

## **Written submissions provided for the Transport Committee's review on improving walking in London**

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Dear Mr O'Sullivan,

I am writing in response to Caroline Pidgeon's request in her letter of 22 June for information from boroughs.

My response to the questions which Ms Pidgeon asks is as follows

\* What work is the borough currently undertaking with TfL and the Mayor to encourage walking?

Our Smarter Travel programme for 2010-11 includes:

- Roadwise Rangers, a joint project with QPR football club to improve child pedestrian safety (£20,000)
- Grants to schools for infrastructure to support walking (and cycling) (£60,000).
- Walk on Wednesdays and Walk to School Week school walking campaigns. (£10,000)
- Workplace travel plan development, including support for and encouragement of walking (£28,000)

Our LIP corridors and neighbourhoods programme takes a holistic view of corridors and neighbourhoods, with particular emphasis on improving the walking environment by de-cluttering, improving the urban realm, reducing vehicle speeds and improving crossing facilities, eg by converting pelican crossings to puffins, which give pedestrians longer time to cross.

The corridors we are working in 2010-11 are:

- Goldhawk Road (£400,000)
- North End Road (£50,000)
- The Riverwalk (Thames Path) (£200,000)
- Askew Road (£200,000)
- Shepherds Bush town Centre Wayfinding (£150,000)
- Fulham Palace Road (reserve scheme) (£249,000).

The Neighbourhoods are

- Wendell Park (£270,000)
- Brook Green (£200,000)
- South Park (£130,000)
- Ravenscourt Park (£200,000)
- Wormholt Park (reserve scheme) (£160,000).

We have recently completed a project to improve pedestrian and cyclist access to the Grand Union canal by rebuilding and widening and lengthening the steps, in partnership with TfL, Sustrans and the Park Royal Partnership.

\* What initiatives should the Mayor and TfL prioritise in 2011 and beyond to realise a sustained increase in walking?

The "Better Streets" concept, which takes a holistic approach to improving the safety and convenience of the street environment, with de-cluttering and the provision of high quality street furniture, so that the streets are interesting and pleasant places to be in, which in turn stimulates regeneration of the shops, cafes etc, which in turn add to the interest and comfort of the streets, seems to be particularly fruitful, with high profile examples in Kensington High Street, Walworth Road, the Cut and Ashford in Kent. The provision of benches and toilets are useful to encourage older people to walk - where public toilets cannot be provided, "community toilet" schemes should be considered, whereby the public can use toilets in pubs or cafes without necessarily buying anything. These schemes should be combined with measures to reduce crime and the fear of crime, and "designing out crime" should be part of this process. Providing pedestrian "cut-throughs" - eg bridges over railways and canals, links through roads closed to motor traffic can give walking an advantage over driving but these cut throughs must be seen to be safe and secure.

School travel plans in Hammersmith & Fulham have reduced the numbers of children being driven to school by 20%, with most of these transferring to walking, followed by cycling.

\*What, if any, other measures should the Mayor and TfL take to ensure the "year of walking" delivers a sustained increase in walking?

Given the Mayor's knowledge of Latin, perhaps he should adopt the Roman motto: "Solvitur ambulando" (Walking cures everything). More work with health authorities on promoting the benefits to individual's health and well-being of walking would be useful, although these areas seem likely to be cut back. A few years ago there was a scheme called "Walkwell" but funding for this ran out.

\*What initiatives are you running outside of the Mayor and TfL's priorities? Are you working in partnership with other statutory or voluntary bodies? Please give details of any programmes

We work with the Hammersmith Business Improvement District on a programme of guided walks taking in sites of historical interest around Hammersmith Town Centre.

Yours sincerely

Chris Bainbridge

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## London Borough of Lewisham – Walking / Public Realm Initiatives

**What work is your borough currently undertaking with TfL and the Mayor to encourage walking? Please provide full details of all relevant initiatives including the cost of the work and how it is funded, the measurable objectives and the results to date in relation to increasing walking.**

Below is just a flavour of some of the initiatives being pursued to facilitate and promote walking. Some not touched on below include:

- a major Streets for People project allied to the TfL project to improve the Environment of the A2 'Kender Triangle' and forming part of the 'North Lewisham Links' (which are outline below)
- a project to enhance Sydenham's high street  
[http://www.lewisham.gov.uk/Environment/Regeneration/Sydenham/?wbc\\_purpose=B](http://www.lewisham.gov.uk/Environment/Regeneration/Sydenham/?wbc_purpose=B)
- using the Pedestrian Environment Review System to help ensure that we address the needs of pedestrians when pursuing TfL LIP funded Corridor and Neighbourhood projects
- developing area action plans for our two major town centres, each emerging plan having the needs of pedestrians at its heart.
- Recently opened River Ravensbourne Greenway  
[http://www.london.gov.uk/media/press\\_releases\\_mayoral/mayor%E2%80%99s-funding-boost-capital%E2%80%99s-greenways](http://www.london.gov.uk/media/press_releases_mayoral/mayor%E2%80%99s-funding-boost-capital%E2%80%99s-greenways)

Initiatives	Cost/Funding	Measurable Objectives/Results
<b>Promotion/Awareness Building</b> <a href="http://www.lewisham.gov.uk/LeisureAndCulture/SportAndLeisure/SportsActivities/Walking/">http://www.lewisham.gov.uk/LeisureAndCulture/SportAndLeisure/SportsActivities/Walking/</a> <a href="http://www2.lewisham.gov.uk/lbl/documents/TransportAndStreets/WalkingMap.pdf">http://www2.lewisham.gov.uk/lbl/documents/TransportAndStreets/WalkingMap.pdf</a>		
<ul style="list-style-type: none"> <li>• Smarter Travel/Travel Awareness promotion to residents and Lewisham employees</li> </ul>	<ul style="list-style-type: none"> <li>• £250K pa</li> <li>• TfL /LIP</li> </ul>	Increased walking and cycling etc assessed through monitoring of school and workplace travel plans etc and annual LTDSurvey
<ul style="list-style-type: none"> <li>• Distribute maps and information to promote walking for transport, leisure and health</li> </ul>		
<ul style="list-style-type: none"> <li>• Annual Step Counter Challenge with LBL staff</li> </ul>		
<ul style="list-style-type: none"> <li>• School and workplace travel planning</li> </ul>		

## London Borough of Lewisham – Walking / Public Realm Initiatives

Public Realm Projects		
<b>North Lewisham Links</b> <ul style="list-style-type: none"><li>Phase 1 – including Douglas Way / Margaret McMillan Park / Fordham Park</li></ul>	<ul style="list-style-type: none"><li>£4.6m</li><li>CLG/HCA</li></ul>	<ul style="list-style-type: none"><li><b>Objectives</b> – providing safer routes linking existing/new facilities – schools, high streets, health centre, parks</li><li><b>Results</b> – increased use of routes, use of play facilities</li></ul>
<p>The Council’s first Local Implementation Plan proposed a pedestrian route signing strategy called ‘Legible Lewisham’ (we think we came up with the ‘Legible’ bit before ‘Legible London’ was coined) based on the Bristol model. The LIP proposed starting this signing in Deptford. Starting here was almost an admission of how difficult an environment Deptford is to negotiate on foot and the signs would perhaps only address some symptoms of a deeper structural problem. Consequently Space Syntax was commissioned to undertake an analysis of urban structure to help us understand those deeper problems and propose solutions. Amongst many things, the analysis highlighted large block size leading to poor permeability and legibility, compounded by the barrier effect of railways and major roads. The analysis indicated potential new routes and existing routes that might be strengthened. These were developed in the North Lewisham Masterplan which proposed the network of ‘North Lewisham Links, in part to be created by providing new links through sites/blocks as development opportunities arise</p> <p><a href="http://www.lewisham.gov.uk/Environment/Regeneration/DeptfordAndNewCross/NorthLewishamLinks/?wbc_purpose=B">http://www.lewisham.gov.uk/Environment/Regeneration/DeptfordAndNewCross/NorthLewishamLinks/?wbc_purpose=B</a></p> <p>A delivery strategy was commissioned to prioritise links, prioritise projects along those links and to cost those projects. Link 1 is being delivered in large part with funding from CLG/HCA but with some LIP funding from TfL.</p>		
<b>Waterlink Way</b> <ul style="list-style-type: none"><li>Ladywell Fields</li></ul>	<ul style="list-style-type: none"><li>£1.8m</li><li>SRB6 / LBL Capital Programme / BSP-LIP Walking &amp; Cycling/ EU Life Programme – QUERCUS, (maintaining Quality Urban Environments for River Corridor Users and Stakeholders)</li></ul>	<ul style="list-style-type: none"><li><b>Objectives</b> – addressing lack of maintenance and consequential lack of use of urban river corridors. Reducing crime and fear of crime.</li><li><b>Results</b> – increased use of public parks/river corridors; biodiversity improvements</li></ul>
<ul style="list-style-type: none"><li>Cornmill Gardens</li></ul>		
<p>The North Lewisham Links are connected to the southern part of the borough via the Waterlink Way, the main walking and cycling corridor running through the borough via several of its green spaces. Recent improvements have been made in Cornmill gardens</p> <p><a href="http://www.lewisham.gov.uk/Environment/Regeneration/LewishamTownCentreRegeneration/LewishamDevelopmentsMap/CornmillGardensRiverMillPark.htm?wbc_purpose=B">http://www.lewisham.gov.uk/Environment/Regeneration/LewishamTownCentreRegeneration/LewishamDevelopmentsMap/CornmillGardensRiverMillPark.htm?wbc_purpose=B</a></p> <p>and in Ladywell Fields. Improvements in Ladywell Fields included a new spur to the Waterlink Way connecting Ladywell station</p>		

## London Borough of Lewisham – Walking / Public Realm Initiatives

directly to the hospital also creating a new root to the park and sation for thode living beyond the hospital, as part of the completed first phase. The information on the second phase (currently under construction) is at:

[http://www.lewisham.gov.uk/LeisureAndCulture/ParksAndRecreation/Improving/LadywellFields/?wbc\\_purpose=B](http://www.lewisham.gov.uk/LeisureAndCulture/ParksAndRecreation/Improving/LadywellFields/?wbc_purpose=B)

<ul style="list-style-type: none"> <li>• <b>Which initiatives should the Mayor and TfL prioritise in 2011 and beyond to realise a sustained increase in walking?</b></li> </ul>	<ul style="list-style-type: none"> <li>• Put walking at the top of the sustainable transport hierarchy</li> <li>• Maintenance and cleaning of infrastructure</li> <li>• Ensure development plans are truly spatially based and recognise and support natural lines of pedestrian movment</li> <li>• Enforcement of illegal issues that are barriers to walking e.g. pavement parking, notice boards, litter etc.</li> <li>• Publicity campaigns raising awareness of the social, economic and environment benefits of walking</li> </ul>
<ul style="list-style-type: none"> <li>• <b>What, if any, other measures should the Mayor and TfL take to ensure the ‘year of walking’ delivers a sustained increase in walking?</b></li> </ul>	<ul style="list-style-type: none"> <li>• Inclusive and effective consultation to evaluate and monitor projects.</li> <li>• Funding to incorporate changes to projects identified from evaluation</li> <li>• Deliver feedback to whole community to achieve a target % increase in walking</li> <li>• Maintain momentum of ‘year of walking’ with publicity campaigns to raise awareness of the social, economic and environment benefits of walking</li> <li>• Advertising new and existing ‘hard’ and ‘soft’ measures to attract new and maintain regular walkers</li> </ul>
<ul style="list-style-type: none"> <li>• <b>What initiatives are you currently running outside of the Mayor and TfL’s priorities? Are you working in partnership with other statutory or voluntary bodies? Please give details of any programmes.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Living Streets and London Councils</li> <li>• ‘Step out in Lewisham’ is a London Councils funded project that is working alongside communities and organisations based in and around Cornmill Gardens and Ladywell Fields to promote more walking in these locations. The project is part of the wider Step Out in London initiative.</li> </ul>

# **London Borough of Lewisham**

## **Walking / Public Realm Initiatives**

North Lewisham Links  
Margaret McMillan Park  
Ladywell Fields  
Cornmill Gardens

## North Lewisham Links: Route 1 – Deptford High Street to New Cross Gate





## London Borough of Lewisham – Walking / Public Realm Initiatives





# London Borough of Lewisham – Walking / Public Realm Initiatives

## NORTH LEWISHAM LINKS



Margaret McMillan Park forms a key element of Route 1 which links Deptford High Street and the proposed changes that are currently in the early stages of development with New Cross and the NDC area of New Cross Gate. The Council has been successful in securing HCA Thames Gateway funding to deliver a number of key projects along Route 1. The space is a key link from the Waldron Health Centre to the west and the Albany community theatre to the east.



Margaret McMillan Park is a key space on the Route 1 Link





## London Borough of Lewisham – Walking / Public Realm Initiatives



Ladywell Fields, Lewisham



## London Borough of Lewisham – Walking / Public Realm Initiatives







**Cornmill Gardens, Lewisham**



## London Borough of Lewisham – Walking / Public Realm Initiatives



## Royal Borough of Kensington and Chelsea

### Evidence to the London Assembly Transport Committee on Making it Easier and Safer to Walk in London

3 September 2010

- 1.1 Thank you for inviting the Council to contribute written evidence to the London Assembly's investigation into making it easier and safer to walk in London.
- 1.2 In our response we have answered the questions sent to us by the London Assembly scrutiny team, as well as included additional comments that we believe are relevant to this investigation.

