

Walk This Way
Making walking easier and safer in London

October 2010



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**Greater London Authority
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Published by
Greater London Authority
City Hall
The Queen's Walk
More London
London SE1 2AA
www.london.gov.uk

enquiries 020 7983 4100
minicom 020 7983 4458

ISBN: 978-1-84781-404-3

This publication is printed on recycled paper

Cover photo by Jupiterimages
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The Transport Committee agreed the following terms of reference for its investigation on 23 June 2010:

- To explore, with relevant organisations, the different initiatives to make it easier and safer to walk in London which could deliver a sustained increase in walking; and
- In light of the findings, make recommendations to the Mayor and TfL on initiatives to prioritise in '2011 the year of walking', and any other actions to take to help ensure the 'year of walking' leads to a sustained increase in walking.

The Committee would welcome feedback on this report. For further information contact Ian O' Sullivan on 020 7983 6540 or ian.osullivan@london.gov.uk. For press enquiries contact Dana Gavin on 020 7983 4603 or dana.gavin@london.gov.uk.

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Rapporteur's Foreword

It is easy to dismiss the importance of walking to London's transport infrastructure. It rarely gets the publicity accorded to other public and private transport modes. However, 5.7 million journeys are made on foot in the capital every day, while walking plays a vital role in transport interchanges and supports so many other journeys.

By 2031, the Mayor wants to increase the number of walking journeys by almost one million every day. This is a goal which the Committee supports and believes could have significant benefits beyond those of offering a greater choice in transport, making trips faster and improving congestion. For relatively small capital expenditure, investing in walking could also help to improve the environment, reduce the costs of heart disease and obesity, and provide a legacy of an enhanced public realm for future generations.

However, this report is coming out at a precarious moment for investing in walking. Transport for London (TfL) and the Mayor have already indicated that walking programmes and smarter travel initiatives will be cut in light of the Government's Comprehensive Spending Review. We believe that there is a danger that in seeking to protect necessary large-scale capital projects, programmes which can have a marked effect on local areas will suffer. The initiatives and programmes we highlight in this report are targeted to ensure maximum benefit and cost effectiveness, and are backed with evidence to show they will help the Mayor to meet his target.

The Mayor has begun to recognise the importance of walking, and has designated 2011 as the Year of Walking. We believe that any programme of events needs to include as many areas of the city as possible, and inspire the imagination of Londoners about alternative uses of their neighbourhoods and town centres. Investing in walking can help re-energise these important civic and economic hubs outside of central London, and ensure a more vibrant and better balanced region. 2011 is also the perfect opportunity to develop and pilot schemes which incentivise walking and help encourage long-term behaviour change.

Sustaining this long-term change will help to shape London for the better, by valuing the needs of communities and local businesses whilst increasing the attractiveness of the city as a global tourist magnet. Investment in walking is an investment in the future of London, and one which should not be ignored.



Caroline Pidgeon AM, Deputy Chair, Transport Committee

Executive Summary

Walking is not commonly thought of as a mode of transport. Yet with nearly 25 per cent of all journeys undertaken in the capital its importance should not be underestimated. Increasing this proportion further, as the Mayor wants to do, will take people off overcrowded trains and buses, out of their cars, and has the potential to make a crucial contribution to a transport strategy which is sustainable and efficient.

Persuading people to walk has wider social benefits as well as contributing to achieving transport goals. It can play a role in improving public health, increasing sustainability compared with the alternatives, and even boosting the economy. Those visiting town centres by foot spend on average over 40 per cent more than those arriving by car and over 55 per cent more than those travelling by tube. In some cases, investment to encourage walking can have cost-benefit ratios of over 20:1.

The key question remains though: can public policy interventions really persuade people to move off other modes of transport and walk? This report suggests that in some cases they can. Furthermore, compared with the high cost capital investment needed for much transport infrastructure, such interventions are affordable and can offer excellent value for money.

The effectiveness of initiatives, and their relatively low cost, are important considerations as the Mayor and TfL begin to prioritise projects in light of the Government's Comprehensive Spending Review. They have already indicated that investment in walking and smarter travel projects will be scaled back. Yet the Mayor's target to increase the share of journeys in the capital by foot from 24 per cent to 25 per cent by 2031 would involve an additional one million extra journeys every day. It is important to ensure that the delivery of higher profile projects is balanced with the need to ensure that the infrastructure is in place to support this increase.

We propose in this report that the Mayor uses the Year of Walking to support relatively low-cost interventions where there is evidence to suggest they can increase the numbers of people walking. These include expanding the Mayor's Key Walking Routes, which involve enhancing the street environment by, for example, widening pavements and de-cluttering street furniture. 2011 will also be an

opportunity to hold a series of pan-London and local events that draw on the highly successful New York Summer Streets initiative.

But clearly something more fundamental is needed to realise the Mayor's ambitions for walking. Evidence from around the world and closer to home suggests that there are lessons to be learned in how the Mayor can use his profile and the status of his office to push the walking agenda. We heard about large-scale pedestrianisation and pedestrian priority schemes which would radically shift the street environment in favour of those on foot. We look to the Mayor to evaluate these schemes and align himself with a high profile proposal which can act as a symbol of his intent to promote walking.

We also believe there is a role for using technology to encourage modal shift. We ask the Mayor to explore the potential of building on the experience of other cities which used the principles of store loyalty cards to encourage people to make sustainable travel choices. We look to him to introduce a pilot scheme in the Year of Walking which would use Oyster technology in partnership with London's businesses.

The Committee recognises the difficulty faced by the Mayor and TfL in setting transport priorities in the current climate. However, investing in walking says something about the character of the city that we want to live in. It says that Londoners should have a public realm which values people as well as vehicles. It says that the value of transport is not merely in shuffling passengers from A to B, but doing so in a way that maximises choice and takes into account their health and well-being.

London's architectural and design heritage has too often been sacrificed in the last few decades to the needs of other transport modes. Investing in walking offers an opportunity to help re-balance the priorities of the capital, by revitalising centres across the region and helping to realise the Mayor's ambition to ensure that all Londoners benefit from living in the world's greatest city.

