A quick guide to shaping London

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Mexico City
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Greetings from LONDON
Greater London Authority (re-)created in 2000
London’s population, 1801 - 2016

800,000 new people expected in the next 15 years
With density levels of 1980s we would need to fill up 20 times the area of Hyde Park, London’s best known park.
Mostly housing
Boris Johnson elected 2008
The London Plan Draft 2009
Transport for London

+  

The Mayor’s Agencies
The Mayor of London’s opportunity areas
The London Plan housing density policy

<table>
<thead>
<tr>
<th>Public transport accessibility in London</th>
<th>Location in London</th>
<th>Housing density as habitable rooms per hectare and dwellings per hectare</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 to 4</td>
<td>Central</td>
<td>650 - 1100 hrh, 240 - 435 dph</td>
</tr>
<tr>
<td></td>
<td>Urban</td>
<td>200 - 450 hrh, 55 - 175 dph, 450 - 700 hrh, 165 - 275 dph</td>
</tr>
<tr>
<td></td>
<td>Suburban</td>
<td>200 - 300 hrh, 50 - 110 dph, 250 - 350 hrh, 80 - 120 dph</td>
</tr>
<tr>
<td>3 to 2</td>
<td>Urban</td>
<td>200 - 300 hrh, 50 - 110 dph, 300 - 450 hrh, 100 - 150 dph</td>
</tr>
<tr>
<td></td>
<td>Suburban</td>
<td>150 - 200 hrh, 30 - 65 dph, 200 - 250 hrh, 50 - 80 dph</td>
</tr>
<tr>
<td>2 to 1</td>
<td>Suburban</td>
<td>150 - 200 hrh, 30 - 50 dph</td>
</tr>
</tbody>
</table>

| Car parking (spaces per unit)            | High 2 - 1.5       | Moderate 1.5 - 1             | Low Less than 1               |
| Predominant development type            | Detached and linked houses | Terraced houses and flats | Mostly flats                   |
Public Transport Accessibility Level (PTAL) map
Our role in shaping London
Plan of Sir Christopher Wren for the rebuilding of the centre after the great fire of 1666 - a planned vision
What has actually been built

London!
it’s all focused on physical projects
WHAT WE DO

A
public space and green infrastructure

B
area change

C
London wide design + spatial initiatives
WHAT WE DO

A public space and green infrastructure

Encouraging improved public space across the capital through initiatives that champion and drive forward high quality public space, targeted design advice and feasibility funding, and a programme of investments in green and grey infrastructure.
London’s Great Outdoors

Small scale intervention over a wide area

Large scale intervention/corridors

Comprehensive exemplar public realm improvements
1. Traditional paving extended to kerb
2. Traditional kerbs retained
3. Inspection cover replaced with insert cover
4. Concrete bollards replaced
5. Signal head on lighting column
6. Footway lighting added
7. Luminaire appropriate for urban centre location
8. Traffic bollards replaced by 'hoop' design
9. 'Heritage' lighting retained
10. All street furniture finished in black (excluding central reserve barrier)
11. Bus lane surface pigmentation corrected to end at stop line

Streetscape Guidance
area change

A masterplan-led approach to inform development strategies for areas of change and opportunity, working, ongoing with key partners including boroughs, land owners, TfL, Crossrail etc to shape successful places and ensure the highest level of design quality.
Area Change in East London
Five brave developments have escalated the momentum for growth.
Population growth

1986  2006  2012  2026
The Lower Lea Valley
A dynamic Masterplan for Royal Docks
WHAT WE DO

London wide design + spatial initiatives

* Spatial and design contribution to London Plan and related strategy development work, including green space geography and protection, industrial land, Outer London Commission etc.
* Mayor’s Design Advisory Panel. Design for London will set up, administer and manage the panel and the outer Forum
* Policy work including – Housing Design Guide, Designing for a new climate and Inclusive design work
* Promotion of Mayor’s Commitment to design quality and promotion of London
* Urban Design London, a network organisation that provides training and support to local authorities and GLA Group.
Policy Work
Promoting design quality
6 key principles and spatial strategies
1. DO PLAN REVIEW
Deptford – North Lewisham
1. DO PLAN REVIEW
Kender Triangle, Hatcham Park (under construction)
1. DO PLAN REVIEW
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2. USE THE BEST
West 8      Herzog de Meuron      Maxwan
Maccreanor Lavington      Stanton Williams
East      Sergison Bates      EDAW      Peter Beard
Allies and Morrison      Stephen Taylor
Latz und Partners      Foreign Office Architects
Jurlink and Geluk      Van Heyningen + Haward
Witherford Watson Mann      Florian Beigel
KCAP      J+L Gibbons      Muf      Dixon Jones
John McAslan      Urban Practitioners
Tim Ronalds      Peter Ahrendts      Gross Max
Rick Mather      Meadowcroft Griffin      Urhan
Jan Gehl      S333      Pringle Richards Sharratt
Allford Hall Monaghan Morris      Zaha Hadid
1. DO PLAN REVIEW
2. USE THE BEST
3. HAVE A VIEW
Streetscape Guidance

Kerbs matter
1. DO PLAN REVIEW
2. USE THE BEST
3. HAVE A VIEW
4. PLAN AHEAD
To define project priorities, consider the following:

1. **Define Project Objectives:** Understand the goals and outcomes you aim to achieve with each project. This will help in determining which projects align best with your overall strategy and mission.