#### **Scrutiny questions**

***What work is your borough currently undertaking with TfL and the Mayor to encourage walking? Please provide full details of all relevant initiatives including the cost of the work and how it is funded, the measurable objectives and the results to date in relation to increasing walking***

- 1.3 In 2010/11 the Council and Transport for London (TfL) are spending £15.324m on projects and schemes, listed in Table 1, to promote walking in the borough. We are spending:
  - £190,000 on Education: We believe that promoting walking through education and marketing is important as a means of increasing the number of walking trips and, especially for school age children, can lead to long term sustainable transport mode choice. Our work includes the development of school travel plans, grants for teachers to attend school travel plan workshops, promotion of travel plans to workplaces in the borough via networking events, advertising and direct marketing, pedestrian skills training in schools, participation in Walk to School weeks, development of a walking promotion for secondary schools, a marketing campaign targeting local communities which encourages residents to walk or cycle to their local shops and a project to integrate walking and cycling into schools' curriculum.
  - £548,000 on Improved Pedestrian Crossings: We believe that removing barriers to walking by providing safe and convenient pedestrian crossings is an important tool in order to increase the number of walking trips. Our work in this area includes installation of a pedestrian phases at signalised junctions, replacement of existing staggered pelican crossings with more convenient straight across ones, widening existing pelican crossings, provision of an all red traffic signal stage for pedestrians and removal of street clutter at pedestrian crossings to make it easier for pedestrians to cross.
  - £14.586m on Streetscape Schemes: We believe that good streetscape improves quality of life and encourages more outdoor activity including

walking. In addition to the £13.3m Exhibition Road shared space scheme, which is jointly funded by TfL and the Council, we are planning numerous other streetscape improvements. Our work includes: removal of clutter and rationalisation of signs along the King's Road, the front of Chelsea and Westminster hospital and the area near Bramley Road and St Mark's Road to complement the environmental improvements we are making to the underside of the A40 Westway Flyover at Bramley Road and St Mark's Road.

**Table 1:** Walking projects in 2010/11 funded by, or with a contribution from, TfL

	<b>Cost</b>
<b>Education</b>	
School Travel Plans	£55,000
Work Place Travel Plans	£20,000
Pedestrian skills training in schools.	£45,000
Walk Once a Week/ Walk to School	£30,000
Local Shopping Campaign	£30,000
Walking and Cycling Curriculum Project	£10,000
	<b>Education Total £190,000</b>
<b>Pedestrian Crossings</b>	
Pedestrian phase at Palace Garden Terrace	£130,000
King's Road by Sloane Square	£168,000
Queen's Gate junction with Harrington Road and Stanhope Gardens	£100,000
King's Road pedestrian crossing improvements – King's Road/Old Church Street junction	£150,000
	<b>Pedestrian Crossings Total £548,000</b>
<b>Streetscape Improvements</b>	
Exhibition Road	£6.55m (TfL) and £6.751m (Council) – total project cost = £13.301m
Chelsea and Westminster Hospital Streetscape improvements – Fulham	£350,000 (TfL) – the Council is also contributing £350,000 so total project cost = £700,000
Westway improvements at St Marks Road and Bramley Road	£225,000
St Marks Road and Bramley Road Streetscape Improvements	£210,000
King's Road	£150,000
	<b>Streetscape Improvements Total £14.586m</b>

- 1.4 We are spending £1.673m (69 per cent) from the £2.44m we were allocated by TfL for Local Implementation Plan (LIP) funding for Neighbourhoods, Corridors, Smarter Travel and Local Transport Funding, on schemes and projects which have a walking benefit.



- 1.5 We recognise the need for better destination information for pedestrians but we do not agree that TfL's way finding system, Legible London, is the blanket solution. For example, we believe TfL should do more to promote walking on their journey planner and make more use of GPS/iPhone applications. We are concerned that Legible London could, if unchecked, lead to proliferation of signs on the highway. We feel more should be done to encourage joint initiatives, for example, buildings in close proximity, such as the museums at South Kensington, promoting each other, and the provision of more information on public buildings.
- 1.6 Legible London has been promoted as a means of reducing street clutter by removing the need for directional signs to places of interest. However, our approach has been to avoid introducing these signs and so we run the risk of Legible London signs increasing, rather than decreasing, street clutter.
- 1.7 Where existing street furniture is already required for another purpose, way finding information can be provided very easily with no additional street clutter – for instance at bus stops, at cycle hire docking stations and at the entrances to rail and Underground stations. We have introduced Legible London signs, as part of the Mayor's Cycle Hire Scheme, across some parts of the borough.
- 1.8 We acknowledge that Legible London has a role to play in a limited number of streets with high footfall and a large proportion of visitors to the area, as it can help people make the transition from tube or bus to walking trips. When completed, Exhibition Road will also have Legible London signage to help visitors to the Museums and Royal Albert Hall navigate the area. We are aware that the existence of such maps in the borough may stimulate interest and increase demand for more. Although we are not aware of any evidence which suggests that Legible London signage actually increases the number of walking trips and would welcome the Transport Committee's view on this issue.
- 1.9 The Council has recently completed a Pedestrian Environment Review System (PERS) audit of all the roads in the borough. This audit highlighted areas where the pedestrian environment may be improved. We are looking at the results of this audit and have already made some improvements, e.g. we have removed the end panels from a bus stop shelter on Sydney Street so that there is more space for pedestrians. Whilst the PERS review is helpful, its approach is very mechanistic. For example, the PERS review identified over 2000 small scale changes - the vast majority of which involved installing tactile paving or dropped kerbs. We will not be implementing many of these suggestions as we do not think tactile paving is appropriate for every street, especially residential streets, as it suggests a more formal crossing point than may actually exist and could do more harm than good.
- 1.10 Since March 2010 all schools in the borough have had a TfL approved travel plan. As a direct result we have seen participation in walking to school programmes increase by 52 per cent. In the past year we have experienced

an increase in children travelling to school by active modes, the majority of which is walking, from 46 per cent to 54 per cent.

- 1.11 With the exception of education programmes, such as school and workplace travel plans, it is very difficult to assess the results of our work so far, in terms of establishing a causal relationship between our interventions and changes in levels of walking. Economic conditions and other effects, notably weather, have a large influence on the number of walking trips made. Sample surveys, such as the London Travel Demand Survey (LTDS), capture a moment in time and provide some indication but cannot be relied upon for any degree of accuracy. For example, the LTDS does not include trips made by non-London residents. The Second Travel in London Report (2010) showed that in 2008/9 RBKC, LB Islington and LB Tower Hamlets, had the joint highest walk mode share of all London Boroughs for walking trips made by all London residents. The proportion of walking trips made in RBKC by all London residents (40 per cent) was higher than the Inner London average of 36 per cent. This proportion further increases when we look at the number of walking trips in the borough made by borough residents, which has increased from 48 per cent to 51 per cent between 2005/6 and 2008/9.

***Which initiatives should the Mayor and TfL prioritise in 2011 and beyond to realise a sustained increase in walking?***

- 1.12 We believe that the Mayor of London should prioritise “Providing a safe, comfortable and attractive street environment” to realise a sustained increase in walking. In particular, the Mayor should seek to:
- Support developments that emphasise the quality and permeability of the pedestrian environment (i.e. Better Streets initiative);
  - Provide direct, convenient pedestrian access (for example, with surface crossings) where appropriate;
  - Enhance pavement space for pedestrians and removing guardrails and other obstacles;
  - Support major projects such as high street revitalisation through good quality public realm, that is designed to support regeneration of small businesses and encourage local shopping and activity;
  - Support the placing of signs on buildings and the reduction of street clutter; and
  - Provide more local area maps at bus stops.

***What, if any, other measures should the Mayor and TfL take to ensure the ‘year of walking’ delivers a sustained increase in walking?***

- 1.13 Rapid advances in mobile phone technology can play a role in providing pedestrians with the confidence that they need to make walking trips in unfamiliar streets. We believe that TfL should make more use of this technology by integrating it with the Journey Planner available on their website. As well as improving the information available on mobile phones, we

also think it would be useful if TfL used its influence to help develop the wider advances in technology for sensory impaired people, such as the use of Radio frequency identification (RFID) technology for relaying directional and place information to mobile phones.

- 1.14 We strongly support direct, pedestrian access with surface crossings where appropriate, high street revitalisation through good quality urban realm and improved access, and safety, between station and surrounding areas for pedestrians and cyclists. Pedestrian bridges can also significantly help in joining communities severed by large roads, like the Westway, or the river. A decrease in the level of traffic on large roads, for example on the Earls Court one-way system and the Cromwell Road, would make these roads much more pleasant to walk in. However, we know, in practice, attempts to reduce traffic on these roads will merely disperse traffic to the residential side roads which would be undesirable. Large scale changes, such as freight consolidation centres, are required to reduce the number of trips made.
- 1.15 We believe that effective use of advertising can significantly change behaviour. TfL's recent "Walk up the escalator" and "Get off the bus a stop earlier" campaign is a good example of encouraging more active behaviour in everyday life in which most people can participate without any inconvenience. Latest Transport for London's Greater London Bus Passenger Survey results show that 15 per cent of journeys are up to half a mile, and 21 per cent are between half a mile and one mile long. These journeys could easily be made by walking for most people.
- 1.16 We recommend that TfL more widely market the map they have produced which shows the time it takes to walk between tube stations, in an attempt to reduce the number of short tube journeys and also increase the amount of walking undertaken. We also recommend that TfL re-programme the Journey Planner on their website so that walking journeys which are less than 15 minutes long appear first in the list of options. For example, if the journey from Covent Garden to Leicester Square is entered into the journey planner, the first four options are Underground journeys, allegedly of one minute in length, although the actual time it takes to complete this trip, taking into account the congestion at each station and access and egress to and from the platforms, is considerably longer. The walking option of four minutes is the last option given.
- 1.17 We believe the Mayor should provide more support to local shops, as local shopping journeys can easily be made by walking for most people.

***What initiatives are you currently running outside of the Mayor and TfL's priorities? Are you working in partnership with other statutory or voluntary bodies? Please give details of any programmes.***

- 1.18 Table 2 lists the schemes we will implement in 2010/11 using £695,000 of the Council's own funds.

**Table 2:** Schemes funded from Council's own funds in 2010/11

<b>Scheme</b>	<b>Description</b>	<b>Cost</b>
King's Road / Oakley Street Traffic Signals	Junction improvement scheme with less clutter and a more convenient straight across crossing.	£90,000
King's Road Junction Improvements	Improve existing signal crossings, including rationalisation of traffic signals and street lighting columns.	£150,000
Portobello Square	Upgrade the public space at the western end of Tavistock Road between Portobello Road and the gardens.	£65,000
Fulham Road (Gunter Grove/Edith Grove)	Streetscape scheme to rationalisation traffic signals and street lighting columns as well as street furniture.	£95,000
Fulham Road (Traffic signal and Junction Improvements)	Working with TfL to improve pedestrian facilities. Upgrade three traffic islands to new streetscape standard.	£170,000
Notting Hill Gate	Review and develop options for environmental and traffic management proposals.	£25,000
Ladbroke Grove	Streetscape improvements.	£100,000 plus £100,000 in 2011/12 – total cost £200,000

- 1.19 We have high standards when it comes to maintaining footways in the Royal Borough. Poorly maintained footways which lead to puddles forming in the rain or an uneven walking surface, reduce the pleasure associated with walking and can deter some people, especially the mobility impaired, from making some journeys. The Council has an “Eyes and Ears” policy that expects all staff working on the streets to report faults regarding the condition of pavements.

- 1.20 On 11 January 2010 the Council introduced a permit scheme for roadworks. This also covers works on the pavement. The permit scheme allows the Council to put conditions on the way of working so that we can ensure that utilities allow room for pedestrians, including those with buggies and mobility impairments, to pass whilst works are on-going. The increased powers that the permit scheme has provided the Council should result in more collaborative working between works promoters which will ultimately prevent roads and pavements from being dug up shortly after one another resulting in less disruption to all road users.
- 1.21 Table 3 lists the schemes we will implement in 2010/11 using £318,000 of s106 contributions.

**Table 3:** Schemes which will be implemented from s106 contributions in 2010/11 from funding previously received

<b>Scheme</b>	<b>Description</b>	<b>Cost</b>
Freston Road	Contributions from various developments around Freston Rd for improvements to the pedestrian environment in the surrounding area, particularly to improve access to Latimer Road Tube station.	£60,000
Hoopers Court	Improvements to the pedestrian environment around the former Basil Street Hotel.	£70,000
Kensal Road	Repaving in York stone around 222 Kensal Road, removal of a redundant crossover and the creation of a new ramp for improved access to the Grand Union Canal.	£79,000
Fenelon Place	Repaving in York Stone and a widened footway in Fenelon Place. Repaving in York stone of that part of Warwick Rd in front of 181 to 183.	£109,000

- 1.22 We are working with British Waterways to improve the Grand Union Canal that runs through the north of the borough. In the past two years this has included widening of the canal towpath and provision of new seating. We

work closely with the Primary Care Trust (PCT) to provide walk for health projects in the borough.

