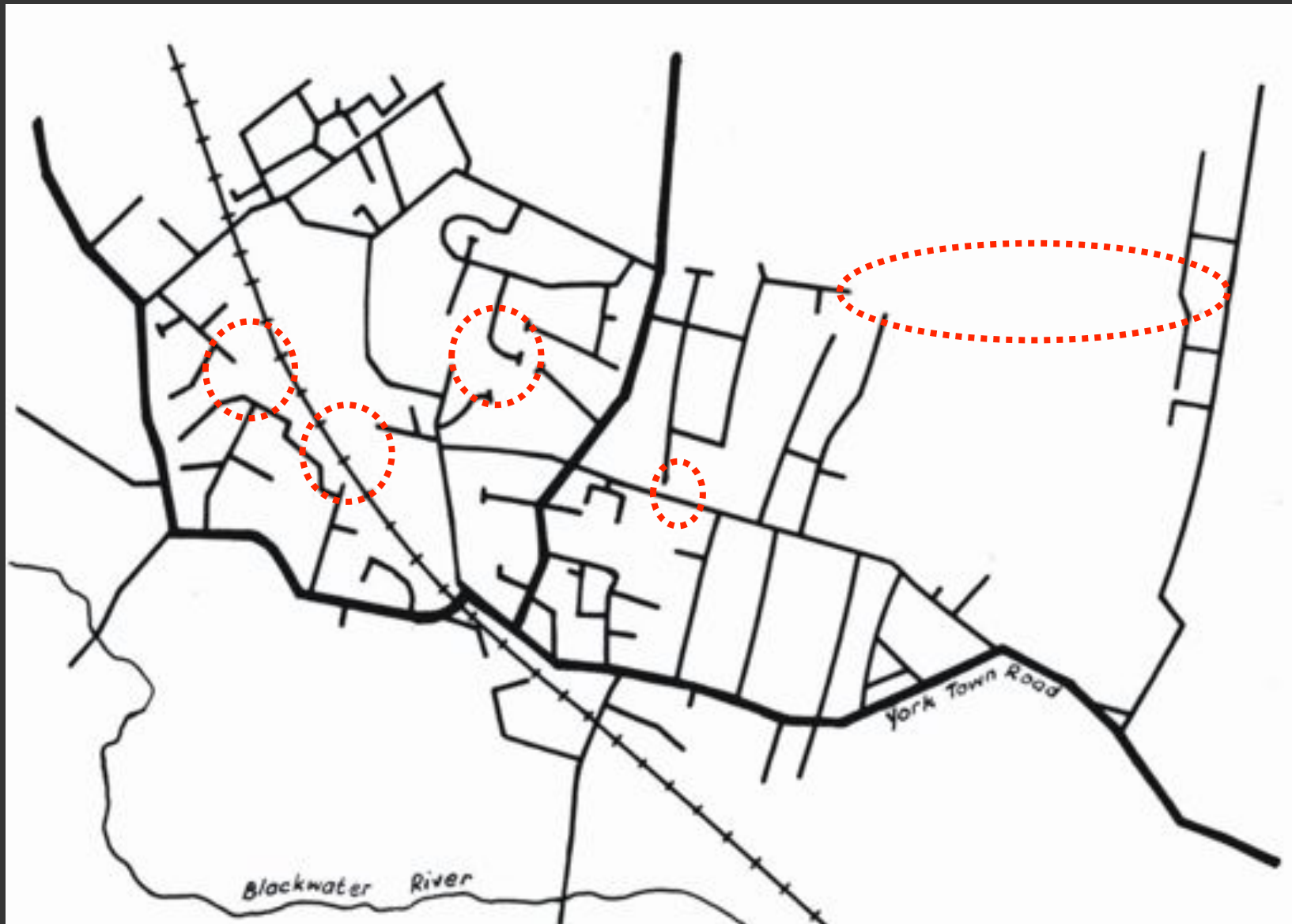


# Grab opportunities for improvement

