

Best Practice for Local Walking Schemes

Prepared for all London Boroughs and Sub-regional Partnerships



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Summary

This best practice document deals with applications for funding by London Boroughs and Partnerships to Transport for London (TfL) for walking proposals through the Local Implementation Plan (LIP) process. This funding is intended for schemes that contribute towards delivering objectives set out in the Walking Plan for London (WPfL, 2004) – to increase the number of walking trips, improve London’s walking environment, remove barriers to walking and improve London’s walkability.

This Best Practice document is the first edition and will be reviewed in subsequent years and in light of future budget settlements and feedback received.



Before



After

Works removed the barriers to walking along this key link between the town centre and railway station, creating a pedestrian boulevard with a joint foot and cycle surface, seating and planting. Outcome monitoring indicates a 12% increase in pedestrian usage post scheme completion. Castle Street, Kingston



1. Introduction

1.1 Background

During spring 2007, Walk 21 on behalf of the Walking Advisory Panel (WAP) carried out a questionnaire to benchmark walking in London. This questionnaire was designed to review the relevance and effectiveness of the Walking Plan and help the Walking Advisory Panel establish what future support is required for authorities to help deliver the Mayor's vision for walking. The questionnaire identified several key support mechanisms the boroughs would find useful, including improving the guidance for the LIP programme and dissemination of best practice. This document aims to go some way in responding to these requests.

This best practice is intended to provide greater clarity for boroughs and partnerships in terms of the type of proposals that will be supported by the LIP Walking programme. This document also offers information and advice on delivery, monitoring and reporting of walking schemes.

1.2 Context

Improving conditions for walking to make London one of the most walking friendly cities by 2015 is a key element of the Mayor's Transport Strategy (MTS, 2001). To ensure the Mayor's vision becomes a reality, the Walking Plan for London containing actions, objectives and targets was published in 2004.

On the 11th January 2008, the Mayor of London launched a new programme of measures that aims to transform the profile and priority of walking and cycling in London.

This includes an expansion of the Legible London wayfinding system, details of which can be found at Section 2.3.8 of this guidance. The programme also contains a new concept - 'Streets of Gold' (see Section 2.1.1 for more detail), which will incorporate many characteristics of Key Walking Routes, details of which can be found at Section 2.3.1 of this guidance.

In order to achieve the Mayor's vision and make a step-change in the walking environment a number of measures are necessary. This best practice sets out to identify these measures to help scheme identification and prioritisation, streamline the delivery process and ensure Londoners benefit from high-quality and value for money walking improvements.

In general the walking programme will help provide the infrastructure necessary to make London a more walkable city, however, the walking programme also contributes to broader agendas; helping the fight against climate change, encouraging improved personal health through greater



exercise and encouraging adults to achieve 30 minutes daily physical activity and obesity reduction and creating a transport environment that is inclusive.

Although this guidance is generally focused on the provision of physical walking improvements, boroughs and partnerships should be aware of other factors and influences, such as changing political climate and be aware of how this plays into the walking realm. This best practice is set against a background where the importance and usefulness of walking is increasingly emerging, population and economy continue to grow and the severe challenge of increasing public transport capacity to meet growing demand must be met.

Walking plays a key role within the wider public transport field, with streets providing an inclusive service to integrate the rest of the transport system. As such, the potential for synergy with other modes is apparent and discussed here (section 2.3.2). However, there are significant benefits and savings to be achieved through integration with other social, environmental or economic programmes, for instance health social marketing funds and European funding.

1.3 Objective

Walking schemes ultimately aim to encourage more people to walk and increase the numbers of walking trips undertaken but they are also aimed at improving the level of service for those who regularly walk. Walking schemes can also bring about a change in peoples travel patterns through raising awareness of walking as a mode in its own right. Walking as a mode can help accommodate future population and employment growth across London with no negative impact on climate change or congestion. Overall, the LIP Walking programme aims to make walking in London easier and increase walking levels.

Walking schemes offer a range of benefits which include but are not limited to:

- Reducing CO₂ output and traffic congestion;
- Improving public health through exercise;
- Better perceptions of personal security;
- Greater accessibility to public transport; and
- Greater accessibility to local services with associated economic benefits.

The objectives of this LIP Walking best practice are to:

- Clarify and simplify existing walking appraisal criteria and provide a transparent framework that will assist boroughs and partnerships in drawing up future walking scheme submissions.
- Clarify the relationship with other TfL programmes that provide walking benefits.