Introduction

Walking is one of the most popular forms of transport in London. Almost one in four of all daily journeys made in the capital are on foot, rising to 70 per cent of journeys under one kilometre.¹

As a share of the capital's daily journeys, walking has suffered a slight decline in share of the capital's trips since 1993 and has remained relatively flat since.² Like his predecessor, the Mayor is keen to challenge this trend and his Transport Strategy aims to increase the overall proportion of daily journeys on foot (the modal share) from 24 per cent to 25 per cent by 2031.³

Taking into account the projected growth in London's population, meeting this target would mean almost a million extra journeys by foot every day. According to figures provided by Transport for London, 80 per cent of this growth is expected to occur in outer London, with the rest from the denser pedestrian environment of central and inner London.⁴

Under favourable economic conditions, this would be a challenge. However, TfL is facing a cut in its grant from the Department for Transport (DfT) of £2.17 billion over four years, or 21 per cent in real terms by 2014/15. TfL and the Mayor face difficult decisions in prioritising the complex and varying transport needs of the capital. TfL has already indicated that initiatives aimed at walking and smarter travel will be among the first to be cut. It is therefore vital to ensure that the funding which is available is targeted at those initiatives which can help to deliver a million extra daily journeys.

In order to achieve this growth, the Transport Strategy has outlined 17 initiatives to encourage walking, split into three broad areas:

- Providing a safe, comfortable, attractive street environment.
- Making it easier to plan journeys on foot.
- Promoting the health and environmental benefits of walking.

To act as a promotional focal point to highlight the value of increasing the level of pedestrian activity, the Mayor has also designated 2011 as the Year of Walking.

¹ TfL written submission, page 3

² Travel in London Report, 2010, page 339

³ *The Mayor's Transport Strategy 2010*, The Mayor of London, May 2010, page 36

⁴ TfL written submission, page 4

Caroline Pidgeon AM was appointed as rapporteur for the investigation. During the review, information was gathered through written submissions and meetings with stakeholders including TfL and the Mayor's office, sustainable transport and accessibility groups, Business Improvement Districts, local authorities and members of the public. Members also undertook three site visits to examine various initiatives which are underway and how they overcome particular barriers to increasing walking. The written submissions and site visit summaries are published separately with this report.

The Committee has sought to identify initiatives where there is sufficient evidence to suggest that they can generate the behaviour change needed to increase walking. We have considered which initiatives should be prioritised under the three broad headings from the Mayor's Transport Strategy. In doing so, we have inevitably been conscious of the pressure on public finances. Our proposals are intended to be affordable but ambitious and rooted in evidence which suggests that they work and can provide value for money. In each case we make recommendations which we believe can and should be implemented during the Year of Walking and longer-term proposals that can develop from the success of the 2011 initiatives.

The first section of this report consists of a brief overview of the importance of walking, and underscores the environmental, public health and economic case for investment. The following section examines the issues involved in improving the street environment, the single greatest barrier to increasing walking. We then look at the potential role of TfL and the Mayor in promoting walking, both to members of the public, and to local authority officers and planners. We examine the importance of information, mapping and wayfinding and how local knowledge about walking routes needs to be encouraged. In the final section we draw together our proposals for the Year of Walking but also press the case for a more ambitious long-term strategy which we believe will be necessary if the Mayor's target is to be met.

In publishing this report, the Committee seeks not only to make a positive contribution to the Year of Walking, but also to ensure that funding is prioritised in areas where it can make a real difference and ensure that there is a lasting legacy of an attractive and vibrant public realm for future generations to enjoy across the capital.

Why Walking Matters

Almost all Londoners walk at some point every day. Whether it's a trip to a local shop, the hectic school run or part of a daily commute, those trips add up to a large and increasingly vital part of the capital's transport infrastructure. Over five million journeys are made on foot every day in London.⁵

This report will concentrate on the role of walking as a mode of transport; both as a way of making defined journeys, and its vital, if largely unmeasured, role in modal interchanges. These journeys, defined by TfL as 'utility walks', are ones that serve a specific purpose, which make them distinct from leisure walks.⁶

Transport for London has highlighted utility walking as the type with the most potential for mode switching from short journeys made by car or on public transport. With between one quarter and one half of all trips up to two kilometres by car,⁷ there is clearly potential for this switch.

As a Transport Committee, we are inevitably approaching the issue of walking as a mode of transport and its contribution to transport planning. We do nevertheless recognise that walking, like other forms of sustainable transport, has important social, health and environmental benefits which make it particularly desirable as a mode and are vital in making the case for investment. The benefits include:

- Making London a more sustainable city – London has some of the worst air quality in Europe.⁸ Walking is a carbon-free mode of transport and encouraging it would be particularly useful in areas of London where air quality is poorest.
- Improving congestion – The Transport Committee's reports on tube overcrowding and overground rail services highlighted the serious problem of congestion on the transport network especially during peak hours.⁹ This congestion will continue in the medium term as the tube and rail upgrade work continues.
- Improving public health – The Department of Health recommends that adults engage in 30 minutes of physical activity a day to help

⁵ *Travel in London Report*, TfL, April 2010, page 339

⁶ TfL written submission, page 5

⁷ *Living Streets* written submission, page 2

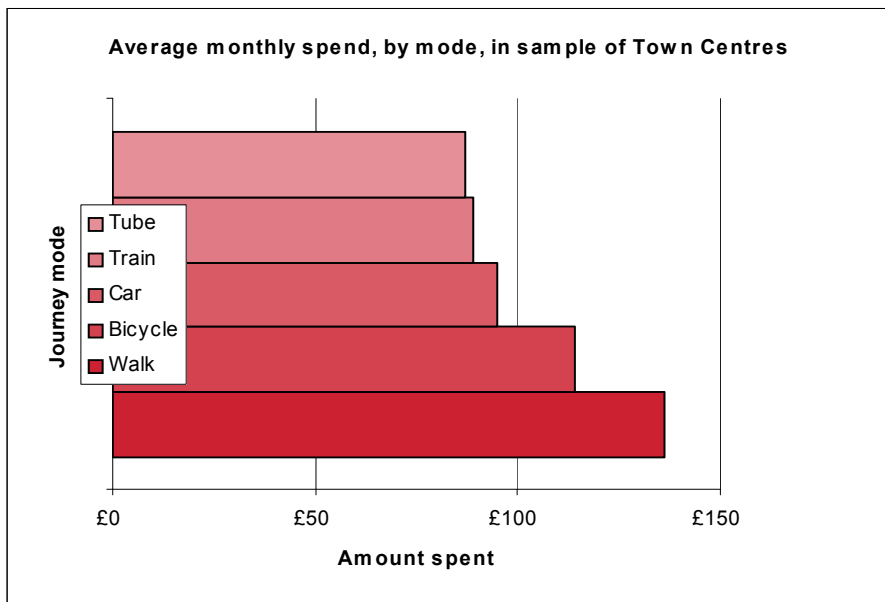
⁸ *Every Breath You Take*, London Assembly Environment Committee, May 2009, page 7

⁹ *Too Close for Comfort*, The London Assembly Transport Committee, December 2009; and *The Big Squeeze*, February 2009

prevent heart attacks, type 2 diabetes and osteoporosis. Busy Londoners could achieve this by walking up to two kilometres daily.¹⁰

- Improving social cohesion – The improvements to the street environment and crossings can help people feel safer and more secure in their neighbourhoods.¹¹ In addition, involving people in how their environment is improved also has the potential to help build a better sense of community.¹²
- Making London a more liveable city – Investing in improvements to the public realm for walking make the city a more attractive and welcoming place, as well as improving accessibility for people of reduced mobility.