### **Conclusion**

- 1.23 The Royal Borough is keen to see the number of walking trips increase and to make our borough a more pleasant place in which to live, work and move about in. We believe that permeability, accompanied by a carefully considered, well maintained, street environment is key to increasing walking trips. We look forward to the outcome of the Transport Committee's investigation.

Ends

## **LONDON BOROUGH OF CROYDON WALKING PROJECT UPDATE**

### **AUGUST 2010**

#### **Wandle Links**

This is part of Transport for London's walking programme and is coordinated with the Big Lottery funded Sustrans 'Connect2' walking and cycling scheme. The project aims to take the opportunity afforded by the Tramlink corridor to introduce surface crossing points to improve links for pedestrians and cyclists.

Improvements to the environmental quality and safety of pedestrian routes between residential, employment, retail areas, schools and amenity areas is also provided to make walking and cycling attractive options for short journeys. This includes work on:

- The area to the north of Wandle Park along the Tramline (the Wandle Links Project)
- The Valley Park (home of Ikea)
- The restoration scheme for the River Wandle and develop new sections of the Wandle Trail (New South Quarter Site, Wandle Park –part of the Mayor's *Help a London Park* Scheme)
- Improvements to open spaces such as Addiscombe Railway Park and Ashburton Park (part of a proposal to create a greenway between Addiscombe and South Norwood Country Park)

Expenditure on this project so far since it inception in 2004/05 has been £766k funded from the Council's TfL allocation and Section 106 funds.

#### **Sustrans Connect2 Project (Croydon Parks Links)**

The Sustrans Connect2 scheme provides funding through the Big Lottery Fund to invest in networks of walking and cycling routes linked to new crossings of busy roads, railways and rivers. Nationally this scheme will bring health and environmental benefits, aims to enable millions of people to travel by foot and bike for many everyday journeys such shopping, commuting to schools or work. This will create a greenway network around Croydon Metropolitan Centre and its environs. £550k has been obtained from Sustrans and potential funding has been identified in the 2011/12 LIP to implement part of the core Connect2 route.

Expenditure on Connect 2 in 2010/11 is expected to by £200k funded from the TfL allocation.

#### **Croydon Metropolitan Centre**

Underpinned by the 2006 Space Syntax Study on pedestrian movement, the vision for Croydon town centre include a grid of walking routes and proposals to improve access and links between open spaces. Central to these plans is the vision for connecting Queens Gardens, Wandle Park, Duppas Hill and Park Hill via a network, or necklace of green spaces which encircle the town centre. Work

on this is currently being taken forward through the town centre masterplans and the Croydon Metropolitan Centre Opportunity Area Planning Framework and includes:

- Work to improve walking facilities and public realm in the town centre including the integrated masterplans at East Croydon and West Croydon stations, College Green and Mid Croydon.
- The Mayor's *Great Spaces* Project for Wellesley Road and Park Lane.
- Embedding the project in the TfL SE Greenways study, the LIP, LBC Core Strategy and OAPF, the Wandle Valley Area Framework for the All London Green Grid

### **Cycling on Greenway (CoG)**

London Greenways; formally known as CoG, is a London wide programme coordinated by Sustrans and funded by TfL. The programme has identified and created opportunities to identify a network of greenways for future development throughout the south east linking areas such as Croydon, Bromley and Bexley. The London Greenways programme provides the potential to link other green infrastructure projects such as the All London Green Grid, Core Strategy and Biking Boroughs

### **Rights of Way Improvement Plan (RoWIP)**

Although many rights of way are maintained by the Council, they have not been legally defined and as a consequence have not been mapped. The Draft Rights of Way Improvement Plan sets out the Council's intention to map those routes and identify the perimeters of these rights of way. Croydon are currently inspecting the remaining 643 routes comprising an estimated 13.12km of footpaths bridleways and byways. The south of the Borough has been mapped and an additional 6 footpaths were 'added' to the Definitive Map and Statement (DMS) after publication. The Draft Rights of Way Improvement Plan (RoWIP) has identified, as a priority, the need to map the routes to the north.

### **Legible London**

Croydon is committed to the delivery of Legible London wayfinding in the current LIP. This work will focus on Croydon Town Centre. The Council's own Corporate Signage Project has identified additional resources for the implementation of further Legible London signage. The delivery of this will be aligned with our LIP programme of public realm improvements, including Addiscombe and South End. We would also like to work with TfL and the other boroughs on Legible London in the Crystal Palace area as a priority.

Expenditure on this project in 2010/11 is expected to be £142k with a further £400k being sought for 2011/12.



## **Local Implementation Plan Programme 2010/11**

The Council is undertaking two key projects this financial year to provide safer and more comfortable street environments, by providing more shared space and improving the urban realm. These schemes will significantly benefit pedestrians and walking. £2.45m is being spent on implementing a comprehensive improvement scheme for Purley High St and £150k on starting the design of a similar scheme for Addiscombe District Centre. The Council is also engaged jointly with TfL on a study into a potential improvement scheme at Purley Gyratory which has as one of its aims reducing severance for pedestrians at this busy junction.

The Council is spending £302,500 from its Local Implementation Plan allocation for 2010/11 on walking schemes and initiatives. These include engineering measures such as provision of new and upgraded crossing facilities and measures targeted at establishing safer routes to schools through the School Travel Plan process.

The Council also undertakes initiatives to promote walking in the borough. It plays an active part in campaigns such as Walk on Wednesday and Walk to School Week. The 'Envibe' (business support programme) is working with local businesses to develop workplace travel plans which include the promotion of walking. In the past the Council has run a 'commuter challenge' with Council staff and local businesses and events for 'in town without my car' with pedometer challenges etc. The Council's Active Lifestyles team is also doing work to promote the benefits of walking.

Planning Regeneration & Conservation Dept  
Economy & Sustainability  
18<sup>th</sup> Floor South  
Taberner House  
Park Lane  
Croydon CR9 1JT

Caroline Pidgeon AM  
City Hall  
The Queen's Walk  
London  
SE1 2AA

Your Ref:  
Our Ref: RDC-CP(LA) 020910  
Date: 2<sup>nd</sup> September 2010

Dear Ms Pidgeon

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

Thank you for your letter dated 22 June 2010 addressed to Emma Peters to which she has asked me to reply on her behalf. The Council shares the Mayor's aspirations to increase the number of journeys made on foot and is devoting a significant part of its expenditure through the Local Implementation Plan and other sources to this aim. It is also a major consideration when looking at new developments and planning for the future in the Borough. I enclose a paper setting out more details of what Croydon is currently doing and proposing with respect to walking initiatives.

With regard to your general questions we do not at present carry out regular travel mode surveys so it is not possible to give you quantitative data on the effect of our measures.

In terms of prioritising initiatives, I think the key issue for us is having the right infrastructure to encourage walking including good pedestrian access, crossings, signage and areas that feel safe and attractive with a good environmental quality. Wellesley Road is an example in Croydon where pedestrians are not welcomed.

One thing we find in undertaking promotional work is that people seem more interested in walking for health than walking to save carbon or reduce air pollution.

I hope you find the information we have provided helpful. Please do not hesitate to contact me if you require further help.

Yours sincerely

**Bob Cook**  
**Interim Head of Traffic and Engineering**



Your ref:  
Our Ref: BE/CPDU/ TP/AC  
2 September 2010

Ian O Sullivan  
London Assembly

By email to [ian.osullivan@london.gov.uk](mailto:ian.osullivan@london.gov.uk)

Dear Ian

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

I am writing in response to Caroline Pidgeon's letter of 21 July 2010. The City Council very much supports the Mayor's ambition to increase the number of journeys made on foot as improving the City of Westminster's pedestrian environment is one of the Council's key priorities, particularly given the high pedestrian volumes observed (on average 38% of trips in Westminster during the 2005-2008 period were made on foot).

The list in the attached Appendix provides a brief overview of the schemes and initiatives that the Council is currently working on (in 2010/11) which will improve facilities for pedestrians and encourage walking. These schemes are at different stages in their development, with some only at preliminary design stage and others in the final stages of implementation. Most of the schemes listed have therefore not yet been completed so the actual outcomes are not yet known and we have limited resources to undertake monitoring. However, we have evidence that other recently implemented public realm schemes, such as the Oxford Circus Diagonals Crossing scheme and the improvement scheme on Long Acre in Covent Garden, have been beneficial in terms of making journeys on foot easier and improving people's perceptions of the street thereby making them more inclined to undertake more of their journey by foot in future.

The Long Acre scheme involved the widening and resurfacing of footways and reconfiguration of parking/loading arrangements, rebalancing the street towards the pedestrian. Attitudinal surveys completed by TfL before and after the scheme's implementation demonstrated that it has resulted in significant positive changes in people's perceptions of the street in terms of pedestrian crowding, vehicle volumes and speeds, cleanliness and safety/security. It is hoped that other public realm schemes such as those listed will achieve similar benefits.

In terms of which types of schemes TfL should be prioritising for implementation in 2011, officers at Westminster City Council feel that the focus should be largely on public realm improvements, broadly summarised as follows:

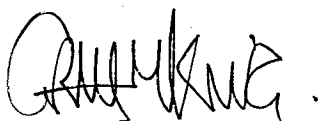
- enhancing footways (widening, resurfacing and decluttering)
- improving informal and formal crossing opportunities
- the continued roll out of the Legible London wayfinding system
- ensuring that the needs of pedestrians are considered when developing any type of transport scheme

Legible London is particularly crucial to giving visitors to the city the confidence to negotiate London's streets on foot rather than by tube, especially for the anticipated large influx of visitors during the 2012 Olympics. During this period pressure on the transport network is expected to be particularly acute, so maximising the options available to people will be key.

These initiatives have the obvious benefits of easing pedestrian congestion, improving safety, making it easier for visitors to navigate the city and ensuring that streets feel less dominated by vehicular traffic. However, there are often additional benefits to be realised by attracting more people to an area that relate to other public service functions such as helping to regenerate areas and reducing crime and antisocial behaviour, thereby maximising the return on the amount invested.

For further information on the schemes listed or to arrange a site visit with officers, please contact Alex Coley, whose contact details can be found at the top of this letter.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Graham King', with a stylized, cursive script.

**Graham King**  
**Head of Strategic Planning and Transportation**

**APPENDIX 1 – 2010/11 schemes in the City of Westminster that will benefit pedestrians (design and/or implementation)**

**Leicester Square** – redesign of the square and side streets, including provision of new seating, improved lighting and Legible London mapping.

**Exhibition Road** – the implementation of shared space concepts to the street, with more space for pedestrians and traffic speeds limited to 20mph.

**Exhibition Road / Kensington Gore junction** - the addition of new pedestrian phases to the junction.

**Piccadilly two way** – Reinstating two way working along Piccadilly, widening and resurfacing of footways where possible, improved crossing facilities.

**Kingly Street** – pedestrianisation and resurfacing of the street.

**Portman Square** – reallocation of highway space to give more space to pedestrians, resurfacing the footways, improving pedestrian crossing facilities and street lighting.

**Regent Street pedestrian crossing improvements** – provision of pedestrian phases at the junctions with Great Marlborough Street and Hanover Street.

**Carting Lane** – improving pedestrian linkages between Victoria Embankment and the Strand by providing more space for pedestrians and Legible London wayfinding.

**Harrow Road Civic Streets** – streetscape improvements to regenerate the area and reduce crime and anti-social behaviour including the creation of new public spaces and a street market.

**Chancery Lane** – a scheme to widen, resurface and declutter footways along the street. Undertaken in partnership with the City of London and Camden.

**Legible London** – provision of wayfinding signs, focusing on the West End, much of St James's and the areas near the mainline stations up until 2012.

**Wayfinding on mobile phones** - the feasibility of developing a smart phone application is currently being explored.

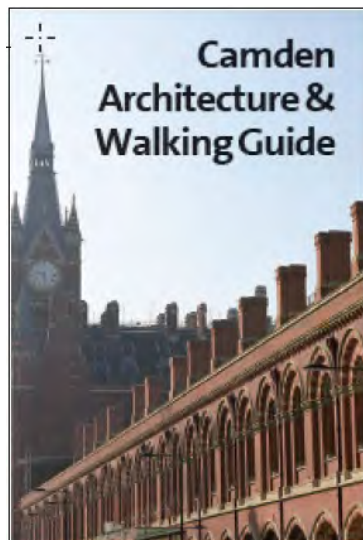
**Neat Streets** – a programme of street audits for every street in Westminster, taking the opportunity to declutter and ensure each street is properly maintained.

**Greenways** – the delivery of two schemes to improve provision for pedestrians and cyclists alongside the canal near Little Venice.

**School Travel Plans** – the development/review of travel plans for all schools in the City of Westminster identifying how more pupils can be encouraged to walk to school, plus implementation of measures identified in the plans.

**Website** – The Council has a webpage to promote the benefits of walking, with links to the 'Walk-it' journey planner and Strategic Walking Routes to help people plan their journey on foot.

## **Architecture and Walking Guide — London borough of Camden**



Work has been undertaken by Camden with Open House, architecture charity on a regular basis since 2006 to promote walking as part of the annual Open House weekend that takes place every September. The aim of the partnership has been to encourage people to walk between Open House participating buildings using a specifically design map guide. The benefit to Camden is that more trips are undertaken on foot, whilst Open House see the benefit of the guide as allowing people to walk and appreciate architecture and the built environment which is one of their main aims.