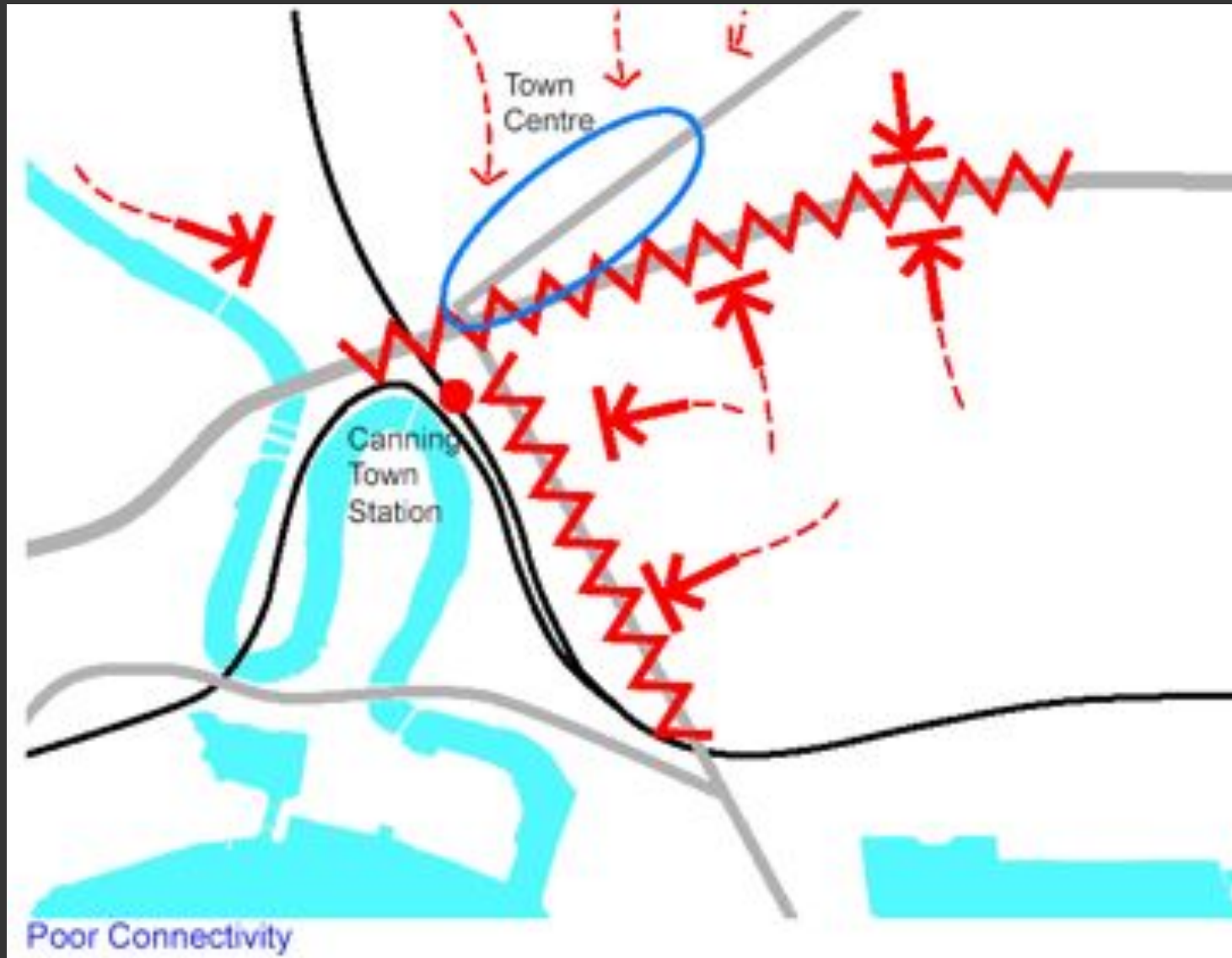




Are there missing links to be fixed?



