

**London Assembly investigation into  
making it easier and safer to walk in  
London**

**Response to the published London  
Assembly report: 'Walk this Way'**

**Transport for London**

**January 2011**

## Summary

This note comprises Transport for London's (TfL) response to the London Assembly's recent rapporteurship into walking. The outcome of this Assembly investigation was published in the 'Walk this Way' report, which included a series of recommendations to TfL in relation to walking delivery in 2011.

TfL has considered the recommendations contained within Walk this Way and provides responses to each recommendation in turn, as requested by the Assembly and as set out below.

## Introduction

This response note provides detail on the relationship between the activities of TfL and partners and recommendations published within Walk this Way. Specifically, the London Assembly has set out nine recommendations. This response relates to each recommendation in turn.

### **London Assembly Recommendation 1**

*(a) That for the 2011 Year of Walking, Transport for London, in conjunction with London boroughs, expands the Key Walking Route initiative with the aim that half of all London boroughs have completed or started a Key Walking Route initiative by the end of the Year of Walking.*

*(b) That for the longer term, each London borough has a Key Walking Route by 2013/14.*

TfL and borough partners are actively seeking to implement more Key Walking Routes. These will be promoted locally where they are required, and will be beneficial in supporting mode shift to walking and / or improving the quality of the walking experience. Through TfL's 'Walking Good Practice' booklet, which is issued annually to all borough officers and planners involved in walking delivery, TfL continues to present the strong justifications for delivering Key Walking Routes. These messages are reinforced through direct TfL and Borough officer contact in the context of LIP delivery.

Borough 2011/12 LIP submissions have now been received by TfL. Early indications show that a number of boroughs are continuing to support the introduction of Key Walking Routes through LIP funding; Redbridge is also planning to use LIP funds to deliver an expansion of the first London Key Walking Route at Wanstead through phase 2 works. TfL will continue to encourage all London Boroughs to use their LIP allocation to deliver Key Walking Routes through 2011 onwards, with the aim of significantly increasing the number of Key Walking Routes by 2013/14.

## **London Assembly Recommendation 2**

*That the Mayor should report back to this Committee by December 2010 setting out how he will support the provision of urban design surgeries during the Year of Walking and beyond.*

Following the CSR Review, TfL is still assessing how it will support the provision of urban design surgeries during 2011 and beyond. TfL is currently making suggestions to Urban Design London about how to tailor the urban design programme in 2011. This would include courses to promote and enhance walking design skills and encompass good practice design and site visits that focus on walking and the public realm during 2011 and beyond. This approach would ensure that a broad range of training activities are provided to practitioners which can be carried forward into future years.

The walking elements of the programme content will be in addition to the broader range of design surgeries, seminars and courses that Urban Design London provides annually to interested organisations.

## **London Assembly Recommendation 3**

*That a programme of community street audits is integrated into the further development of the Key Walking Routes initiative. We ask that Transport for London reports back to the Committee on how it plans to take this forward in a response to this Committee by December 2010.*

TfL, through its 'Walking Good Practice' booklet and through direct TfL and borough officer liaison is already urging all boroughs preparing Key Walking Routes to use pedestrian audit tools to plan their implementations. TfL supports the use of the Pedestrian Environment Review System (PERS) in addition to Community Street Audits (CSA) as tools to capture and assess pedestrian issues.

To further support the use of PERS and CSA, TfL, through Urban Design London, is actively encouraging the use and benefits of pedestrian audit tools in the latter's 'Assessing Streets' training course. This full day event, to be held six-monthly in 2011, provides attendees with a solid grounding in both PERS and CSA techniques and the advantages these tools can bring to scheme design generally and specifically in planning and implementing Key Walking Routes.