Evidence that demonstrates the wider economic case for prioritising improvements in walking infrastructure is also growing, particularly with regards to town centres. The chart below shows that people arriving on foot tend to spend more time and money in town centres, contributing to the growth of the local economy.



Source: TfL Written submission

¹⁰ <http://www.parliament.uk/documents/post/pn162.pdf>

¹¹ For more information, please see Case Study on Key Walking Route, page 17

¹² For more information, please see Local Involvement – page 20

Encouraging people to spend money in their local communities is vital to making a more vibrant, better balanced city. When the gains from improvements to the longer-term benefits listed above are taken into account, investment in walking has a significantly greater benefit to cost ratio than any other mode. Figures from the NHS and Bristol City Council suggest that, in some cases, walking interventions could have a cost benefit ratio of over 20:1.¹³

It is important to acknowledge that many trips cannot be taken on foot for a variety of reasons. A balance must always be struck between those for whom private and public transport is a necessity, and improving conditions to encourage more walking. In particular, any infrastructure or information provision improvements must ensure full accessibility for all Londoners.

Nevertheless as we demonstrate in this chapter there is a growing body of evidence to support the view that as a mode of transport, walking offers a relatively cost-effective, environmentally sustainable and healthy alternative to other modes. The following chapters explore what the barriers are to people in carrying out journeys on foot and what can be done to overcome them.

¹³ *Value for Money: An Economic Assessment of Investment in Walking and Cycling*, Government Office for South West and DoH, March 2010, page 8

The Street Environment

Better Streets, Better City

London is a city of striking contrasts. From historic town squares to bustling shopping streets; from quiet suburban neighbourhoods to congested inner city estates, it provides a daunting challenge for planners and designers. For the last 40 years, the needs of motor vehicles have been consistently prioritised over walkers, as the popularity and dependency on the car has grown.

As a result, London has seen a steady deterioration of the walking environment. Cracked, narrow pavements, poor lighting, unsafe pedestrian crossings, a lack of useful street furniture and poor wayfinding to local amenities actively discourage people from leaving their cars for short journeys. 60 per cent of Londoners rate the quality of the street environment as the main reason for not walking more.¹⁴

In 2009, the Mayor published his Better Streets strategy, which outlined a set of flexible design principles to help local authorities and other stakeholders refashion their streets and neighbourhoods. The aim of Better Streets is to increase the streets' attractiveness to pedestrians and cyclists while also boosting local economies by encouraging more visitors.

Better Streets is a scaled intervention: from simple de-cluttering to more ambitious pedestrianisation and shared space schemes.¹⁵ The Mayor has dedicated £180 million over three years to this initiative, primarily through the Local Implementation Plan (LIP) process. The Committee also recognises that the Mayor's initiatives to improve greenways and parks through the Great Spaces programme will also have an overall beneficial effect on daily journeys.

Organisations have welcomed Better Streets as a useful synthesis of current thinking on improving street design and making it more attractive to walkers. However, as evidence has shown, infrastructure improvements need to be made with a strategic vision for how towns and neighbourhoods should be developed. This will ensure that any investment attains the maximum economic and social benefit.

Up to 2009/10, walking had a distinct budget within the Local Implementation Plan (LIP) system, which was distributed on a bid

¹⁴ TfL written submission, page 5

¹⁵ *Better Streets*, The Mayor of London. November 2009, pages 4 –6

basis to local authorities. The table below shows that while previous spending doubled between 2005/06 and 2007/08, it has remained flat in the last three years.

Financial Year	Funding (£ millions)
2005/06	4.8
2006/07	5.2
2007/08	9.2
2008/09	9.2
2009/10	9.2

Fig 1.2 – LIP annual spend on walking infrastructure¹⁶

In the latest round of LIP funding, walking no longer has its own budget as TfL has moved away from distinct funding of modal improvements. Investment in walking infrastructure will now be funded through larger scale cross-modal development. While TfL has said that this will lead to a merging of smaller projects into larger, more ambitious schemes, London Councils has said that TfL still has a vital role to play in ensuring that walking is not treated as the poorer cousin.¹⁷

The Committee is also mindful of TfL’s statement that walking programmes are amongst the first to face cuts. When faced with the dual pressure of significant local authority budget cuts, there is now a distinct danger that investment in walking will dry up. TfL will need to monitor the latest round of LIP projects due at the end of 2010 to ensure that all boroughs are maintaining investment in walking infrastructure.

Key Walking Routes

How the changes to LIP funding influence the relative priority of walking initiatives is likely to be demonstrated by the expansion of the Mayor’s Key Walking Routes (KWRs). KWRs have been developed “to encourage walking and improve corridors between local destinations”. KWRs offer enhanced walking environments and have been used to support major projects such as high street revitalisation. Work typically undertaken as part of a KWR includes widened and repaved

¹⁶ TfL written submission, Appendix 3

¹⁷ London Councils written submission

footways, de-cluttering of street furniture and improved street lighting.

Pilot KWRs, such as Wanstead High Street, outlined below, are showing positive results. Similarly, early results from work in the central London clear zone corridor¹⁸ suggest there is an increase in perceptions of safety and security.

Case Study 1 – KWRs in Outer and Central London

Project 1: Wanstead High Street – LB Redbridge

One of the original KWR pilot routes, Wanstead High Street was developed in an attempt to provide an alternative to the use of cars for short journeys into the town centre. The project included widening and improving the quality of the pavement, new lighting for adjacent parks, re-designing crossings to ensure full accessibility, rationalising signage along the chosen route, renovating two historic monuments and installing cycle parking.

The project cost £725,000, with the funding split 60/40 between TfL and Redbridge. As well as winning the London Transport Award for Best Walking Scheme, it also realised:

- A 75 per cent increase in pedestrian traffic by day, rising to a 122 per cent increase at night.
- Improved journey times for buses along the route.
- Fully accessible routes to local libraries, shops and GP surgeries.

The demonstrated success of Wanstead High Street has led to the development of two further KWRs in the borough.¹⁹

Information provided to the Committee by Transport for London describes five completed KWRs to date²⁰ with a further six KWRs

¹⁸ The corridor is located at the convergence of LB Camden, City of Westminster and City of London and extends from Covent Garden to Holborn Circus.