The project has a longer term aim of getting more trips undertaken on foot. By walking between buildings taking part in the weekend, it improves peoples geographic knowledge of central London and helps them recognise key landmark buildings that are taking part in the Open House weekend. It is therefore hoped that the guide will facilitate more journeys on foot, whilst also promoting active travel and the associated health benefits.

The 2009 Architecture and Walking Guide was launched at Camden Car Free Day 2009 on the 11<sup>th</sup> September 2009. It was the first borough produced walking guide to use Legible London mapping and was one of the initiatives launched as part of Camden Car Free Day 2009 together with the opening of the a new pedestrian square in Great Queen Street, Covent Garden.

The guide includes information on the health and environmental benefits of walking, and example walking times between key locations to emphasise the compactness and walkability of central London. It also includes information on online walking journey planners such as TfL Journey Planner and Walkit.com and how to find out more about walking through initiatives such as Legible London, Walk London and organisation such as Sustrans and the Metropolitan Walkers.



## Belsize Walk Route Map – London borough of Camden

Camden have developed a walking route from Primrose Hill to Parliament Hill including a map and wayfinding system.

The route follows quiet roads with architectural interest and the leaflet provides information on the architectural styles on the route as well as points of interest off the route.

The mapping has been created to ensure that it was easy to follow, uncluttered and highly legible.

On the ground, silver discs were laid in paving at decision points along the route to mark the route in a subtle way without adding to street clutter.

A run of 5000 maps have been distributed within 2 years and the leaflet is now available online available for people to print off, with requests for such information each month



## Belsize Walk

### Primrose Hill to Parliament Hill

Few capital cities are as blessed with parks as London. Belsize Walk links two of its best-loved oases – Primrose Hill and Parliament Hill – with an architectural walk passing through the Belsize conservation area. Belsize takes its name from The Manor of Belsize which is known to have existed since 1317. The walk takes about two and a half hours and more if you stop for refreshments along the way.

#### How to use this guide

The numbers appearing in the text refer to points on the map. You can also find information about the main architectural styles that shaped Belsize at the back of this leaflet.

Discreet footway discs have been provided to way mark the route. The London Plane design is based on an actual leaf found on the route.



#### Printed walking guides

Printed versions of the guide and map are available from libraries and London Borough of Camden Tel: 020 7974 5140



## Bloomsbury Streets for People - Camden

Camden have a three year programme for major investment in the Bloomsbury area, with works expected to facilitate hosting the media hub for the Olympics.

The main aims of the Bloomsbury improvements are to

- create a high quality public realm that encourages walking and cycling and is in keeping with the historical character of the area
- reduce street clutter and minimise engineering measures to simplify the streetscape (for example removing segregated cycle facilities)
- create a safer pedestrian and cyclists environment by reducing vehicle and cyclists speeds

### Great Russell St

Great Russell St provides the access to the main entrance to the British Museum. It has very high pedestrian flows and provides a key walking route through the area. Camden have provided a raised table outside the Museum entrance to help slow down vehicles, provide a level crossing point and emphasise the presence of pedestrians in the area.

Great Russell Street finished scheme photos:





## **Byng Place**

In mid November 2009 works began on Byng Place. The square was an empty space unwelcoming to pedestrians and cyclists, despite being adjacent to a number of higher education institutions and therefore experiencing a high footfall.

The Byng Place scheme aims to redefine Byng Place as a public square with pedestrian priority and to slow vehicles and cyclists as they travel through the square. As part of the Byng Place proposals;

- Byng Place has been significantly improved through repaving using large style granite setts in light-beige and grey-black speckled granite.
- The whole square was raised, with ramps onto the square
- The carriageway was narrowed
- Existing parking was removed
- All markings and segregation of the (Seven Stations) two way cycle lane were removed from the square
- The kerbs heights were lowered to minimal widths of 50mm. The footways have been extended and relayed in York stone to create a 'safe' pedestrian zone around the perimeter of the square to assist visually impaired pedestrians.
- Centre line road markings were removed
- For a trial period the zebra crossing adjacent to the east side of the square was removed, the zebra crossing to the west of the square was widened.
- Wooden tables and chairs are to be provided to help the space become a destination, where people can rest, relax, study or have a coffee.
- Officers negotiated with a local kiosk owner to move to the square which will assist in making people dwell longer in the space rather than use it just as a through route

The resulting scheme creates an ambiguous square based on the principles of shared space, where drivers and cyclists approach the square with caution, travel more slowly through the square and enable pedestrians to cross and move about the square more freely and safely.

The shared space principle is a key component of the scheme, and it is important that the square is not perceived in the same way as surrounding roads. The restricted zone allowed double yellow lines along the carriageway through the square to be removed as they work against the principles of shared space (they highlight and define the carriageway area, and re-enforce vehicle priority through the square). Following speed surveys, the zebra crossing adjacent to the square was also removed (currently on a trial basis), to enforce the notion of shared space on the square and encourage pedestrians to cross informally.

## **Montague Place**

Montague Place provides coach parking for and an entrance into the British Museum, however it is uninviting and the majority of visitors to the Museum are unaware of the entrance. The two-way segregated cycle lane running along the centre of the road and coach parking on both sides and a lack of suitable crossing points creates a very unfriendly environment for pedestrians.

Works will begin in November 2010 to widen the footways, narrow the carriageway, replace the two way segregated cycle lane with a contraflow cycle lane and create a level pedestrian plaza linking the northern and southern footways. Coach parking will be provided on the northern side of the road only with additional parking relocated to Malet St.

The footways will be paved in York stone complimenting the surrounding area. The main carriageway will be hot rolled asphalt with the exception of the raised plaza area which will be in granite setts, similarly granite setts will be used for the coach and loading bays which can be used a pavement when not in use.

### Current



### Proposed



## **Camden High Street – London borough of Camden**

### **Project Context**

The Naked High Street is the first of its kind in central London and is part of a £1.5 million project to dramatically change one of London's most iconic streets through improving the pedestrian environment.

With a focus on music, design, creative media, arts and culture Camden has a rich mix of activity making it a world famous visitor destination, with over 10 million people coming to enjoy the town centre every year.

Camden High Street provides links to a number of walking attractors including world famous markets, offices, museums and The Regents Canal greenway route. Despite the high volume of pedestrians and the numerous walking opportunities offered by Camden High Street, the area is dominated by traffic, with narrow and highly congested footways.

### **Project Aim**

The aim of the Naked High Street is to readdress the balance between pedestrians and vehicles, promoting walking.

The scheme also identified a number of benefits for historic walks, tourist, leisure and business destinations by improving pedestrian routes and encouraging walking within Camden Town.

### **Project Details**

The Naked High Street now provides a safe and attractive route for pedestrians by implementing a range of innovative public realm improvements including:

- Widened footways to better accommodate high pedestrian flows and provide a more accessible environment for all users
- Provision of part-time loading bays at footway level that are used as footways when not occupied
- A narrowed carriageway to reduce traffic speeds and create more pedestrian priority
- Improved footway appearance through introducing high quality paving and new street trees
- De-cluttered footways including the removal of excess signage and pedestrian guardrailing to create a less obstructed “Naked Street”
- Removal of all carriageway markings to reduce traffic speeds by increasing motorist observation of the street environment
- Repositioning of street lighting to improve pedestrian accessibility and the night time environment

### **Project benefits**

The scheme offers a host of economic, health and environmental benefits through providing pedestrians with a less cluttered environment and stronger link between Camden Town station and the World famous Camden Lock.

Linking Britannia Junction in the south and Kentish Town in the north, pedestrians are encouraged to make journeys by foot to reduce the dependence on public transport between town centres. The scheme also enhances the wider walking network by linking to The Regents Canal Greenway and supports local heritage walks.

The use of high quality materials, street planting and footway redesign has delivered major public realm improvements to Camden High Street helping regenerate the area.

The project encompasses the borough's Community Strategy, working towards 'a safe Camden that is part of our vibrant world city' and The Mayors transport goal to increase the modal share of walking in London above the current 24%.

### Before





After



## **Britannia Junction – London borough of Camden**

### **Project Context**

Camden Town is one of London's most well known areas offering a wide range of businesses and leisure opportunities. As one of London's most popular tourist destinations Camden Town underground station receives high volumes of pedestrians every day. Britannia Junction is an important gateway to Camden Town serving as a popular meeting point for pedestrians, transport interchange and road junction. Despite the importance of Britannia Junction, it suffers from a number of problems including:

- overcrowded footways
- excessive street clutter
- confusing multiple crossing points
- traffic dominated streets
- poor streetscape materials

### **Project Aim**

Britannia junction is located at the intersection of Camden High Street, Parkway, Kentish Town Road and Camden Road, all leading to other town centres or parks. It is the aim of this project to encourage walking between destinations by improving the pedestrian environment along route junctions and links.

As part of the wider Camden Town project the re-design of Britannia Junction will create a more desirable place to visit and encourage journeys by foot.

### **Project Details**

Planned improvements to Britannia Junction include:

- Enlarged public spaces around the junction with a focus outside the underground station
- Improved crossing facilities readdressing the balance between pedestrians and vehicles
- Removal of excessive street clutter including pedestrian guard railing and signage to increase footway space
- Reduce the number of traffic lanes and carriageway width to encourage vehicles to drive slower
- Create a high quality, distinctive streetscape using new high quality footway materials
- New public spaces and seating to encourage walking

### **Project benefits**

The project will encompass the borough's Community Strategy, working towards 'a safe Camden that is part of our vibrant world city' with a major focus on improving the pedestrian environment and walking routes.

The joined up approach of the Camden Town Project will link a range of street improvements including Britannia Junction to help regenerate the Town centre and provide desirable walking routes across Camden.



Britannia Junction – current view



Britannia Junction – proposed view

## **Fitzroy Square – London borough of Camden**

### **Background**

Fitzroy Square was completed in 1835 and is one of London's finest Georgian squares. The central circular gardens were one of the earliest features to be built, and they still provide attractive high-quality green space for the area.

The layout prior to the improvements was very different and the road surfaces and pavements in Fitzroy Square were of a poor quality and needed upgrading. Camden Council, working with English Heritage and the Georgian Group, developed a project to upgrade the public highway area of the square and to make it a more attractive place for people to use. The overall aim of the project was to simplify the layout of the square and to restore it as closely as possible to its original form and configuration using high quality materials throughout. The improvements included:

- A wider footway around the square's unique central circular gardens.
- The central part of the square was re-laid at 1 level to encourage pedestrian priority
- Removing unnecessary street furniture and to visually define the access road around the square to prevent conflict with pedestrians.
- Relaying the existing pavements with York stone paving and relay the surface on the central area footways surrounding the gardens with a resin bound gravel material making the surface the same level throughout.
- Upgraded lighting with new heritage lanterns with high quality white light

### **Project development**

The project was developed via a Steering Group consisting of the local Resident groups, English Heritage, the Georgian Group and Arup (they are the major business on the Square) and Camden officers and Ward Councillors.

We consulted on the project in September 2007 and all elements of the scheme were received very favourably i.e. even the relocation of parking bays received >70% support. The scheme gained Committee approval in November 2007 and following detailed design, the project started on site in February 2008. We have worked very closely with residents and businesses on the Square involving them in design via the steering group, giving them a say in the colour of the bound gravel (we had a postal vote), and having 2 public meetings to explain the construction process and progress. This level of involvement is unprecedented.

### **Finances**

The total cost of the scheme was approximately £550,000 with funding from LB Camden, EH, TfL and Frontagers and the project was completed in June 2008.





## **Great Queen Street – London borough of Camden**

The Great Queen Street scheme involved several innovative street designs that benefit walking by: removing traffic lights, creating shared space, resolving DDA issues, and designing a new range of benches.

### **The Clear Zone Partnership**

Camden has led the Clear Zone Partnership (CZP), to reduce congestion, air and noise pollution and improve the urban realm by using new technologies and innovative transport measures. The CZP used partnership working between the City of London, City of Westminster and Camden Council to deliver Key Walking Routes and Legible London signs.

### **Problems with Great Queen Street**

Great Queen Street is a CZP scheme as it is located on the Camden / Westminster border. It is at the crossroads with Drury Lane and Long Acre, and is part of the Key Walking Route from Leicester Square to Holborn that aims to encourage walking. The junction was dominated by traffic with wide roads and traffic lights. The end of Great Queen Street was split by a central pedestrian island that created a one-way gyratory. Pedestrians cross using a staggered pedestrian crossing through the island, which was surrounded by guard railings and narrow, congested footways (see Figure 1). The initial design moved the pedestrian island to one side to create a small, new public square, and converted the gyratory into a two-way road all the way along Great Queen Street with a compact traffic light junction at Drury Lane. This scheme is a Key Walking Route and one of the Mayor's Great Spaces.

### **Designing out a traffic light junction**

It was then identified that it was possible to design out the traffic lights and return it to a give way junction. Removing traffic lights only occurs about once a decade in London, and this was the first scheme in this current trend. As such, there was negligible experience to draw on, and so lot of research and innovative work was required. After two traffic models failed to help remove the traffic lights the CZP contacted the TfL Signals Team. TfL advised that the CZP draw up a method statement to monitor switching off the traffic lights. The benefits of removing the traffic lights was to greatly de-clutter the junction (remove 13 signal heads, various push button posts, and a signal control box). It should also improve traffic and pedestrian flow through the junction as there would be no red lights for either group. However, the CZP wanted to maintain good pedestrian crossings and priority and so decided to create a shared space (see Figure 2).