2. **Assess Resources:** Evaluate the resources you have available, including financial, human, and physical resources. This will help in prioritizing projects that can be completed within the constraints of your resources.

3. **Risk Assessment:** Consider the risks associated with each project. High-risk projects may need to be prioritized differently to ensure they meet their deadlines and are completed successfully.

4. **Effectiveness and Impact:** Prioritize projects that have a higher impact on achieving your organizational goals. These are likely to be more valuable to your stakeholders.

5. **Time Constraints:** Identify projects that must be completed by a specific deadline or within a certain timeframe. This will help in deciding which projects to prioritize to meet these deadlines.

6. **Stakeholder Engagement:** Consider the interests and priorities of key stakeholders. Projects that align with these interests may be prioritized higher.

7. **Cost-Benefit Analysis:** Analyze the cost and benefits of each project. Projects with higher benefits relative to cost should be prioritized.

8. **Operational Efficiency:** Evaluate the impact of each project on operational efficiency. Projects that improve efficiency should be prioritized.

9. **Quality of Life Improvement:** Consider how each project will improve the quality of life for your community or organization. Projects that enhance quality of life should be prioritized.

10. **Fiscal Responsibility:** Prioritize projects that align with your fiscal goals and responsibility. This ensures that the organization's financial health is maintained.

By following these steps, you can define project priorities that align with your organizational goals and effectively allocate resources.
1. DO PLAN REVIEW
2. USE THE BEST
3. HAVE A VIEW
4. PLAN AHEAD
5. GROW A NETWORK
Dalston Junction Interchange

John McAslan et al ‘06
Making Space in Dalston

1. Value what is there
2. Nurture the possible
3. Define what is missing

muf/J+L Gibbons 2009
Dalston is a dynamic place of change — there is the opportunity to collect and display unwanted signs, unused signage structures, and hand-painted typography. Local artists have expressed an interest in the back wall of the proposed café as a site of exhibition. This would take its place alongside the salvaged artefacts of the Dalston Theatre.

Heritage is not only listed buildings — there is a richness in the variety of signage.
Outcomes
— Dalston, Culture and Public Spaces

1.0 High Street
2.0 Release Spaces
3.0 Host Spaces
4.0 Ridley Road
5.0 Wayfinding
6.0 Heritage
7.0 Here and Now
8.0 Green Routes
9.0 Semi Public Spaces
10.0 Cultural Programming
It is problematic to signpost individual venues since they can change. However, key locations such as Gillett Square can be achieved as simple painted signage with a dramatically different day and night time character.

The painted signage evokes the historic signage which was identified as valuable on the “heritage walk.”
Eastern Curve Nature Reserve
1. DO PLAN REVIEW
2. USE THE BEST
3. HAVE A VIEW
4. PLAN AHEAD
5. GROW A NETWORK
6. ADJUST IN CONTEXT
Extent of Change Underway

Woolwich is experiencing a new wave of development due to the DLR extension and Crossrail proposals, which have been catalysts for development.

As can be seen on the plan, a large proportion of the town centre is currently up for redevelopment. The most advanced plans are those for phase two of the Royal Arsenal (which includes the Warren Street proposed development), Love Lane and Mast Quay.

In the context of the London Plan and the Thames Gateway, Woolwich clearly has the capacity and the ambition to become a major focus for new residential, commercial and retail development facilitated by new infrastructure which is underway.

The challenge of the analysis is to demonstrate the most logical unfolding of the urban form and geography for Woolwich.
Royal Arsenal, the Warren Masterplan
Building 10, Royal Arsenal

Allies + Morrison /A&Q
Woolwich M100PSP

Woolwich Bus Priority

WWMA

Woolwich Bus Priority
What next?
Mayor of London Target for CO₂ Emissions: reduce the capital's emissions by 60% from their 1990 levels by 2025

伦敦市长办公室二氧化碳减排目标：到2025年，伦敦碳排量将在1990年的二氧化碳排放水平上减少60%

CO₂ Emission Targets
Annual global spend to meet CO₂ targets

Global: £368 bn
London: £3.72 bn
East London: £0.56 bn

全球: 3680亿英镑
伦敦: 37.2亿英镑
东伦敦地区: 5.6亿英镑
A Green Enterprise District?
London’s High Streets
Do Cities grow in lines or dots?
Final thoughts
Muchas gracias