¹⁹ London Borough of Redbridge written submission

across five boroughs planned for 2011. The Committee strongly supports the KWR initiative and is encouraged by the early evidence emerging from the pilot studies. Around one third of boroughs will have been involved in a KWR by the start of 2011/12 and we will be looking to see this expanded further during the Year of Walking and beyond.

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.

Sharing best practice

It is clear from the various submissions from boroughs that investment is occurring in many parts of London to enhance the street environment. These projects range from the high-profile shared space scheme at Exhibition Road in the Royal Borough of Kensington & Chelsea (costing £15.6 million)²¹ to smaller scale street environment projects such as the £700,000 Wandle Links project in Croydon.²²

However, groups have expressed concern that investment has been inconsistent across London, with roughly a third of boroughs highlighted as being enthusiastic about supporting walking projects,²³ a number which corresponds to the approximate number of boroughs engaged in TfL's Core Walking Group.

A report from the Select Committee on Environment, Transport and Regional Affairs in 2001 suggested a reason for this disparity. It highlighted a lack of confidence from borough level officers in advocating investment in walking infrastructure, often due to both a lack of knowledge about what works, as well as a political culture

²⁰ Completed KWRs include Castle Street, Kingston; Wanstead, Redbridge; Covent Garden to Holborn Circus; Marks Gate to Chadwell Heath, Barking and Dagenham; and Redcross Way, Southwark

²¹ Royal Borough of Kensington & Chelsea written submission

²² London Borough of Croydon written submission

²³ Evidence from Carl Pittam, Sustrans, September 7th 2010

which has traditionally valued the needs of cars over other modes of transport.²⁴

Exacerbating the problem is the forthcoming squeeze on local authority finances which may see boroughs lose specialised design skills due to job cuts or questioning the cost-effectiveness of individually employing people with this particular experience.

One potential solution to this problem is offered by what are known as urban design surgeries, or design reviews. These offer a targeted way to share expert knowledge on how to improve the street environment. There is a clear mechanism for providing this service for large, high cost schemes, through the Commission for Architecture and the Built Environment or TfL reviews. The Committee would like to see smaller projects also benefit from this process. More informal surgeries could offer a cost-effective way of receiving objective design advice, while also helping borough officers to better understand the principles of Better Streets and accessible design in general.

Urban Design London (UDL) is a not-for-profit body currently housed at the LDA and funded through contributions from boroughs (£4,000 per borough in 2010/2011). In 2009, UDL was asked by four North London boroughs to provide advice and guidance on public realm projects which they did not feel they had the in-house resources to adequately review.²⁵

The surgeries consist of a panel of three external experts who are recruited for skills in street environment. Offered in partnership with Design for London, TfL, Homes and Communities Agency London and the North London Strategic Alliance, the surgeries are being used not only by the original four boroughs, but also by TfL for TfL Road Network (TLRN) projects and community groups. The surgeries constitute a small proportion of UDL's overall budget which also offers boroughs and other partners places at seminars and training courses in different areas of public realm design.

This type of provision is a useful support for relatively low-cost schemes which have the potential to support the Mayor's walking

²⁴<http://www.publications.parliament.uk/pa/cm200001/cmselect/cmenvtra/167/16707.htm#a7>

²⁵ Urban Design London written submission

ambitions. It could also act as a way for TfL to more actively engage all boroughs, and not just those who have demonstrated an enthusiasm through membership of the Core Walking Group. It will not be enough to simply hope that other boroughs will 'see the light' and eventually come round to the benefits of investing in walking. A more proactive outreach will need to be maintained to ensure all Londoners will benefit.

However, the future of Urban Design London is uncertain, with both the LDA and HCA undergoing review as part of the changes to the structure of regional government in London. We believe this service is cost-effective and should continue to be supported.

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.

Local Involvement

Nobody knows an area like the people who live there. Local people know the location of the uneven paving that can trip you up, where a crossing sits in the wrong place, or where a lack of lighting creates a sense of unease at night. They also have the greatest interest in seeing an area improved as a legacy for the future.

One of the consistent messages heard by the Committee was the importance of ensuring that local people are involved at an early stage in any planned change to their neighbourhood. At its most basic level, this involvement asks residents to identify how they would like to see their neighbourhood developed, and what the barriers to achieving this are.²⁶ Importantly, it also ensures that the accessibility needs of local people are not ignored.²⁷ These needs encompass several areas, including:

- Ensuring that pavement includes appropriate dropped kerbs and blister paving.
- That the removal of street furniture such as benches will not disadvantage older or disabled walkers.

²⁶ Jeremy Leach, Living Streets, September 7th 2010

²⁷ London Visual Impairment Forum written submission

- Ensuring that any shared space or surface schemes are only approved after full local consultation.

Local involvement has the added benefit of allowing people to understand the reasoning behind potentially controversial changes (such as the removal of a parking space).²⁸ It also dovetails with the wider political drive to ensure more local representation and accountability within local or regional decision making.

Living Streets community street audits are an attempt to formalise the auditing process to allow borough and TfL officers to work with local communities in a systematic way. Audits have taken place across London, in areas as diverse as Covent Garden, Sydenham town centre and Brent. Recognised as good practice by the Improvement and Development Agency, the London Borough of Southwark has embedded auditing processes in all street improvement work in the borough.²⁹

Taking this a step further, DIY Streets is an attempt to build the capacity of local people to take their proposed plans through design, funding and implementation stages. It has been piloted across the UK, and in three areas of London.³⁰ A major new initiative is just starting in Haringey with ambitions to carry out a DIY Streets project across a network of roads and an entire neighbourhood.

Case Study – Street Audit of Peckham High Street

To investigate how a community street audit operates, Committee Members took part in an audit with Living Streets in Peckham High Street. Peckham High Street is a lively town centre, with a mix of locally owned businesses, amenities and high street stores. It also offers a range of pedestrian environments, from more modern shared space schemes, to narrow, cracked and crowded pavements.

The audit found several issues which made walking difficult and time-consuming, including:

- An overall lack of strategic thinking along the route with some

²⁸ Carl Pittam, Sustrans, September 7th 2010

²⁹ Living Streets written submission, page 4

³⁰ Clapton Terrace in Hackney, Monsell Road in Islington and Brooke and Evering Road junction, Hackney

sections being markedly better than others.

- Long and complex pedestrian crossings.
- Narrow, cracked paving along much of the High Street.
- Inconsistent and inadequate pavement widths that lead to frequent pedestrian congestion and crowding especially at the location of bus stops.
- Too many vertical poles and other clutter in the form of bins, traffic light boxes, A boards and phone boxes.
- It was also clear from the audit that many of these issues could be solved with just a little investment and imagination. De-cluttering and general maintenance in particular would do a great deal to make walking easier and for relatively small cost.