## **London Assembly Recommendation 4**

*By December 2011, Transport for London takes steps to ensure all pedestrian crossings in London are;*

*(a) Up to minimum DfT standards for pedestrian crossing time; and*

*(b) Include audible signals and tactile cones; and*

*(c) Reports back to this Committee on progress towards meeting these targets by June 2011.*

TfL has published the locations of those pedestrian crossings that were introduced before the Department for Transport's (DfT) guidance on pedestrian crossing timings changed in 2005, and which therefore do not meet the latest guidance.

4,539 (91%) of the 4,970 signalised pedestrian facilities across London have either tactile cones and or audible guidance to assist visually impaired people. The national accessibility standards for pedestrian crossings have changed over the years, and in line with the accepted practice across the country, TfL is bringing all its signals up to current standards through its rolling modernisation programme and in the delivery of other traffic signal schemes on the network.

In 2010/11, 75 pedestrian crossing facilities will be modernised or upgraded as part of these ongoing programmes, bringing the total number incorporating either tactile cones and or audible guidance to 4,614 (92%). The number of traffic signals being upgraded or modernised in future years will be dependant in part on the provision of future funding.

TfL will write to the Committee again in June 2011 to confirm the proportion of pedestrian crossings remaining which either do not meet the latest DfT guidance on signal timings, or which are not fitted with audible signals and tactile cones.

### **London Assembly Recommendation 5**

*That by December 2010, Transport for London reports back to the Committee on its role in supporting and evaluating the borough-wide pilots of 20 mph zones highlighted in the Committee's April 2009 report.*

The introduction of borough-wide 20mph zones is the responsibility of the London boroughs. TfL is supporting and evaluating this programme through the funding provided by the Local Implementation Plan (LIP) process available to all boroughs. In November 2010, one borough (LB Islington) implemented a borough-wide 20mph speed limit on all its residential roads to supplement its existing 20mph zones which it has implemented over the last decade. We will evaluate the impacts of this borough-wide speed limit on road casualties over a 36 month period, as is standard with road safety evaluation.

### **London Assembly Recommendation 6**

*We recommend that by the end of 2011 the Mayor should*

- (a) Show support for at least one large-scale infrastructure project which will have pedestrians at its core and will act as a flag-ship project to demonstrate his commitment to walking; and*
- (b) Include details in his long-term strategy for increasing the modal share of walking.*

TfL, borough partners and other authorities, such as the London Development Agency, are progressing many schemes that place pedestrians at the heart of public realm and street improvements being delivered across the Capital through the 'Great Outdoors' programme and through Borough LIPs.

Given its key attraction status as home to museums, universities and performance centres, Exhibition Road in Kensington & Chelsea will form a suitable flagship walking project that demonstrates the Mayor's commitment to walking and the public realm in 2011. This innovative scheme, which is due for delivery next year, will reduce the dominance of traffic, providing more space for pedestrians and creating more public space that can be enjoyed through shared space design. However, support for visually impaired users to move around this space safely is a key consideration in the design. Legible London will be used to provide pedestrian wayfinding support to further encourage walking. This scheme will complete by the end of 2011.

### **London Assembly Recommendation 7**

- (a) That for the 2011 Year of Walking the Mayor and TfL should plan, with relevant organisations, a major new pedestrianisation event in Central London.*
- (b) That in 2011, the Mayor should also provide support and assistance to boroughs and organisations to ensure that all boroughs are able to hold one event to promote the Year of Walking.*
- (c) That beyond 2011 to help realise a sustained increase in walking, the Mayor and TfL should develop an annual pedestrianisation event which can act as a catalyst for similar events in boroughs.*

TfL is reviewing the practical considerations of implementing a pedestrian event along the lines suggested. The factors being reviewed include the availability of limited resources to plan and deliver such an event, the significant costs associated with holding an event and the need to consider the impacts of this type of event on Central London.

TfL is investigating the feasibility of producing a walking toolkit, developed in conjunction with partners experienced in street events, that is designed to support boroughs to organise local street events. The toolkit would be aimed at boroughs, walking organisations and communities who wish to hold walking events, challenges and street parties that encourage walking and the exploration of London's public realm.

