

5. Connections: Improved transport links

5.1 Introduction

5.1.1 We are aiming to improve access to the Aylesbury area, make the street environment more pleasant and easier to use, reduce the need to travel by car and encourage people to walk, cycle or use public transport. This section shows how we will achieve these aims.

5.2 Designing streets

TP1: Designing streets

Development proposals should provide a well-connected network of high quality streets that provide a safe, accessible, comfortable and attractive environment for walking and cycling and should at the same time create practical and logical access routes for motor vehicles. Developments should incorporate or take into account the requirements of the walking, cycling and vehicular routes shown in Figures 13, 14 and 15.

Streets must be designed as attractive public spaces in accordance with the design guidance in Appendix 6. They will cater for a range of users with priority generally given to pedestrians and cyclists and should be designed to minimise the impact of speeding vehicles.

The design and layout of streets must take into account the requirements of vulnerable road users and mobility impaired people.

Mews and green fingers/shared space should be designed as home zones.

REASONS

5.2.1 Policy TP1 aims to ensure that safe, attractive and well-connected walking and cycling routes are provided as part of the development. High quality streets and spaces have many of the same benefits as those for green spaces. It is their quality that contributes to the character and success of a place and therefore their design is very important. Streets will be designed to keep vehicle traffic speeds and volumes low and to discourage through traffic. Combined with good urban design and landscaping, this will ensure that the street environment is attractive and safe.



Figure 13: Key pedestrian routes



Figure 14: Cycle network



Figure 15: Street hierarchy plan

5.3 Public transport

TP2: Public transport

We will work with Transport for London (TfL) to ensure significant improvements take place to the frequency, quality and reliability of bus services operating in the masterplan area. A route through the development for high capacity public transport is identified on the proposals map and will be safeguarded.

REASONS

- 5.3.1 Better public transport will get people out of their cars and will help to reduce traffic congestion, noise and air pollution. More homes can be built in the area if it becomes more accessible by public transport and this will make the project more deliverable.
- 5.3.2 The scheme is designed with a quality public transport route along Thurlow Street, along the route to Wells Way in Burgess Park and along the community spine. This route will be retained and safeguarded in the new development to enable it to accommodate quality, high capacity transport services, whether by bus, guided bus or tram.
- 5.3.3 Existing public transport accessibility levels (PTALs) are higher in the AAP areas closer to Walworth Road and Old Kent Road and are lower in the centre of the area. Simply redesigning the block layout in the masterplan area will raise PTALs as the masterplan layout brings homes closer to bus stops (existing and estimated masterplan PTALs are set out in Appendix 8) . However, we need to raise PTALs further and together with TfL we are looking at the possibility of more frequent bus services in the masterplan area as well as new routes to Peckham and Elephant and Castle.



We will improve bus routes through the AAP area

5.4 Parking

TP3: Parking standards: Residential

The amount of car parking in development proposals should not exceed a maximum of 0.4 spaces per home.

Car parking must be designed in accordance with the design guidance in Appendix 6.

REASONS

- 5.4.1 The vast majority of the trips to and from the AAP area are by foot or by public transport and car ownership is already low. We want to make sure that it stays like this, so the policy is aimed at keeping car use down. The policy will broadly cater for the actual existing levels of car ownership in the area.
- 5.4.2 In new development we will require good levels of cycle parking and green travel plans, in accordance with the policies in the Southwark Plan.