There is always a risk that such engagement with local communities becomes a lower priority when compared with ensuring buy-in from local authorities and securing funding for schemes to improve the street environment. Embedding local engagement strategies in initiatives to improve the street environment would mitigate this risk. We believe it would also lead to better and more effective schemes which use the expertise of designers and planners to help inspire and support the vision of local people.

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.

Smoothing the traffic flow

The Mayor's Transport Strategy has replaced a previous policy of reducing overall traffic levels with one of smoothing traffic flow across London, which attempts to improve the predictability of vehicle

journey times. However, there is a concern among groups that some actions taken under this policy will actually make it more difficult for people to walk by increasing wait times at junctions, decreasing the number of crossings and re-sequencing traffic signals to give people less time to cross.

The Committee notes that as of June 2010, more than 250 pedestrian crossings around London do not meet DfT minimum standards in providing enough time for pedestrians to cross the road. A further 115 crossings are not fitted with either tactile (or revolving) cones or audible signals, thus presenting a danger to people with visual or aural impairments. The Committee will also monitor the results of the pilot Countdown programme, which aims to make crossing the road safer by giving a timed countdown for a pedestrian crossing.

During the investigation, we have also received information from several groups expressing particular unease about plans to remove over 140 traffic lights in London, many of which also include a pedestrian crossing. As part of a consultation exercise, TfL has released a preliminary list of crossings which they believe can be removed. However, local community groups, as well as local authorities have already criticised some of the choices as being inappropriate due to the location of specific services such as schools near the crossings, and the overall cost. TfL has said it will continue to discuss the removals with local stakeholders.

The failure of so many of London's pedestrian crossings to meet DfT minimum standards risks being an embarrassment for the Mayor as he attempts to position himself as a champion of the pedestrian in the Year of Walking. Rectifying this situation by the end of 2011 would send a powerful signal that the needs of pedestrians are an important element of the Mayor's overall transport strategy.

Recommendation 4

That 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.**

Finally the Committee believes that TfL and the Mayor should continue to examine the introduction of 20 mph speed limits in residential areas and town centres in London. The Committee's report, *Braking Point*, published in April 2009, highlighted the evidence that 20 mph speed limits have a positive impact on pedestrian safety and also early evidence for their use in encouraging more walking and cycling. The Committee notes that pilot programmes are taking place enforcing borough-wide 20 mph speed limits, such as the recent pilot in Islington.

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.

A long-term vision

The proposals considered so far in this chapter have focused largely on relatively low-cost initiatives to improve walking conditions at a local level. If people find it easier to walk to their local shopping street, then they might think twice about taking the car.

However, a desire to focus on the local level should not be used as an excuse to ignore large-scale projects which can act as a beacon for showing London as a city which values its people above its vehicles.

These large-scale projects rarely avoid controversy as the difficult task of meeting the needs of those travelling by car, bus, bicycle or foot is almost by definition impossible to achieve without one group feeling aggrieved. However, evidence from around the world and closer to home has shown that political leadership has the potential to deliver such schemes and shift public opinion.

Broadway in New York has been transformed from a traffic-choked artery into a largely pedestrian realm with just one lane of traffic flow. This formed part of a wider ambitious pedestrianisation scheme driven past the objections and scepticism of many New Yorkers by its

Mayor³¹. Closer to home, radical changes to the street environment based on shared street principles at Exhibition Road in Kensington & Chelsea and Walworth Road in Southwark, as well as the part-pedestrianisation of Trafalgar Square, have benefited from individual champions at a borough level.

The Mayor has shown past support for major schemes. In his 2008 Transport Manifesto, he outlined a plan to create a pedestrian thoroughfare down Park Lane by re-directing traffic through a re-opened underground tunnel.

The importance of the Mayor's leadership role can be seen from the current work on cycling. The Mayor is personally associated with cycling as a mode of transport. This fact coupled with a long-term strategic vision set out in his document *A Cycle Revolution* has put the question of how to increase cycling at the heart of the debate on transport policy in the capital.

The Committee does not underestimate the challenges presented by some of the proposed pedestrianisation and pedestrian-priority schemes and the extent to which they often divide opinion. Financing in particular will need to be more creative and flexible, drawing in sources from both the private and public sector. However, if he is to push the agenda for walking in the capital, the Mayor needs to set out where he stands on some of the major proposals that are being promoted and what future role he expects large-scale shared street and pedestrianisation initiatives to have in the delivery of his walking target. His support, which can take many forms, including publicity, bridging the gaps between various sectors, and providing matching funds, is a vital element to ensuring the type of ambitious schemes outlined below.

Case Study – Proposed Major Pedestrian Schemes in London

Central London Network

The West End is one of the most economically and socially vibrant parts of London, with an exciting mix of some of the world's best retail, entertainment and historical sites. Yet the area, stretching from Covent Garden to Oxford Street, through Leicester Square and Soho, can be difficult for walkers to navigate and arguably fails to make the

³¹ <http://www.nytimes.com/2010/09/06/nyregion/06broadway.html>

most of its lively attractions.

The Committee published a report earlier this year examining some of these issues and which encouraged the Mayor to consider some radical options for reconfiguring the Oxford Street, Regent Street and Bond Street area. That report, entitled *Streets Ahead*, called for the part pedestrianisation of the western end of Oxford Street as well as inclusion of the area in the Mayor's Great Spaces programme of public realm improvements.³²

While some work is taking place in the area under the Clear Zone Corridor KWR programme,³³ a more strategic, thought out vision could help transform the area. Some suggestions to the Committee included a thorough mapping and audit exercise to identify the most used and important routes; systematic de-cluttering with new signage (linked to the Legible London project); and investigating areas which could be either partly or wholly pedestrianised (for example, Soho) to create a space to rival anywhere else in the world.

The London Promenade

The London Promenade is a proposal to broaden and improve 2.5 kilometres of walkway on the South Bank. Stretching from Gabriel's Wharf to Butler's Wharf, the Promenade would provide, wherever possible, a 10m wide walkway which would bypass existing 'pinch points' where there is already considerable pedestrian traffic (eg Clink Street and Blackfriars Bridge). The Promenade would use a series of platforms and jettys and provide consistent, improved lighting along the route.

There is a range of views within the Committee on the feasibility of such a scheme especially in terms of finance and construction. However, the goal to increase the capacity of the South Bank is one which will need to be examined by the Mayor in light of the exciting business and residential developments in the area, including space for thousands of new flats and offices, the construction of the Shard and the re-development of the station at Bankside.