### **Creating shared space**

A great deal of research and innovative thinking was required to design Great Queen Street as a shared surface that provided effective pedestrian crossings and good DDA facilities. The CZP surveyed other nearby shared spaces to identify and copy the features that made them work. These measures were incorporated into the design so that it closely mirrored successful shared spaces in Covent Garden. The DfT will use Great Queen Street as a best practise case study in their forthcoming shared space guidance.

Part of the success of this shared space is due to the new square providing seating to create a people friendly space, as well as encouraging people to walk further and for longer. Camden has removed a lot of seating in the area after complaints from residents that they attract real or perceived anti-social behaviour. So Camden designed an

innovative new range of benches and bins that set new standards in: minimising anti-social behaviour, simplify cleaning, and being more inclusive. They have exceeded expectations and the design process and benches and bins have been made best practise examples by Keep Britain Tidy.

## **Resolving DDA issues**

Good DDA facilities were provided in Great Queen Street using a wide range of techniques. Almost all footways were widened or improved. All crossing points were moved onto desire lines. The junction was slightly realigned so the crossing points lead from one footway to the other, and a zebra crossing installed to provide pedestrian priority. The junction was traffic calmed and a low kerb installed to separate the footway and carriageway and make walking easier. The footways were emphasised using York stone and the road in tarmac, so they look, feel, and sound correct for their purpose. The kerb was further emphasised using double yellow lines or zig-zag white markings to provide parking restrictions and colour contrast. The low kerb provides a tactile edge for pedestrians, vehicles and cyclists, enables the junction to be raised to calm motor traffic, and provides shallow gradients down to pedestrian crossing points. Granite setts were also used to define edges of the street furniture zone, parking and loading areas. After an extensive de-cluttering exercise all remaining street furniture (benches, bins, trees, phone boxes, and motorcycle parking) was relocated into street furniture zones.

## **De-cluttering and saving money**

Great Queen Street is an outstanding example of de-cluttering as it removed 64m of guard railings, 13 signal heads, several other push button posts, the traffic signal control box, 3 lamp posts (as lanterns were installed on the surrounding buildings), 2 phone boxes, and many other items like bollards and signs. Removing the traffic lights saved £200k that would have been spent redesigning these signals here. The DfT has since decided to make Great Queen Street a case study in their guidance on de-cluttering.

Replacing the lamp posts with lanterns on the buildings was another difficult piece of work. It involved negotiating with 6 landowners around the square and avoiding listed buildings. A greater number of lanterns were installed to improve safety at this new, uncontrolled junction and crossing, and make the area feel safer. The lanterns were also painted to match the building facades.

## **Other details**

The scheme also provided a new cycle contraflow along Long Acre to Great Queen Street. A Barclay's Cycle Hire docking station was installed next to the square so the Legible London sign was at the junction for better wayfinding. Another Legible London sign was installed at the opposite end of Great Queen Street along this walking corridor. A car club bay was also installed on the edge of the square, and an underground electrical power supply to run events.

## **Conclusions**

The Great Queen Street scheme created several innovative street designs that benefit walking. These include pioneering how to remove traffic lights and create shared space. How to design shared space type schemes with good DDA facilities. An ambitious de-cluttering scheme, and creating a new range of benches to encourage walking.



Figure 1: Before the improvements to Great Queen Street the traffic lights and guard railings narrowed the footways and created a poor walking environment.



Figure 2: The new scheme created a shared space, a new public space, and wider footways to enable pedestrians to cross wherever is convenient.



Figure 3: The new square in Great Queen Street and the view of the Freemason's Hall.



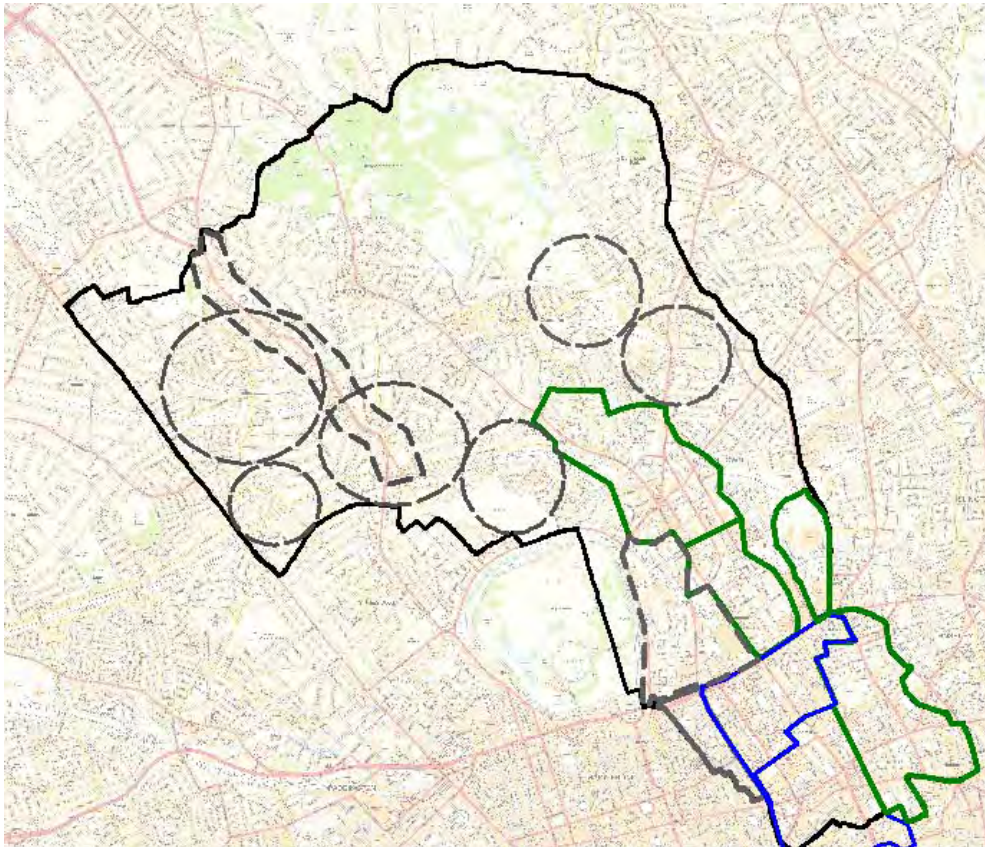


## **Legible London Borough Rollout – London borough of Camden**

Camden has been directly involved with the development of Legible London over the last five years since it's embryonic stage with Central London Partnership in 2005. Of the three Legible London pilot areas initiated in 2008 Camden was first to complete with the Covent Garden and Bloomsbury scheme (in partnership with TfL and Westminster). Since the pilot was completed Camden has been instrumental in developing the TfL model for implementing Legible London schemes in other boroughs as well as fine tuning the product specifications and map design. Innovations include use of easily updated glass panels, finger signs mounted on existing signs, contribution to Legible London implementation guidelines and framework contracts and integration with Cycle Hire Scheme.

Camden has actively promoted the Legible London system to partners and developers attracting funding to cover three further areas within the borough. This will result the in entire southern section of the borough being covered by Legible London. Plans are underway to extend coverage of the scheme to the remaining areas of the borough including all train/tube stations, pedestrian corridors and town centres including:

Swiss Cottage  
Kilburn  
West Hampstead  
Finchley Road  
Kentish Town  
Gospel Oak



Completed areas in Blue, Funded areas underway in Green, Future areas to be covered in Grey

## **Lincoln's Inn Fields – London borough of Camden, City of London, City of Westminster**

The Lincoln's Inn Field's scheme involved the comprehensive improvement of the largest square in central London. It included a wide range of pedestrian measures including: traffic calming, raised junctions, step-free crossings, new zebra crossings and a new park entrance.

### **The Clear Zone Partnership**

Camden led the Clear Zone Partnership (CZP), to reduce congestion, air and noise pollution and improve the urban realm by using new technologies and innovative transport measures. The CZP used partnership working between the City of London, City of Westminster and Camden Council to deliver Key Walking Routes and Legible London signs.

### **Lincoln's Inn Fields**

Lincoln's Inn Fields is a CZP scheme as it is located on the Camden / Westminster border. Other partners included the London School of Economics and English Heritage. Lincoln's Inn Fields is located between Kingsway and Chancery Lane, making it part of the Key Walking Route from Leicester Square to Holborn Circus. This is the longest Key Walking Route in central London. Lincoln's Inn Fields was a keep component in this Key Walking Route, and included several ambitious street designs.

The CZP improved Lincoln's Inn Fields on all four sides of the square for pedestrians. Several footways were widened. The outer footways around the square were paved in York stone, the inner footways were paved in bound gravel, and all crossovers were paved in granite setts to create a consistent treatment. A step-free route was created down the western side of the square from Holborn tube station to the LSE campus by raising two junctions and a series of crossovers into various properties.

The largest measures were to build two, new large pedestrian areas on the southern corners of the square. These widened corners calmed the traffic, narrowed the crossing points, protected the parking bays, and matched the corners on the north side to create a more consistent design on all around the square. The southwest corner was built out and then two zebra crossings installed to improve walking between the LSE campus and also to the new pedestrian area and gate and path into the park (see Figures 1, 2 and 3). This created a new, more direct walking route to and through the park. The southeast corner was built out to provide more footway space around the historic Twell's Memorial statue, to calm the traffic and shorten the crossing between the park and the legal quarter in New Square.



Figure 1: New pedestrian area on southwest corner of Lincoln's Inn Fields with a raised junction, two, new zebra crossings, and new park entrance.



The square was de-cluttered, including reducing the number of signposts by fixing parking signs to railings, relocating and reducing the number of post boxes, and removing the hedges and an old electrical cabinet from outside the public toilet block. The road on the western side of Lincoln's Inn Fields was converted back to two-way working to accommodate cyclists to the LSE and deter them from using the much busier Kingsway.

The scheme also installed 16 cycle parking stands on the carriageway near the new LSE building. The Twell's memorial statue was cleaned to remove soot from this Victorian granite monument. Camden also installed two electric vehicle charging bays, one of which was the UK's first electric Car Club bay.

## Conclusions

Lincoln's Inn Field's was a very comprehensive improvement to the largest square in central London. It delivered a wide range of walking benefits including: traffic calming, raised junctions, step-free crossings, new zebra crossings and a new park entrance. This makes it a major component in the Key Walking Route from Leicester Square to Holborn Circus, the step-free route from Holborn tube to the LSE campus, and a new route into the park, which encourages walking.

Figure 2: Before southwest corner built out it was a wide road with a post box on the desire line.



Figure 3: After southwest corner is built out, traffic calmed, and a zebra crossing installed.



### **NHS partnership working – London borough of Camden**

Camden has been working with NHS Camden (formerly the PCT) as part of the Pro-Active Camden Partnership (PAC) to develop joint working on health issues within the borough. Partnership working with the NHS is important in order to deliver cross cutting objectives to encourage healthy active lifestyles by using sustainable travel. This is reflected in Camdens Transport Strategy / Implementation Plan which includes contributions from the NHS to ensure joined up policy and working. As part of the PAC work, partnership working has been undertaking as part of the active travel campaigns that are undertaken including Walk to Work Week (WTWW), Bike Week, Car free day, and GP referral schemes.

To help with promoting the health advantages of active travel, Health Advisors from NHS Camden have been present at events held as part of the above campaigns and have provided health advice through assessing peoples body mass index which together with asking about peoples weekly level of activity enables them to advise on taking up more activity as part of their lifestyle. This is supplemented by providing additional advice on healthy eating to help them further improve their personal health.

Transport planning officers are able to advise on issues such as leisure/commuting cycle and walking routes and additional information regarding personal safety and reducing bike theft.

## **Public seating – London Borough of Camden**

### **Background**

A lack of street seating acts as a barrier to walking and therefore Camden has a policy to annually increase street seating. This does raise emotive issues for some residents because they can be seen to attract anti-social behaviour.

Camden has pioneered two new pieces of work to provide more benches in the borough as they are often removed due to resident's concerns. These two pieces of work are:

- a new bench protocol to more clearly identify the right locations for benches and to then tackle any issues raised by the community, and
- designing a new range of benches that minimise problems of anti-social behaviour.

Benches are important as they are vital pieces street furniture that encourage and enable many people to walk, especially the elderly, the very young, and those with bags and pushchairs. They also help to raise the quality of the public realm, so creating better places in which to live.

### **Policy solution**

Camden developed a protocol across Council departments to address community safety concerns in 2008 so partners and communities are clear about decisions made to install or remove a bench. This transparent and consistent approach allows rational decisions to be made rather than unnecessarily removing benches.

The protocol covers both an assessment of sites where benches are planned and a partnership response to reports of problems with benches at existing locations.

#### **Key principles**

- The protocol achieves a consistency of approach across the borough.
- The protocol operates in a locality sensitive manner within a broader Community Safety context.
- The protocol is responsive to community requirements and concerns.
- The protocol ensures evidence-based actions.
- The protocol is transparent to ensure that partners and the community are clear about decisions taken.
- Decisions taken as a result of information shared within the protocol arrangements are time-limited on a case by case basis.

The protocol involves liaising with local Councillors, those police/community safety teams operating in the area (this may include the Street Wardens, Safer Streets Team the Youth Disorder Engagement Team and Street Environment Services), and any other relevant officers to the council.