## Barriers to walking reduce town centre economy



Canning Town, London

Redevelopment will include new walking routes



Canning Town, London

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# New development created link under motorway



**Birmingham**

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# A new way through, between two streets



Islington

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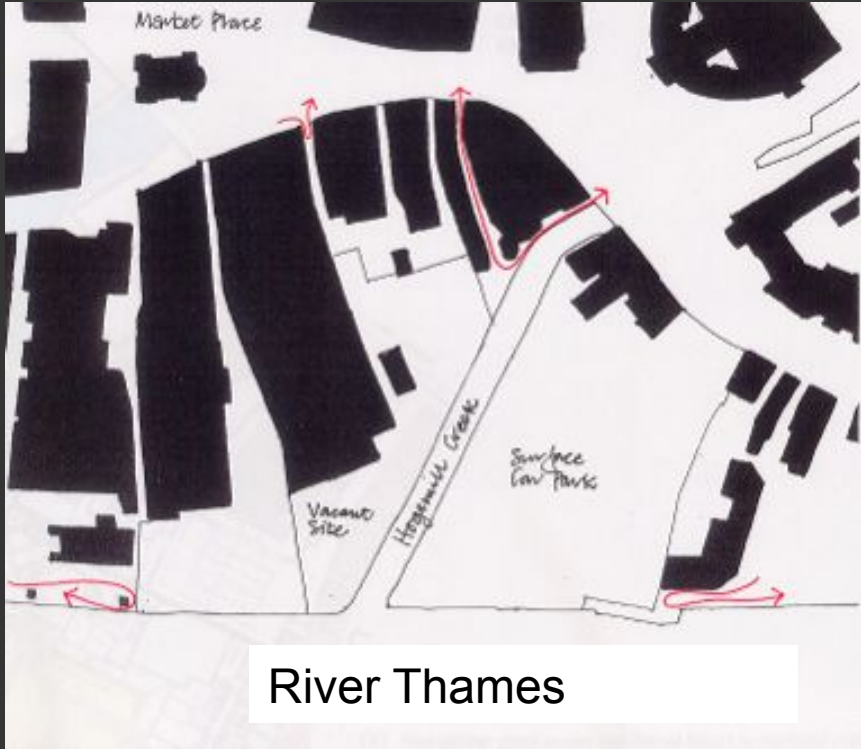