³² *Streets Ahead: Relieving Congestion on Oxford Street, Bond Street and Regent Street*, the London Assembly Transport Committee, February 2010, page 27

³³ See page 13 for more information

Current proposals are to finance it jointly through public and private finance. More information on the Promenade can be found at <http://www.londonpromenade.com/>

The Mayor's commitment is a long-term one: one million more walking journeys every day by 2031. To ensure that these journeys are a quantifiable increase, and not the result of improved measuring, a larger vision for how walking can be developed is needed.

We believe that the Mayor should use the publicity generated by the Year of Walking to set out a similar long-term vision for how to ensure that any increase in the modal share of walking can be sustained and built upon. The Mayor has a particular role to play in using the status of his office to set the transport agenda; walking presents some particularly difficult challenges, which is why the Mayor's leadership on this issue becomes even more important. From helping to identify best practice, to providing a boost to partnership working, to providing momentum for larger-scale, more ambitious pedestrianisation projects, it is essential that the Mayor sets out how he plans to ensure that the Year of Walking is the beginning, not the end, of the journey.

Improvements to walking infrastructure help give Londoners a stake in their local neighbourhoods and town centres. Helping to increase the social cohesion of our city and boosting the economic potential of local businesses would be an excellent legacy for the Year of Walking.

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.**

Promoting Walking

Apart from its role in improving public health, walking has rarely been promoted as a way to help solve some of the other challenges of urban life, such as our traffic choked roads and the congested public transport network. Ironically, the ease with which people walk and the fact that it requires virtually no financial investment, means that its importance as a mode of transport and a spur to economic activity is often overlooked.

2011 offers a unique opportunity to change this. As part of a sustained push to promote the benefits of walking across London, the Mayor has designated 2011 as the Year of Walking.

The Big Push – How 2011 Year of Walking should be promoted

2010's Year of Cycling provides a basis for how the Committee believes the Mayor and TfL should approach 2011. While TfL has stressed that the Year of Walking will not benefit from the launch of headline schemes such as the Barclays Cycle Superhighways and Cycle Hire Scheme, there are nevertheless opportunities for making a defined case for the importance of walking in its own right.

One of the distinct advantages of walking over cycling as a sustainable form of transport is that it requires virtually no financial investment on the part of the walker. This no-fuss attitude for walking makes it an excellent candidate for an bold pan-London series of events to mark the Year of Walking in 2011. With TfL's own figures projecting that 80 per cent of the growth in walking will come from outer London, ensuring that 2011 sees a wide spread of events across the capital could help to ensure an extensive legacy which can be built on in the future.

All organisations have expressed support for a major temporary pedestrianisation event in 2011 and suggested this could act as "a kind of tent pole for everything else to hang off" leading to an annual event to help sustain any increases.³⁴

The evolution of the previous Mayor's London Freewheel into the mass SkyRide events in central London, Ealing and Redbridge provide strong recent examples of how the Mayor and TfL, through working closely with groups and boroughs, can establish a high-profile annual event. Organisations have stressed that for a major walking event to

³⁴ Transcript of 7 September 2010 meeting, page 24

be successful it needs Mayoral support. This support would “send a very strong and powerful message” about the desire to increase walking but that “it would need really high-level support, backing and explaining” to get buy-in and fend off any scepticism from the press or the general public.³⁵

The major event could have various features. It could involve the temporary closure of a number of roads in central London for pedestrians’ use. Bogotá in Colombia has been a leader in closing down streets to traffic with the development of the weekly *ciclovía* over thirty years ago. Their example has inspired other cities across the world, even one as vehicle-centred as Los Angeles, which recently temporarily closed down more than seven miles of main thoroughfare to allow resident and locals to make use of the space.

In New York, the Department of Transportation organises an annual event, Summer Streets, which, during three consecutive weekends in August, closed down various roads to promote their use by pedestrians.³⁶ As well as the main closures in such important areas as Park Avenue, the Department of Transportation worked with community groups in all five New York boroughs to develop a programme of 17 Weekend Walks between May and September. Each walk was an event organised and hosted by a local partner. It featured a range of activities which promoted local amenities and businesses whilst at the same time highlighting the benefits of walking.³⁷

This would be an excellent model for the Mayor to ensure that the Year of Walking is one for all Londoners. Examples of what could be done with temporary pedestrianised zones include:

- Guided walks through historic town centres.
- “Walk the Tube” trips to help highlight quicker tube journeys.
- Linking public green spaces.
- Experimenting with providing pedestrian plazas in streets over consecutive weekends.
- Helping publicise local businesses by providing temporary markets or food courts.

³⁵ Transcript of 7 September 2010 meeting, page 25

³⁶ <http://www.nyc.gov/html/dot/summerstreets/html/home/home.shtml>

³⁷ <http://www.nyc.gov/html/dot/weekendwalks/html/about/about.shtml>

- Working with local schools and artists to provide open air galleries, museums and performances on the street.

This is an opportunity for the Mayor, TfL and other stakeholders to directly engage the imagination of all Londoners by challenging them to come up with the most innovative and successful ideas. As we noted previously, local people know their area best. The best of these ideas can be recorded and used to develop events post-2011, as well as inform the Mayor's thinking on pedestrianisation schemes highlighted in the previous chapter. An example of this could be the closure of streets from Regents Park to Southbank, temporarily creating the 'Nash Ramblas', which would link some of London's prime historic, cultural and historical centres.

One way to ensure more local promotional activities for walking is to engage with existing events which are already well established and popular. There have been temporary pedestrianisation events in parts of London before, for example, the Very Important Pedestrian (VIP) Day among shoppers and retailers in Oxford Street, Regent Street and Bond Street, which could be expanded for the Year of Walking. There are also annual events such as the 'Open House' weekend each September which might lend themselves to more walking-related promotions.³⁸ Limited budgets should not be an excuse for small-scale, limited thinking.

In developing a range of promotional events for walking for 2011 and beyond, the Mayor and TfL should ensure they target groups of people who do not walk very much as well as people who already undertake journeys by foot. These include residents from poorer neighbourhoods across Greater London, as well as certain BME communities³⁹. This would support the delivery of the Mayor's Health Inequalities Strategy, which aims to target groups with low levels of physical activity with specific, practical solutions.

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.

³⁸ <http://www.openhouselondon.org.uk/index.html>

³⁹ Transcript of September 7th Meeting, page 23

(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.

Incentivisation

Changing ingrained behaviour is hard. Think how many New Year resolutions fall by the wayside after an initial burst of enthusiasm. Yet that initial burst is vital to beginning the process. We have seen in the previous section how the Year of Walking could be used to start this process. However, the Committee believes that longer-term solutions to encouraging and sustaining this change will also need to be developed to deliver the Mayor's targets.