Since the protocol was introduced in 2008 there has been a far clearer approach to reacting to complaints about street seating and it has also ensured that the benches have only been removed where strictly necessary. In many cases, increased monitoring by Police and community safety teams have reduced problems to an acceptable level. The policy assists in not removing benches following a one-off event and therefore there are more benches available to the residents, visitors and workforce of Camden. Not only does this assist people with mobility impairments who may find it difficult to walk for long distances, to maintain their independence, but also assists all users enjoy the environment around them.

The success of the protocol has prompted research into a bench toolkit to look at sites that are most appropriate for benches to further assist in only installing benches in suitable locations. This is currently being developed with external partners.

## Design solution

Camden has also addressed the significant lack of street seating by designing a new range of benches and bins to minimise many of the concerns to local communities. This range also enables the Council to provide the right seating in the right location to encourage more walking (especially by the young and the elderly), and so create better, more social places.

The benches were designed by creating a far reaching brief and then consulting a very broad range of stakeholders, including Camden Officers, and externally with the Metropolitan Police and Central St Martin's (Design Against Crime Research Centre).

The benches were delivered to Great Queen Street in early September 2009 and the bins at the end of October 2009. They are being monitored and have exceeded expectations. A second series of benches are being delivered to test different sizes in the range in different locations. The benches are best practise examples for Keep Britain Tidy. An anti-terrorism version has been designed and tested by MIRA to stop large vehicles outside tube and train stations and shopping centres (See appendix 1).

The benches trialled with a view to setting new standards in 3 main areas, results of the trial are as follows:

### 1. Minimise crime / anti-social behaviour:

- No rough sleeping observed, despite being one bench being located close to a hostel.
- Not enabling people to monopolise benches for long periods of time as the design encourages people to use the perch bench for a rest, phone call, to eat lunch, or chat with friends.
- No observed drug dealing activities or paraphernalia as there are no joins, slots or recesses to hide any associated equipment in.
- Skateboarders have been observed trying, failing and giving up on using the benches.
- Many people instinctively use the bag recess along both sides of the bench to safely store their bags.
- The benches can very easily be moved to adjust their position and so minimise any problems, as they are not bolted into the paving.
- An anti-terrorism version has been tested by MIRA (the MI5 test facility).

### 2. Reduce street cleaning:

- Simpler cleaning as the bench has no joins or slots that hold, trap, or are stuffed with litter.
- Simple to brush around the flush base as there is no need to clean underneath the bench as they do not stand on legs.
- No vandalism as the benches are made from concrete.
- Graffiti has been successfully removed from the bench as it is painted in an anti-graffiti coating.
- No posters or stickers have been attached.
- Ongoing testing of people using and emptying the bins.
- No reports of bins being tipped over or moved into pedestrian desire lines.

### 3. Are more inclusive:

- Provides 3 different seat heights and 2 different widths, which is greatly appreciated by users, including elderly and disabled people.
- The bench is more ergonomic as it has a higher, forward tilting seat that is easier to sit on and get up from, reducing the need for arm rests, which are built into the surface of the bench.
- The bench provides tapping points around the whole base for white stick users.
- The colour of the bench and bins contrasts with paving materials.

### Other issues:

- The different height and width seats seem to encourage more sharing of the bench, which provides more seating than traditional benches.
- The back of the bins are also designed to provide an extra seat if needed.
- People are sitting on the benches in several different, unexpected ways, because of their minimalist design without protruding armrests.



- The bins are being used instead of bollards, to deter vehicles from overrunning the junction. But if hit the bins will not rip up the paving like bollards (so minimising maintenance).

Photo of bench in Great Queen Street



M15 Crash test of high security bench  
(7.5 tonnes, 48km/hr, 90 degree impact: 5.2m penetration)



## **Key Walking Route Leicester Square to Holborn Circus – London borough of Camden**

Camden has led the Clear Zone Partnership (CZP), to reduce congestion, air and noise pollution and improve the urban realm by using new technologies and innovative transport measures. The CZP used partnership working between the City of London, City of Westminster and Camden Council to deliver Key Walking Routes and Legible London signs.

Camden led the CZP to create a new walking strategy in 2005. It defined concentrations of land uses, and hence destinations, which helped to identify Walking Corridors that ran between them and regular signage points. These Walking Corridors typically run from London train stations into central London and became TfL's Key Walking Routes and Legible London locations. Transport for London helped the CZP to deliver these Key Walking Routes and Legible London signs with the most ambitious running through all three councils from Leicester Square to Holborn Circus (1.1 miles or 1.8km). It contains several innovative street designs including removing traffic lights and creating shared space, which are described below.

### **Long Acre**

The footways along Long Acre in Westminster were congested and deterred walking until they were significantly widened onto spare carriageway space, extensively de-cluttered and repaved in high quality York stone. Side roads were raised to create a continuous step-free route to make walking easier. The traffic light junction at St Martin's Lane was simplified by banning a turn to create more pedestrian space and crossing points. The crossroad with Bow Street and Endell Street was also completely redesigned by replacing the roundabout with a staggered junction, and moving the zebra crossing into the middle onto the pedestrian desire line. This simpler junction provides more footway space and creates a more spacious and legible walking route along Long Acre. Feedback from Long Acre found that pedestrians now feel that crowding on the footway has fallen by 20% and that motor traffic volumes and speeds have fallen by 27% each (despite there being no restrictions).

### **Great Queen Street – removing traffic lights and creating shared space**

The most innovative scheme is at the Great Queen Street / Drury Lane junction on the Camden / Westminster border. The traffic lights, guard railings and narrow footways (see Figure 1), were replaced by a shared space and new square with wider footways and reduced waiting times for pedestrians and traffic (see Figure 2). Removing the traffic lights meant there was no red phase for pedestrians or vehicles, improving movement for both groups.

Great Queen Street is an outstanding example of de-cluttering as it removed 64m of guard railings, 13 signal heads, several other push button posts, the traffic signal control box, 3 lamp posts (as lanterns were installed on the surrounding buildings), 2 phone boxes, and many other items like bollards. Great Queen Street being a best practise example in the forthcoming DfT guidance on shared space, as well as one of the Mayor's Great Spaces.



Figure 1: Before the improvements to Great Queen Street the traffic lights and guard railings narrowed the footways and created a poor walking environment.



Figure 2: The new scheme created a shared space, a new public space, and wider footways to enable pedestrians to cross wherever is convenient.



## Lincoln's Inn Fields

The Key Walking Route improved all four sides of Lincoln's Inn Fields for pedestrians, which is again on the Camden / Westminster border. Footways were widened and paved in York stone. Two junctions were raised to create step-free crossings, including to Holborn tube station by raising a number of crossovers into properties on the east side of the square. Two large new pedestrian areas and two zebra crossings were built on the south side of the square to calm the traffic, provide more footway space opposite a new London School of Economics building and New Square. These new corners also create a more consistent design on all corners of the square, helped by providing a final entrance into the park which improves access.

Figure 3: shows one of the new pedestrian areas with a raised junction, new zebra crossings, and new park entrance in to Lincoln's Inn Fields.



## High Holborn

The Key Walking Route was extended along High Holborn by raising a loading bay and coach parking bay to footway level to provide more pedestrian space in a congested area for walkers. A partnership between Camden and the City installed a new central island down the middle of High Holborn from Chancery Lane tube station to Holborn Circus. This provided a new informal crossing for walkers and cyclist over this dual carriageway between the Leather Lane market and a Sainsbury's local store. This informal crossing was especially effective as a zebra or puffin crossing could not be installed, but the traffic allows pedestrians and cyclists to cross the road here. In addition, many more people now cross High Holborn informally all the way along this island wherever it is convenient. See Figure 4 overleaf of the informal pedestrian and cycle crossing.



Figure 4: The informal shared use crossing over High Holborn.



## **Whitestone Pond – London borough of Camden**

### **Background**

The redevelopment of Whitestone Pond was a joint collaboration with the City of London and Camden, to refurbish the pond and improve the pedestrian accessibility across the surrounding area.

100 years ago the pond was a meeting place for people walking from all over the area, children sailed toy boats in the pond and Spaniards Road became a popular venue for dancing. In recent years the pond and footways had fallen into disrepair, high traffic speeds along Whitestone Walk discouraged people from using the pond.

### **Scheme details**

The improvement project has rebuilt the pond to stop it leaking, laid high quality York stone on the footways surrounding the pond and installed a pumping station and reed bed to keep the water quality high.

Camden worked with the City of London to convert some of the Heath land into adoptable highway to provide a high quality footway for pedestrians along West Heath Rd, to improve accessibility in the area. Existing poor quality footways were resurfaced with bound gravel, widened in some place to reduce crossovers, thereby assisting crossing. Victorian benches were refurbished, and additional seating provided to help to activate the space again and as the highest point in London the benches provide valuable resting points, as well as allowing people enjoy the view.

A new area of turf by the pond ties the pond in with the grass of the Heath and allows people to picnic, sit and enjoy the pond. New wrought iron litter bins have been provided to be in-keeping with the installation of heritage style lamp columns and fingerpost signage. The bus stop on the pond was moved 100m south to accommodate pedestrian demand more closely, whilst also opening up the footway and views of the pond.

The grand opening is early October 2010.

### **Before**



### **After**



## **London Assembly Call for Walking Information – August 2010**

**Response from London Borough of Lambeth, compiled by Dawn Haines, Transport Policy Manager.**

- *What work is your borough currently undertaking with TfL and the Mayor to encourage walking? Please provide full details of all relevant initiatives including the cost of the work and how it is funded, the measurable objectives and the results to date in relation to increasing walking.*

### **1) Awareness and education**

#### **Sustainable Transport team projects:**

We have 2 staff working in our sustainable transport team, one of which has been designated with responsibility for walking. The campaigns carried out under walking for 2009/2010 are as follows and are funded through the LIP travel awareness budget:

- April walk to Work Week – encouraged businesses to sign up through our Lambeth Business Travel Network (LBTN) group and also our own council staff. (cost – free except some officer time)
- 'Secret Lambeth' booklet/walking competition – a booklet was produced by Lambeth which promoted 4 walks around the borough that residents could participate in. A competition was also included in the booklet asking people to send in photos, poems, stories of things that they see in Lambeth when walking. The winner of the competition will win a camera. Cost - £860 for printing booklet (design was carried out in house). A further print run will cost an additional £860 due to popularity of booklet.
- Led lunchtime walks for staff to encourage walking.- As part of Lambeth's workplace travel plan the sustainable transport team organise a monthly led walk for staff. These involve a 30 minute walk around the borough – usually to a park and then a picnic is provided. Approximately 30 staff take part each month. Cost – approximately £50 each event
- General walking promotions at events throughout the year – advertising capital ring walks, jubilee walks etc –Cost minimal (leaflets provided for free)
- Brixton Market Travel Plan – as part of a proposed travel plan for users of Brixton market, travel surveys for users were undertaken. To encourage participation free umbrellas were handed out to those who took part, as an incentive to: a) fill out the survey and b) to walk to the market more often.

Forthcoming campaigns:

- Car Free Day in Sept 2010. Lambeth are currently working on the Clapham Gateway area based scheme (ABS) –off the back of this we will be hosting a car free day at the location of the proposed scheme. This will involve closing the road to motorised forms of vehicles and allowing pedestrians free reign of the area. Including promotions of sustainable transport including walking. Cost tbc

- Walk4life week Sept – coming up (national campaign to encourage walking) working with the healthy lifestyles team – we will be promoting how easy it is to walk one mile. This will involve putting in temporary way markers around borough which identify distances of a mile. Cost tbc

#### Road Danger Reduction projects:

Our road danger reduction team have 2 full time members of staff who work on promoting safe travel. This includes:

- Child pedestrian training to Year 3s; training is offered to around 20-30 primary schools each year. (Officer time approx £12k)
- Promoting TfL Junior Road Safety Officer scheme: schools appoint two Junior Road Safety Officers who run competitions and activities in schools to disseminate good road behaviour and equip children to walk safely to school. (cost £2k)
- Theatre in Education in schools – promotes road safety as well as the benefits of walking and cycling (cost £25k plus some officer time in admin)

#### School Travel Plan Team

We have one officer working with schools to encourage children and their parents to travel to school in a sustainable way. This includes:

- Walk to School week / month (curriculum materials, competition and promo items) – £10k per year
- Big WoW – (event, promo items) around £6K per year
- WoW – (badges, trophies, wallcharts, banners) £60K per year
- Upgrade packs which provide information safe walking and cycling for those children who are about to start secondary school– £35K per year
- MOMO theatre assemblies (promoting walking and cycling)– £14K per year
- Walking buses. Cost is minimal. More giving advice and helping schools to get started.

#### 2) Physical measures and engineering works:

Lambeth has a number of officers working on physical schemes that have a positive impact on pedestrians. These include local safety schemes, 20mph zones and area based schemes.

- In 2009/10 the Herne Hill ABS scheme was delivered at a cost of £1.8m. This involved improvements for buses, cycling and pedestrians. In particular the



pedestrian elements of this scheme have massively improved access for pedestrians, and improved safety for pedestrians crossing what is a very busy junction.