TfL will evaluate all options to determine those measures that work best to support a sustained increase in walking.

## **London Assembly Recommendation 8**

- (a) *That for the 2011 Year of Walking the Mayor and TfL should develop a pilot scheme that offers Londoners an incentive to undertake more journeys by foot by offering store-card type rewards. This could be developed in partnership with London businesses and linked into the existing Oyster Card system. The pilot should be monitored and the results used to determine if there is merit in the development of a wider scheme.*
- (b) *That beyond 2011 to help realise a sustained increase in walking the Mayor and TfL should develop a programme which extends the principles of smarter travel schemes, including 'rewarding' more walking, to the 50 biggest employers in London.*

TfL, working with partner organisations, is investigating the potential to deliver walking incentivisation schemes. Through the 'Step2Get' programme already piloted in Wimbledon and Bexleyheath, schoolchildren at two schools in London were encouraged to change their travel behaviour and to walk more (changing from bus travel) in exchange for suitable incentives. Walking incentivisation programmes can bring direct operational benefits for TfL, reducing bus crowding as well as health benefits for individuals and can help to tackle anti-social behaviour problems.

With the forthcoming 2012 Games, TfL will engage with employers across London through active travel programmes that encourage walking to improve health, as a convenient way to travel and as an alternative to both public transport and car travel, especially for short distances.

## **London Assembly Recommendation 9**

- (a) *That for the 2011 Year of Walking TfL should ensure that its Journey Planner defaults to a walking option as the first choice for any trip under 1 km/15 mins and includes a walking option for journeys up to 2kms/30 mins.*
- (b) *That during 2011 TfL target the 108 tube journeys which are quicker on foot and introduce a programme of signage and information provision based on legible London principles to encourage people to walk these trips.*
- (c) *That, in the light of TfL's funding settlement, the Mayor and TfL should examine the business case for extending the Legible London signage system to include Overground Rail and Tube stations ensuring that the business case considers its potential impact on overcrowding. We ask that Transport for London report back to the Committee on this by March 2011.*

The costs of amending Journey Planner to achieve the results outlined are likely to be significant. TfL will investigate enhancements to Journey Planner to provide greater walking options in light of available funding in 2011/12.

The Legible London wayfinding system will play an important role in all projects designed to support mode shift to walking away from the congested central London public transport network.

In 2011, the Legible London programme will undertake new implementations across London, especially in the central London borough of Camden and City of Westminster, building on the successful pilot implementations. Extension of these pilots through LIP funding will contribute to targeting tube journeys that are quicker on foot.

Furthermore through 2011, TfL will work closely with other boroughs such as Hammersmith & Fulham; business improvement districts (BIDs) and other private funders such as landowners and developers to extend the system across the capital. For TfL, the next priority area is the 2012 Games site and surrounding fringe. TfL is working with the ODA, LOCOG and the five Olympic host boroughs on achieving the implementation of Legible London in time for the 2012 Games. This can help alleviate demand on the public transport network during the Games.

Combining Legible London with physical programmes such as Key Walking Routes and travel demand management measures is part of TfL's integrated strategy for supporting mode shift to walking in central London and at urban centres across the Capital.

TfL's ambition is for Legible London to become the default pedestrian map for walking journeys across London, extending beyond the TfL public transport network, including Underground, bus, DLR, cycle and Overground and including partner organisations wishing to provide wayfinding information for pedestrians. The Legible London system will be progressively rolled out across the TfL network through business as usual processes already in place.

TfL is therefore keen to utilise Legible London wherever possible, including on Overground stations. Legible London maps are already present in many central London Underground stations, having replaced previous pedestrian information at stations such as Southwark, Bond Street and Waterloo. As the reach of Legible London is extended, in time, all Underground station maps and bus shelter maps will be replaced with Legible London products. This process will extend to other members of TfL's public transport family over time, as can be seen by the use of Legible London on all cycle hire docking stations.