Alongside initiatives to promote walking, organisations have suggested that offering incentives might help encourage people to walk more. For example, TfL has piloted a project amongst school children in Wimbledon and Bexleyheath to encourage them to use sustainable transport options during busy periods. *Step to Get* uses a store-card style system to allow young people to build up points which can be exchanged for vouchers at high street stores. Walk England has reported on its work with Manchester City Council and NHS Manchester on a similar scheme called *Points4Life*, which will launch on a city-wide basis in January 2011.⁴⁰

Clearly the technology exists to run targeted programmes in areas of London. The Committee believes that the Mayor and TfL should examine this model to see if it can be used across London as a major promotional tool during the Year of Walking. There may also be scope to use the existing Oyster card system infrastructure to develop a longer-term system, which could reduce the implementation and administration costs. Recently, the Mayor has announced an intention to bring in an alternative payment system using 'contactless' debit and

⁴⁰ More information can be found at www.points4life.info

credit cards to help harmonise ticketing systems globally.⁴¹ We believe that any move in this direction should also look at the possibility of including rewards for sustainable travel choices.

This is also an area where the Mayor can use the powerful forum given to him through his elected office to bring leading members of London's technological and business communities to establish the feasibility of such a system, and perhaps help to provide start-up and administration costs through sponsorship deals. A small example of the vibrant skill of Londoners was on display at the launch of the Barclay's Cycle Hire Scheme, which saw a flood of apps tied to mobile phone technology to help users navigate the new system. An exciting legacy for the Year of Walking would be to see London at the forefront of this kind of development.

While evidence exists that these kinds of incentivisation schemes can change travel behaviour in the short-term, there is little evidence that on their own they will change long-term habits.⁴² In light of this, the short-term gains achieved need to be sustained through the use of consistent messaging and information provision. Many organisations have highlighted these in the context of Smarter Travel schemes which operate mainly in workplaces and schools. These schemes involve a range of initiatives, including promotional work, information provision and reward schemes, to encourage employees and children to walk and cycle more.

Smarter Travel schemes use monitoring and evaluation techniques to scrutinise the success of various interventions. This allows the schemes a degree of flexibility to move with changing fashions and the shifting priorities of targeted groups.⁴³ As well as offering the gimmicks of 'rewards', consistent messaging about the transport and health benefits of walking are used to maintain any increase in activity. After two major pilot initiatives in Sutton and Richmond, a large body of evidence now exists about what works best.

Case Study – Smarter Travel Sutton

Smarter Travel Sutton, which took place between 2006 and 2009, was one of the UK's largest sustained transport behavioural change

⁴¹ <http://mqt.london.gov.uk/mqt/public/question.do?id=32678>

⁴² Transcript of 7 September 2010 meeting, page 32

⁴³ *Lessons Learned*, Smart Travel Sutton, November 2009, page 4

programmes. With £5 million funding from TfL and LB Sutton, it was an ambitious attempt to change the travel behaviour of an entire borough.

By 2009, Sutton had seen:

- A 75 per cent increase in cycling
- A 16 per cent increase in bus patronage
- 100 per cent of schools covered by a travel plan
- Over 16,000 employees covered by a workforce travel plan
- A 6 per cent mode shift away from the car
- A 3.2 per cent reduction in traffic levels

In order to achieve these results, LB Sutton had to ensure the participation of influential groups from the private, public, health and voluntary sectors and to sustain that participation over a number of years. The success of Sutton has led to a second borough level pilot scheme being set up in Richmond in 2009.

In light of this work, it is particularly disappointing that TfL has highlighted smarter travel as a programme which faces cuts in light of the Comprehensive Spending Review. In a survey undertaken by the Chartered Institute of Logistics and Transport in how to prioritise spending under the Comprehensive Spending Review, smart travel initiatives were ranked as the third most important priority for transport spending.⁴⁴ Smart Travel was also consistently praised within the submissions for this investigation from advocacy groups and boroughs. This demonstrates the cross-sector support for the necessity of these schemes if priorities around sustainable transport are to be met.

Even if funding is reduced for these schemes, TfL and the Mayor need to ensure that the experiences of Sutton, and the further work in Richmond, are distributed to all boroughs. As noted in the section on design surgeries, TfL has a particular role to play in ensuring that all boroughs have the tools and information to become engaged in increasing the number of people walking. By giving the evidence basis for different interventions in the Smarter Travel range it can help to

⁴⁴ <http://www.ciltuk.org.uk/pages/newsarticle?B218F8D2-32B4-4E38-8593-0CAE2AA5C0F5>

ensure that boroughs who may still want to invest in these programmes, will know where best to target their interventions.

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.**

Information and Planning

It's a common sight on London streets: the slightly bewildered expression at a junction, people anxiously consulting a variety of maps or simply staring confused at a series of signs which all seem to be telling them to go in different directions. Whether feast or famine, too much signage or too little, Londoners and visitors are often left confused about how to access local amenities and services.

The provision of accurate information on walking is the second largest barrier to increasing the levels of walking. According to TfL's research, 25 per cent of Londoners are dissuaded from walking by a lack of adequate information and wayfinding.⁴⁵ Improving this provision will ensure that the hundreds of thousands of extra people walking in London in 2031 will know where to go, and the quickest way to get there.

Online information

Our understanding of the geography of London is skewed by the elegance of the tube map design, which bears little relevance to the distance or time it would take to walk journeys. Yet 44 per cent of people in one survey said they used the Tube map as a way to find their way around London.⁴⁶

As well as causing needless congestion in some of the capital's busiest stations, it can also lead to longer journey times. To take a small example within central London, 40 per cent of journeys undertaken at Moorgate are less than two kilometres in length. Across the entire public transport network, 10 per cent of all Tube journeys and up to half of all bus journeys undertaken are also that length.⁴⁷

One of the central issues to improving information provision is describing journeys in terms of time rather than length; two kilometres is approximately 30 minutes walking at an average pace for an adult. By better indicating approximate journey times, TfL could help to encourage people to shift from using public transport or car journeys for these short trips.

Organisations have suggested TfL should help address this issue through changes to its online Journey Planner. Walk England

⁴⁵ TfL written submission

⁴⁶ *Legible London: A Wayfinding Study*, AIG & Central London Partnership, page 32

⁴⁷ *Legible London: A Wayfinding Study*, AIG & Central London Partnership, page 20

highlighted that the Journey Planner often only defaulted to a walking option when the journey was 15 minutes or less. Other organisations also expressed concerns that Journey Planner did not always provide the fastest walking route or sufficient information about the walking route to help people find their way.⁴⁸ They compared it to other websites such as www.walkit.com, which generates a detailed route map and written instructions between any two points. As well as the likely journey time, it also includes information on the number of calories you might burn, the step count and your carbon saving.