- Emma Cons (now completed) cost £700k from TfL walking, local safety scheme and cycling budgets. This was a walking and public realm scheme which has allowed far greater access for pedestrians using this location.
- Various LSS schemes, with the installation of pedestrian facilities including zebra crossings, pedestrian islands, informal crossing points, and generally improving access by lowering average vehicle speeds thus encouraging walking and cycling.
- Coldharbour LSS, installation of pedestrian facilities at two signalised junctions. One in close proximity to a new 1500 pupil academy and one adjacent to a busy train station. It was initially thought that a ABS scheme be submitted to further improve accessibility to this busy station in an area needing investment.
- Accessibility, installation/road safety improvements of/to crossing facilities at various locations.
- 20mph schemes also encourage walking as we are often alerted to locations in need of improvement. A typical example would be a need to install dropped kerbs.
- Clapham gateway: new piazza area; wider pavements; putting crossing facilities where people want to cross the road; public art incorporating seating and tables. Funded by TfL major schemes, S106 and the LIP...

Nb. All projects funded by a mixture of LIP, Section 106 and council funding.

- *Which initiatives should the Mayor and TfL prioritise in 2011 and beyond to realise a sustained increase in walking?*

In view of 2011 only being 4 months away the most achievable initiatives will be softer measures such as a sustained marketing campaign – similar to the resources put behind ‘Catch up with the bicycle’. Walking still has a low profile as an actual mode of transport- rather it is just seen as something people do to get between other modes –i.e. walk to the car, walk to public transport etc. Campaigns need to make people think about specifically choosing walking as a way to get around.

Campaigns similar to the one carried out at Covent Garden LU station would work well, where TfL produced walking maps to encourage people not to alight at Covent Garden station due to overcrowding. The maps advised to get off at other local stations and walk (10 or 15 min walking radius map was provided) and this worked well. TfL could work with individual boroughs and look at congested stations/hubs and produce similar maps for the local area.

For example, in Lambeth, we could look at busy stations like :  
Stockwell – encourage people not to jump on Victoria line there but rather walk to Brixton (approximately 10-15 min walk)

Waterloo – walk over Waterloo Bridge rather than using tube to access Embankment, Charing Cross or Temple  
Brixton – reverse of Stockwell idea etc

Campaigns could also highlight the ease of walking between popular destinations and produce walking maps with areas of interest between destinations.

Increasing Londoners awareness of walking times is also useful, particular for commuters. Again, most people are not aware that a number of journeys are easily walkable – so campaigns that can highlight key journey times I,e, 'ten minutes walk' would be ideal.

Longer term – it is clear that there are still many physical barriers for pedestrians. With large areas of London still designed with cars as priority. As a result pedestrians have issues with poor crossing facilities particularly in terms of indirect routes, excessive guardrails, uneven pavements and volume of traffic making crossing roads difficult and dangerous.

Therefore longer term, these barriers need to be addressed. A continuation of funding into local safety schemes, 20 mph zones and limits (where appropriate), area based and accessibility schemes which put pedestrian needs at the heart of the scheme.

- *What, if any, other measures should the Mayor and TfL take to ensure the 'year of walking' delivers a sustained increase in walking?*
  - Advertising campaign on how to use puffin crossings.
  - Common complaint. BV165 needs a common sense approach.
  
- *What initiatives are you currently running outside of the Mayor and TfL's priorities? Are you working in partnership with other statutory or voluntary bodies? Please give details of any programmes.*
  - Working with Living Street's, Action for the Blind on major schemes.
  - Brail maps' at junctions to assist visually impaired.

# London Borough of Sutton

## Environment & Leisure

Strategic Director of Environment and Leisure – Daniel Ratchford

Date: 25 October 2010

Please reply to:

Caroline Pidgeon  
City Hall  
The Queen's Walk  
London  
SE1 2AA

**London Borough of  
Sutton**  
24 Denmark Road  
CARSHALTON  
Surrey SM5 2JG

**www.sutton.gov.uk**

Dear Caroline,

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

I am writing in response to your request for information on initiatives undertaken by London Boroughs to encourage more walking.

As you may be aware Smarter Travel Sutton was a behavioural change programme launched in September 2006 in partnership between Transport for London and the London Borough of Sutton. The programme was allocated a budget of £5million over a period of three years to encourage Sutton residents to switch to cycling, walking or public transport for some of their trips, thereby reducing congestion and delay across Sutton.

Over 50 projects and interventions have been piloted over the past 3 years with varying results. While some of these focussed mainly on cycling others were designed to also encourage walking. A Lessons Learnt report has been produced for some of the key interventions, outlining the results and outcomes of each.

Please find attached to this letter the Lessons Learnt summary report and reports for the following interventions:

#### **Community Events – Move it at the Manor**

A community event designed to promote sustainable transport and motivate people to change their behaviour, and to provide them with an opportunity to sign up and use STS products and services.

#### **Swap Your Car Advertising Campaign**

Advertising campaign to persuade residents to switch from their car for one journey a week to a more sustainable mode of travel.

Strategic Director -  
Environment and  
Leisure  
**Daniel Ratchford**

Chief Executive  
**Paul Martin**



### **Tackling Transport and Step Pedal Jump**

Schemes encouraging families to walk or cycle rather than drive to organised junior sports events, such as Little League football.

### **Walk Cycle Reward**

A campaign to encourage residents to walk or cycle to their local shops, rather than drive to Sutton or other shopping areas.

### **Active Steps**

A project aiming to improve health by creating a modal shift in transport, with residents walking and cycling for short journeys that would previously have been made by car.

### **Personal Travel Advice**

A campaign offering travel information and advice to every household in Sutton.

### **School Travel Planning (including Walk Once a Week)**

The development of school travel plans among schools in Sutton, including marketing activities to promote walking, cycling and public transport.

Further to this, annual surveys have been conducted at the end of each year of the programme and the results reported in the Smarter Travel Sutton Annual Reports, available on the project's website, [www.smartertravelsutton.org](http://www.smartertravelsutton.org).

In the third Annual Report, published in January 2010 it was reported that the mode share of 'walk all the way' trips has increased in Sutton by three percentage points, from 19% to 22% or by a total of 13 per cent over the course of the programme.

This compares with a slight decline in Outer London recorded by the London Travel Demand Survey over the same period, showing what a positive impact the programme has had on walking in the borough.

Please do not hesitate to contact me should you require further information on any of the above or any initiatives not included in this letter.

Yours sincerely,

Lee Parker  
Sustainable Transport Manager  
Smarter Travel Sutton





## **1. What work is your Borough currently undertaking with TfL and the Mayor to encourage walking?**

The London Borough of Redbridge has an extensive programme of works aimed at encouraging walking. Our current portfolio includes past successes, present schemes and future proposed projects as listed below.

- **2007-2009:** Wanstead High Street, Winner of the London Transport Award 2010 for "Best Walking Scheme". This project focussed on routes to main points of interest.
- **2009-2012:** South Woodford and Woodford area based schemes, with a combined total budget of £3.1 million focussing on walking routes within town centres and access to the stations.
- **2012-2015:** Manor Way, Hainault town centre regeneration aims to holistically examine all transport modes within a town centre.

### **2007-2009: Wanstead High Street**

The build programme for this scheme ran from 2007-2009. The main aim of this project was to reduce short car trips by providing good quality infrastructure and promote walking trips to local amenities such as the High Street or underground station. A map of this scheme can be found attached.

The main elements of this scheme were:

- Relighting the High Street
- Lighting paths across Christ Church Park
- Lighting The Green
- Installing flat top entry treatments along the High Street
- Ensuring all crossing points were fully accessible
- Signage rationalisation
- Re-paving area by bus terminus
- Re-surfacing paths adjacent to the primary school and Tarzy Wood
- Renovating 2 historic monuments
- Installing new cycle parking
- Installing double yellow lines along one side of the High Street to ease traffic flow, and improve bus journey times

### **Costs**

The scheme cost £725,000, with 60% of the funding from TfL and 40% from L.B Redbridge.

## Scheme Aims and Outcomes

### Safety and Security

The Park adjacent to the High Street was very poorly lit, and subsequently not used as a commuter-walking route during winter. As can be seen from the attached plan, 4 paths were lit, which resulted in a 122% increase in walking across the park at night, and a 75% increase in walking in late afternoon/ early evening in the winter. The photos show the benefits lighting has had within the local area. In addition, L.B Redbridge re-lit the whole of the High Street, outside the local primary school and The Green. Therefore, all routes to the main shopping precinct were fully lit, and the park became a designated route to the primary school. Paths



outside the school were also re-paved.

### Accessibility

Flat top entry treatments and tactile paving were installed at all crossing points along the High Street in order to ensure that all routes to the town centre became accessible whilst existing crossing points were upgraded to meet DDA compliant standards.

### Public Realm and Street Clutter

Whilst focusing mainly on safety and accessibility,

L.B

Redbridge also aimed to improve the public realm where possible.



Two historic water fountains were renovated and lit at either end of the High Street, which have become much-improved landmarks. In addition a signage rationalisation scheme took place, replacing and attaching signage where possible to lamp columns and reducing



the amount of signage in the High Street. Pedestrian signage already existed at strategic locations.

### **The Future and Advertising**

In order to give the scheme an afterlife L.B Redbridge has continued to work with Living Streets to promote the new infrastructure through its *"Stepping Out"* programme which promotes newly completed infrastructure projects to local community groups by running guided walks.

The Borough does not subscribe to the belief that "if we build it they will come" and looked for an external partner to promote the benefits of walking in order to achieve our main goal of fewer localised vehicle trips.

Whilst L.B Redbridge has completed its walking improvements in Wanstead, the scheme continues to have a life. The local Area Committee agreed to fund 2, £7,000, village signs reflecting the renovated fountains which were placed at either end of the High Street in May 2010. The aim was to enhance the area's identity and sense of place.

TfL have produced the attached leaflets with the aim of promoting the scheme, and provide educational walks to enable Borough officers to lead participants through guided tours of the area.

### **Main Outcomes**

In conclusion, the main outcomes of this project, and its associated work, have been

- 1) 122% increase in walking across Christ Church Park at night
- 2) Wanstead is a designated Key Walking Route in London
- 3) Improved journey times for bus routes W13, W14 and 66 along Wanstead High Street, due to the banning of parking on one side of High Street.
- 4) Fully accessible High Street
- 5) Christ Church Park has become a designated route to school due to new lighting
- 6) New, and DDA compliant, cycle parking
- 7) Reduced street clutter and improved public realm

## **2009-2012: Woodford and South Woodford**

### **Scheme Overview**

The above schemes aimed to replicate the successes of the Wanstead project and apply those lessons to South Woodford and Woodford in time for the 2012 Olympics.

The main differences between Wanstead and Woodford/ South Woodford are that these projects focus on key walking facilities within the town centres rather than routes to or from local amenities. In addition South Woodford and Woodford are 2 separate areas. Both projects will also examine all modes of transport, rather than just walking.

L.B Redbridge seeks to give a sense of place and identity to each area whilst maintaining the same pallet of materials and reducing long term maintenance costs. For this reason the Borough purposely did not choose very high quality materials such a York stone due to its high maintenance costs.

In addition the lighting columns in Wanstead, Woodford and South Woodford are of the same type and colour. Again, the aim is to reduce the long-term maintenance costs whilst knitting a thread of coherent identity between these town centres.

The main elements of the scheme are:

- Install 8 CCTV cameras within South Woodford shopping area
- Re-pave both areas (over 1.5km)
- Re-light both town centres, footway and highway
- Ensure full accessibility to South Woodford and Woodford stations and shopping areas
- Remove guard rail, reduce street clutter and improve signage
- Improve drainage at the station entrances
- Install advanced cycle stop lines at junctions and cycle parking in the town centres
- Improve signal capacity within South Woodford

### **Scheme Costs**

L.B Redbridge is using a holistic approach to funding and a variety of funding streams listed below.

TfL Area Based Scheme: £1.7 million  
TfL Walking (now within the LIP): £400,000  
TfL LCN+: £750,000  
Section 106: £157,000  
Borough Highways Fund: £50,000  
TfL Area Based Scheme "Station Access": £494,000  
**Total: £3,551,000**



## **2012-2015: Manford Way Town Centre Regeneration**

### **Scheme Overview**

Manford Way town centre is situated in the northeastern corner of Redbridge in the Hainault area where access to public transport is very poor. Therefore, this town centre is vital to the local community, but in addition, has become dominated by the use of private vehicles.

L.B Redbridge aims to examine the key walking routes to the town centre and within the centre itself. This, in essence, combines the lessons learnt in our 2 prior projects. Work has recently begun on this development with the commissioning of Living Streets to complete a street audit and identify key walking routes to the town centre. The consultation process is currently ongoing, and expected to last several months.

The Borough will utilise the same pallet of materials as used in Woodford and South Woodford for the reasons mentioned above, but will seek to identify a sense of place unique to Manford Way, possibly through gateway features and lighting.

In addition the Borough is examining the possibility of shared surface, pavement widening and parking rationalisation.

### **Scheme Costs**

As yet the exact costs are unknown and funding streams are being identified, however expenditure is expected to be in the region of £3-3.5 million.

### **Other initiatives taking place in L.B Redbridge**

Whilst the above projects are managed by the Highways department, with the main aim of promoting walking as a mode of transport, colleagues in the Leisure department run short walks on a weekly bases with the aim of promoting health. To this end, both departments jointly published a local walking map, which is aimed at increasing walking as a form of exercise in order to combat obesity.