Footway levelled  
and re-laid

Islington

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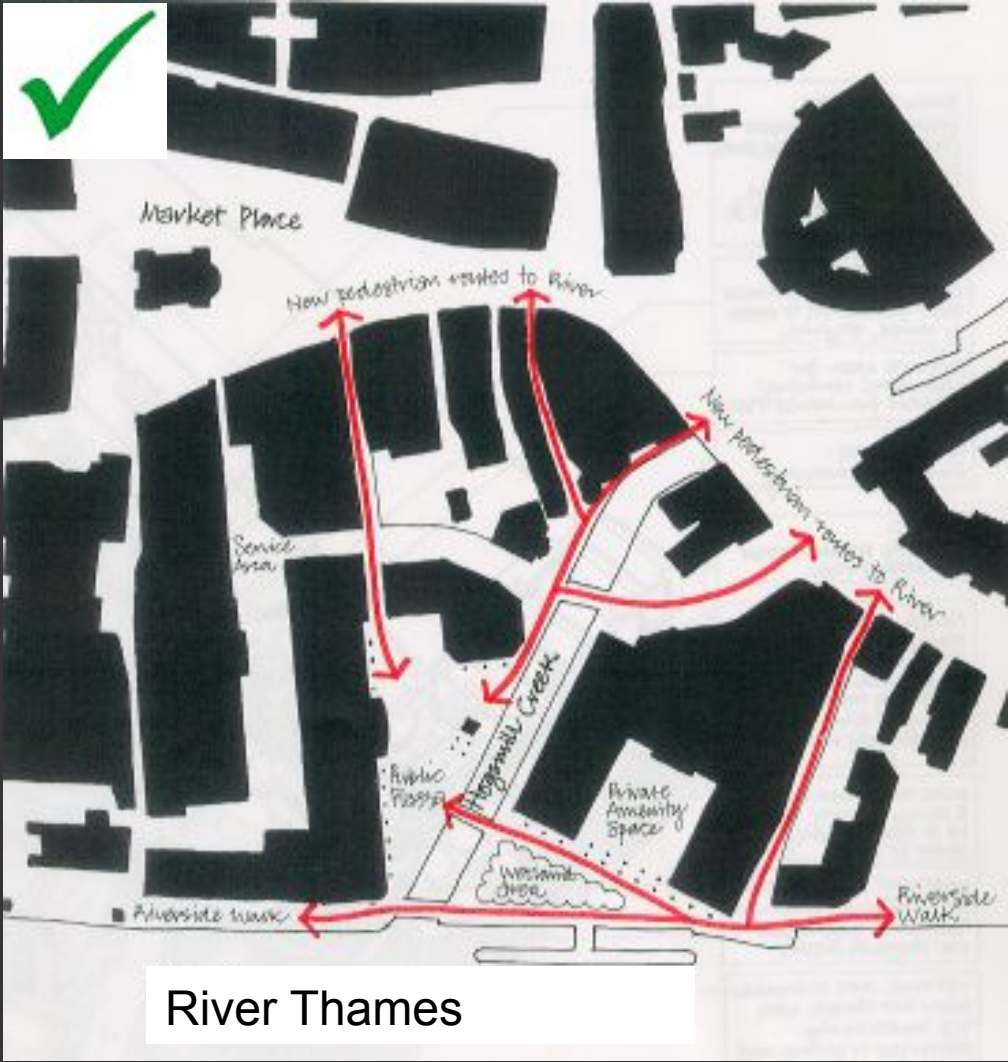
# A new riverside quarter created



River Thames

Before

Kingston on Thames



River Thames

After



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## Developer initiative – a new public square



Chelsea, London

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## Art and walking: Bilbao



# Riverside housing pays for .....



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...another link in Thames footpath



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Make the most of small  
improvements as well



Before



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After



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# Parking and pedestrians provided for



Tübingen

Tim Pharoah



# Design for vehicle users



- Large corner radii
- Sightlines for drivers

# Design for people



- Tight radii
- Continuous footway
- No kerbs
- Low speed 30kph
- Landscaping

Rieselfeld, Freiburg

## To conclude...

1. Be pro-active, not reactive
2. Have plans and opportunities ready
3. Involve relevant parties
4. Get developers to contribute



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## Example checklist

### *On site*

- Are the buildings arranged to minimise walking distance?
- Do front doors face the street?
- Is all street frontage “active”

### *Off site*

- Are vehicle crossovers necessary?
- Are footways wide enough?
- Will pedestrian traffic increase?
- Will development pay for improvements?
- etc

## Town & Country Planning Act 1990

Agreements regulating development or use of land.

106.—

(1) A local planning authority may enter into an agreement with any person interested in land in their area for the purpose of restricting or regulating the development or use of the land, either permanently or during such period as may be prescribed by the agreement.

(2) Any such agreement may contain such incidental and consequential provisions (including financial ones) as appear to the local planning authority to be necessary or expedient for the purposes of the agreement....

# Planning and Compensation Act 2004

## 46 Planning contribution

(1) The Secretary of State may, by regulations, make provision for the making of a planning contribution in relation to the development or use of land in the area of a local planning authority.

(2) The contribution may be made-

(a) by the prescribed means,

(b) by compliance with the relevant requirements,  
or

(c) by a combination of such means and compliance.

# Highways Act 1980 (as amended by New Roads and Street Works Act 1991)

## Section 278

An agreement for contributions towards, or payment for, highway works by persons deriving special benefit from them can be made