Where to go - signage and wayfinding at street level

Many organisations, including a wide cross-section of London boroughs, have expressed support for the expansion of Legible London. This is TfL's flagship initiative to deliver harmonised, accurate and targeted signage and information at street level. Based on the experiences in boroughs such as the City of London and Islington, Legible London has involved a series of pilots in Bond Street, Richmond and Twickenham, South Bank and the Clear Zone Area in Central London.

The results of the original Bond Street pilot have been encouraging:⁴⁹

- 62 per cent of respondents said the system would encourage them to walk more.
- 85 per cent said the system was simple to use.
- Pedestrian journeys in Bond Street were quicker by an average of 16 per cent.

The Barclays Cycle Hire Scheme has also seen a significant extension of Legible London principles within an area of central and inner London roughly equivalent to Zone 1, by offering similar mapping and wayfinding at all docking stations. TfL is now examining rolling out Legible London style maps as the main style of mapping available at all tube and Overground stations. However, this will only be implemented if the overall cost can be kept to the same level as current mapping provision.⁵⁰

⁴⁸ Transcript of September 7th meeting, page 33

⁴⁹ TfL written submission – please note evaluation of other pilot areas to become available in September 2010

⁵⁰ http://www.tfl.gov.uk/microsites/legible-london/5_42.aspx

The Transport Committee has looked at the issue of tube and rail overcrowding in the past and recommended that information provision at congested stations needed to be improved to offer passengers a wider variety of options, particularly during rush hour periods. 108 tube journeys, representing approximately 20,000 daily trips, are actually quicker on foot than on the tube.⁵¹ The Transport Committee report, *Too Close for Comfort*, advocated the use of a traffic light system to warn people of tube congestion, linked to a push to move people to walking by means of staff information and mapping provision.⁵² This could also be linked to the Journey Planner where passengers are warned about congestion before travelling and a walking option is offered. In light of the clear benefits to the transport system, we believe that it is worth TfL investing in improved mapping in particularly busy areas as a priority, which would provide people with defined walking routes to local services or quieter interchanges.

Although the Committee welcomes Legible London, its widespread expansion across all London boroughs will not be possible without considerable additional funding. Local businesses could be approached for sponsorship. In its submission to the investigation, the Business Improvement District Better Bankside was very supportive of the scheme, and advocated extending the mapping to more portable forms. This may indicate that there is scope to approach private funding for the scheme. If this is absent, alternative sources of street-level information provision should be encouraged, such as communities becoming involved in the provision of information and mapping of local walking routes. Living Streets has highlighted its work in Marks Gate in the London Borough of Barking and Dagenham which involved a local school producing a map of local streets.⁵³

Many organisations have taken advantage of new opportunities offered by advances in mobile technology to offer apps which use GPS technology to help people explore the city. This technology can be used to help link the importance of walking as a mode of transport with its other health and social benefits, while also helping to provide funding through partnership working across sectors. A particularly good example of this is the Museum of London's mobile app which

⁵¹ *Travel in London Report*, TfL, April 2010, page 345

⁵² *Too Close for Comfort*, London Assembly Transport Committee, November 2009

⁵³ Transcript of 7 September 2010 meeting, page 22

offers potted histories of locations as you walk,⁵⁴ which can encourage people to walk longer and further.

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.**

⁵⁴ <http://www.museumoflondon.org.uk/MuseumOfLondon/Resources/app/you-are-here-app/index.html>

Conclusion

We all face hard choices in the coming years. Transport in London is a complex web, with some of the largest capital projects in Europe currently under-way. The Committee recognises the difficulties faced by TfL, the Mayor and boroughs in deciding where public finances should be invested. We believe that those choices should be informed by a long-term view of how neighbourhoods and town centres should be developed to enhance the space for local people and businesses.

Investing in walking says something about the character of the city that we want to live in. It says that Londoners should have a public realm which values people, not vehicles. It says that the value of transport is not merely in shuffling passengers from A to B, but doing so in a way that maximises choice and takes into account their health and well-being.

The 2011 Year of Walking offers the Mayor and TfL a unique opportunity to make the case for the importance of walking as a distinct mode of transport. This report proposes cost-effective initiatives and programmes that we believe should be prioritised, focusing particularly on improving the street environment and changing patterns of travel.

The Committee is looking to the Mayor to use the considerable agenda-setting powers of his office to ensure that investment in walking remains a priority. This will need an ambitious, strategic view, recognising how the value of walking cuts across so many key agendas within London.

Ultimately, this report is about investing in the future of London as a world city. London's architectural and design heritage has too often been sacrificed in the last few decades to the needs of other transport modes. Investing in walking offers an opportunity to help re-balance the priorities of the capital, by revitalising centres across the region and ensuring that all Londoners benefit from living in one of the world's great urban environments.

Appendix 1 Recommendations

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.

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.

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.

Recommendation 4

That 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.

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.

Recommendation 6

We recommend that by the end of 2011 the Mayor should

- (a) 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
- (b) Include details in his long-term strategy for increasing the modal share of walking.

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.

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.

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.

Appendix 2 Orders and translations

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Chinese

如您需要这份文件的简介的翻译本，
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Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Greek

Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.

Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini okumak isterseniz, lütfen yukarıdaki telefon numarasını arayın, veya posta ya da e-posta adresi aracılığıyla bizimle temasa geçin.

Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ ਜਾਂ ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Hindi

यदि आपको इस दस्तावेज़ का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে ফো করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں درکار ہو تو، براہ کرم نمبر پر فون کریں یا مذکورہ بالا ڈاک کے پتے یا ای میل پتے پر ہم سے رابطہ کریں۔

Arabic

الحرص على ملخص هذا المستند بلغة تفضل،
فارجاء الاتصال برقم الهاتف أو الاتصال على
العنوان البريدي العادي أو عنوان البريد
الإلكتروني أعلاه.

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જોડતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઈ-મેઇલ સરનામા પર અમારો સંપર્ક કરો.

Appendix 3 Principles of scrutiny page

An aim for action

An Assembly scrutiny is not an end in itself. It aims for action to achieve improvement.

Independence

An Assembly scrutiny is conducted with objectivity; nothing should be done that could impair the independence of the process.

Holding the Mayor to account

The Assembly rigorously examines all aspects of the Mayor's strategies.

Inclusiveness

An Assembly scrutiny consults widely, having regard to issues of timeliness and cost.

Constructiveness

The Assembly conducts its scrutinies and investigations in a positive manner, recognising the need to work with stakeholders and the Mayor to achieve improvement.

Value for money

When conducting a scrutiny the Assembly is conscious of the need to spend public money effectively.

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