## **2. Which initiatives should the Mayor and TfL Prioritise in 2011 and Beyond to Encourage Walking?**

All of the projects listed above have been funded in partnership with TfL. However, without TfL's initial seed funding, these schemes would have been significantly smaller or not happened at all.

The current TfL funding mechanisms have been vital in unlocking Borough finances, as officers have been able to persuade Members of the need to match fund projects, which led to better, and larger, overall schemes.

L.B Redbridge would therefore recommend that funding for Area Based schemes be maintained in order to deliver successful key walking routes.

**3. What, if any, other Measures should the Mayor and TfL take to ensure the "Year of Walking" delivers a sustained increase in Walking?**

It would be useful to hold a series of walking events in London, which publicise the good work being undertaken in the Boroughs.

L.B Redbridge would support free London wide walking tours to places of interest, the publication of localised walking maps and free conferences for Borough officers and stakeholders to learn more about developing effective projects to make walking a first choice mode of transport.

**4. What initiatives are you currently running outside of the Mayor and TfL's priorities?**

Redbridge works very closely with Living Streets to promote the "*Fitter for Walking*" and "*Stepping Out*" programmes. *Stepping Out* seeks to promote new infrastructure in town centres and is currently run in Wanstead, whilst *Fitter for Walking* aims to get people walking to combat health or social issues.

*Fitter for Walking* takes place in Chadwell Heath in conjunction with the London Borough of Barking and Dagenham with a variety of social groups. Some work has been produced on a variety of issues including improving crossing points, enhanced lighting and reducing street clutter.

As Chadwell Heath lies on the Borough boundaries, both Boroughs actively support this work and are developing a joint station access bid to TfL as a direct result of the work Living Streets and their partners have undertaken.



# Improving the walking environment by focussing on Key Walking Routes



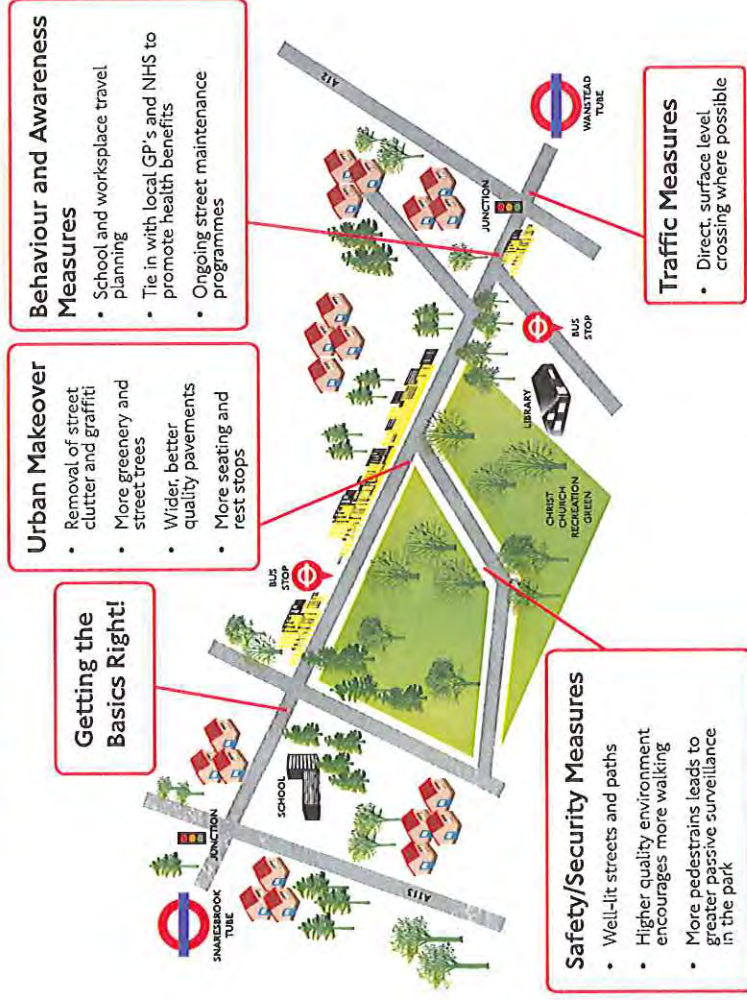
Transport for London (TfL) and London Borough of Redbridge have **improved your local walking environment**. This has been achieved through a new concept called **Key Walking Routes**.

Key Walking Routes **link important local destinations** such as stations, schools, surgeries and shops in your local area of London through high quality walking conditions. Implementing a Key Walking Route involves a **wide selection of improvements** including widened and resurfaced pavements, new and improved crossings with more accessibility features, new street lighting that benefits pedestrians as well as motor vehicles and possibly new seating and wayfinding alongside landscaping. Key Walking Routes can also support local regeneration measures by encouraging people to walk and spend locally.

A number of Key Walking Routes are underway across London as our plans to encourage more people to walk move forward.



## Key Walking Routes - Wanstead High Street



Wanstead High Street in the London Borough of Redbridge is the first completed Key Walking Route project. This Key Walking Route emphasised personal safety, especially for pedestrians using Christ Church recreation green. The results from this first project have been hugely encouraging and support rolling out more Key Walking Routes in the borough and across London.

Read about other walking improvements in your local area and across London by visiting [www.tfl.gov.uk/walkingimprovements](http://www.tfl.gov.uk/walkingimprovements)





## Wanstead

### Key facts:

Newly re-laid pavements, new crossings, new street lighting, local landscaping

### Benefits:

Pedestrian numbers using Christ Church recreation green during day up 75%

Pedestrian numbers using Christ Church recreation green at night up by 122%

Christ Church recreation green perceived to be safer, more inviting by pedestrians

### Upcoming:

Woodford & South Woodford

### Improving the walking environment



## Wanstead



For more information on walking in London visit

[www.tfl.gov.uk/walkingimprovements](http://www.tfl.gov.uk/walkingimprovements)

Please continue to enjoy walking in Wanstead. For more information on walking in your local area visit [www.tfl.gov.uk/walking](http://www.tfl.gov.uk/walking)

MAYOR OF LONDON

Transport for London





## **London Assembly Call for Walking Information – August 2010**

**Response from London Borough of Lambeth, compiled by Dawn Haines, Transport Policy Manager.**

- *What work is your borough currently undertaking with TfL and the Mayor to encourage walking? Please provide full details of all relevant initiatives including the cost of the work and how it is funded, the measurable objectives and the results to date in relation to increasing walking.*

### **1) Awareness and education**

#### **Sustainable Transport team projects:**

We have 2 staff working in our sustainable transport team, one of which has been designated with responsibility for walking. The campaigns carried out under walking for 2009/2010 are as follows and are funded through the LIP travel awareness budget:

- April walk to Work Week – encouraged businesses to sign up through our Lambeth Business Travel Network (LBTN) group and also our own council staff. (cost – free except some officer time)
- 'Secret Lambeth' booklet/walking competition – a booklet was produced by Lambeth which promoted 4 walks around the borough that residents could participate in. A competition was also included in the booklet asking people to send in photos, poems, stories of things that they see in Lambeth when walking. The winner of the competition will win a camera. Cost - £860 for printing booklet (design was carried out in house). A further print run will cost an additional £860 due to popularity of booklet.
- Led lunchtime walks for staff to encourage walking.- As part of Lambeth's workplace travel plan the sustainable transport team organise a monthly led walk for staff. These involve a 30 minute walk around the borough – usually to a park and then a picnic is provided. Approximately 30 staff take part each month. Cost – approximately £50 each event
- General walking promotions at events throughout the year – advertising capital ring walks, jubilee walks etc –Cost minimal (leaflets provided for free)
- Brixton Market Travel Plan – as part of a proposed travel plan for users of Brixton market, travel surveys for users were undertaken. To encourage participation free umbrellas were handed out to those who took part, as an incentive to: a) fill out the survey and b) to walk to the market more often.

#### **Forthcoming campaigns:**

- Car Free Day in Sept 2010. Lambeth are currently working on the Clapham Gateway area based scheme (ABS) –off the back of this we will be hosting a car free day at the location of the proposed scheme. This will involve closing the road to motorised forms of vehicles and allowing pedestrians free reign of the area. Including promotions of sustainable transport including walking. Cost tbc

- Walk4life week Sept – coming up (national campaign to encourage walking) working with the healthy lifestyles team – we will be promoting how easy it is to walk one mile. This will involve putting in temporary way markers around borough which identify distances of a mile. Cost tbc

#### Road Danger Reduction projects:

Our road danger reduction team have 2 full time members of staff who work on promoting safe travel. This includes:

- Child pedestrian training to Year 3s; training is offered to around 20-30 primary schools each year. (Officer time approx £12k)
- Promoting TfL Junior Road Safety Officer scheme: schools appoint two Junior Road Safety Officers who run competitions and activities in schools to disseminate good road behaviour and equip children to walk safely to school. (cost £2k)
- Theatre in Education in schools – promotes road safety as well as the benefits of walking and cycling (cost £25k plus some officer time in admin)

#### School Travel Plan Team

We have one officer working with schools to encourage children and their parents to travel to school in a sustainable way. This includes:

- Walk to School week / month (curriculum materials, competition and promo items) – £10k per year
- Big WoW – (event, promo items) around £6K per year
- WoW – (badges, trophies, wallcharts, banners) £60K per year
- Upgrade packs which provide information safe walking and cycling for those children who are about to start secondary school– £35K per year
- MOMO theatre assemblies (promoting walking and cycling)– £14K per year
- Walking buses. Cost is minimal. More giving advice and helping schools to get started.

#### 2) Physical measures and engineering works:

Lambeth has a number of officers working on physical schemes that have a positive impact on pedestrians. These include local safety schemes, 20mph zones and area based schemes.

- In 2009/10 the Herne Hill ABS scheme was delivered at a cost of £1.8m. This involved improvements for buses, cycling and pedestrians. In particular the

pedestrian elements of this scheme have massively improved access for pedestrians, and improved safety for pedestrians crossing what is a very busy junction.

- Emma Cons (now completed) cost £700k from TfL walking, local safety scheme and cycling budgets. This was a walking and public realm scheme which has allowed far greater access for pedestrians using this location.
- Various LSS schemes, with the installation of pedestrian facilities including zebra crossings, pedestrian islands, informal crossing points, and generally improving access by lowering average vehicle speeds thus encouraging walking and cycling.
- Coldharbour LSS, installation of pedestrian facilities at two signalised junctions. One in close proximity to a new 1500 pupil academy and one adjacent to a busy train station. It was initially thought that a ABS scheme be submitted to further improve accessibility to this busy station in an area needing investment.
- Accessibility, installation/road safety improvements of/to crossing facilities at various locations.
- 20mph schemes also encourage walking as we are often alerted to locations in need of improvement. A typical example would be a need to install dropped kerbs.
- Clapham gateway: new piazza area; wider pavements; putting crossing facilities where people want to cross the road; public art incorporating seating and tables. Funded by TfL major schemes, S106 and the LIP...

Nb. All projects funded by a mixture of LIP, Section 106 and council funding.

- *Which initiatives should the Mayor and TfL prioritise in 2011 and beyond to realise a sustained increase in walking?*

In view of 2011 only being 4 months away the most achievable initiatives will be softer measures such as a sustained marketing campaign – similar to the resources put behind ‘Catch up with the bicycle’. Walking still has a low profile as an actual mode of transport- rather it is just seen as something people do to get between other modes –i.e. walk to the car, walk to public transport etc. Campaigns need to make people think about specifically choosing walking as a way to get around.

Campaigns similar to the one carried out at Covent Garden LU station would work well, where TfL produced walking maps to encourage people not to alight at Covent Garden station due to overcrowding. The maps advised to get off at other local stations and walk (10 or 15 min walking radius map was provided) and this worked well. TfL could work with individual boroughs and look at congested stations/hubs and produce similar maps for the local area.

For example, in Lambeth, we could look at busy stations like :  
Stockwell – encourage people not to jump on Victoria line there but rather walk to Brixton (approximately 10-15 min walk)

Waterloo – walk over Waterloo Bridge rather than using tube to access Embankment, Charing Cross or Temple  
Brixton – reverse of Stockwell idea etc

Campaigns could also highlight the ease of walking between popular destinations and produce walking maps with areas of interest between destinations.

Increasing Londoners awareness of walking times is also useful, particular for commuters. Again, most people are not aware that a number of journeys are easily walkable – so campaigns that can highlight key journey times I,e, 'ten minutes walk' would be ideal.

Longer term – it is clear that there are still many physical barriers for pedestrians. With large areas of London still designed with cars as priority. As a result pedestrians have issues with poor crossing facilities particularly in terms of indirect routes, excessive guardrails, uneven pavements and volume of traffic making crossing roads difficult and dangerous.

Therefore longer term, these barriers need to be addressed. A continuation of funding into local safety schemes, 20 mph zones and limits (where appropriate), area based and accessibility schemes which put pedestrian needs at the heart of the scheme.

- *What, if any, other measures should the Mayor and TfL take to ensure the 'year of walking' delivers a sustained increase in walking?*
  - Advertising campaign on how to use puffin crossings.
  - Common complaint. BV165 needs a common sense approach.
  
- *What initiatives are you currently running outside of the Mayor and TfL's priorities? Are you working in partnership with other statutory or voluntary bodies? Please give details of any programmes.*
  - Working with Living Street's, Action for the Blind on major schemes.
  - Brail maps' at junctions to assist visually impaired.