

Mayor's response to '*Walk this Way: Making Walking Easier and Safer in London*', January 2011

Responses to the recommendations set out in the London Assembly's Transport Committee's report, *Walk this Way: Making Walking Easier and Safer in London*.

### **Recommendation 1**

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.

That for the longer-term, each London borough has a Key Walking Route by 2013/14.

#### Response

TfL is considering this recommendation and will respond to the Committee separately by February 2011.

### **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.

#### Response

Following the Comprehensive Spending 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.

### **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.

#### Response

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.

#### **Recommendation 4**

That by December 2011, Transport for London takes steps to ensure all pedestrian crossings in London are:

- Up to minimum DfT standards for pedestrian crossing time;
- Include audible signals and tactile cones; and
- Reports back to this Committee on progress towards meeting these targets by June 2011.

#### Response

TfL is considering this recommendation and will respond to the Committee separately by February 2011.

#### **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.

#### Response

Although 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 introduced 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.

#### **Recommendation 6**

We recommend that by the end of 2011 the Mayor should 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 include details in his long-term strategy for increasing the modal share of walking.

#### Response

TfL is considering this recommendation and will respond to the Committee separately by February 2011.

#### **Recommendation 7**

That for the 2011 Year of Walking, the Mayor and TfL should plan, with relevant organisations, a major new pedestrianisation event in central London.

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

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.

#### Response

TfL is considering this recommendation and will respond to the Committee separately by February 2011.

**Recommendation 8**

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.

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.

Response

TfL is considering this recommendation and will respond to the Committee separately by February 2011.

**Recommendation 9**

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.

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

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.

Response

TfL is considering this recommendation and will respond to the Committee separately by February 2011.