- Provide advice that will assist boroughs and partnerships in identifying and prioritising schemes.
- Provide advice on the approach that boroughs and partnerships should take on developing schemes, the range of measures and other appropriate interventions.
- Develop a framework that will enable boroughs and partnerships to produce and cost longer term plans in line with the LIP Walking programme goals.
- Assist boroughs and partnerships to prepare and plan for outcome monitoring as an integral part of the submission process and scheme lifecycle.
- Deliver a measurable London-wide programme that demonstrates value for money

1.4 Walking Funding

In recent years, the Mayor's vision for a world class walking city has been reflected in rising budgets for sustainable modes. In line with this, total funding for the LIP Walking programme has increased substantially. In 2007/08 and 2008/09 total budget has been set at £9.2m. Boroughs and partnerships should consider this level of funding when planning future LIP submissions in terms of proposals and single or multi-year programmes.

In each LIP funding application, boroughs and partnerships are encouraged to submit only a maximum of 7-8 proposals per year. This is considered a manageable number allowing boroughs and partnerships the opportunity to fully cover the walking criteria whilst affording flexibility in proposal submissions. It is hoped that the 7-8 proposal suggestion will encourage the majority of bids to be focused on Key Walking Routes.

In light of the increase in available Walking LIP funding, boroughs and partnerships are encouraged to consider the types of proposals that will best suit their adopted LIP objectives for walking and meet the guidance set out in this best practice. Larger scale proposals focused on holistic route treatment are increasingly sought but boroughs and partnerships should give consideration to seeking funding for such larger schemes over multiple years. Boroughs and partnerships should be aware that the funding of large multiple year schemes may limit the funds available for other scheme proposals from individual boroughs or partnerships.

It should be borne in mind that this best practice guidance is linked to the current LIP walking budget, which may be subject to change over time.



1.5 Submission process

Please refer to the annually revised LIP APR Guidance from Borough Partnerships and the Borough Extranet for full details of the submission process and guidance on submission formats.



2. Identification of proposals

2.1 What is a Walking proposal?

“London is a great city for walking. My vision is to make it one of the world’s most walking friendly cities by 2015”

Ken Livingstone, Mayor of London

Walking schemes are intended to help make London more walkable. Factors to help make London a more walkable city are covered by the 5 ‘Cs’ as defined in the Walking Plan for London:

- **Connected** – improving and connecting walking routes to help people from A to B via direct, easy and safe routes
- **Convivial** – improving the quality of the walking environment by reducing litter, graffiti and other problems
- **Conspicuous** – making streets safer through increased natural surveillance and other measures, and improving the availability of mapping and signage
- **Comfortable** – making walking an enjoyable experience and comfortable place to be through well-maintained footpaths, seating and other measures
- **Convenient** – creating walking routes and environments that compete with other less sustainable options for short trips by increasing pedestrian priority

As such, all walking proposals should aim to increase the number of walking trips across London, enhance the walking environment and create improved perceptions of walking. This best practice guidance is designed to help the boroughs and partnerships achieve the above.

Jan Gehl’s work ‘Towards a fine city for people’ makes it clear that what is most important in a city is not the buildings, but the spaces between the buildings where people can congregate. Two key recommendations Gehl makes are to;

“Improve walking conditions for walking and encourage people to walk.” and “Create pedestrian streets and pedestrian priority streets where many people already walk to improve conditions for walking and city life, as well as to reduce traffic”



All proposals should therefore have a major focus on providing greater priority to pedestrians as the Walking LIP programme is concerned with only the walked journey.

The Walking LIP programme is not just about delivering schemes, it is also about encouraging boroughs and partnerships to invest to make spaces vibrant, lively and places nicer to live and work in.

Recent research within TfL has identified that there are approximately 15 million walk trips per day made up from three types of walking; walking from A to B to access work or services (37%); walking to access public transport (36%); and walking for pleasure, where the main purpose is the walk itself (27%). (TfL, 2007).

Walking from A to B trips are arguably the most important for TfL as they offer the greatest potential for mode shift, cutting congestion, CO₂ reduction benefits and improving London's economic vitality. Walking to access public transport also offers the potential to provide congestion and CO₂ reduction benefits. As such the LIP Walking programme will increasingly focus on these two types of walking trips.

To encourage and provide for these types of walking trips the LIP Walking programme will increasingly be focusing on improving and upgrading walking routes into key local attractor destinations, such as public transport stations and stops, schools, shopping parades and local centres.

These proposals offer the greatest opportunities to increase walking trips and can tie-in with other LIP programmes such as Area Based Schemes, Streets for People and Station Access. Key Walking Routes should also take note of and be related to the Parallel Initiatives programme, which is focused on corridor planning and management wherever possible. Boroughs and partnerships should bear this in mind when planning future LIP Walking submissions.

Over the next couple of years, TfL will work with the boroughs on a transition away from individual point treatments towards **Key Walking Routes**. Although priority will be increasingly awarded to proposals targeting Key Walking Routes to attractor destinations, a limited number of point treatment infrastructure improvements will still be encouraged on an ongoing basis where they are required to resolve a specific issue.

Barriers to walking are not just physical; perceptions of safety often affect a person's decision to walk as can poor wayfinding and proposals tackling such factors are welcome, especially if linked into local area treatments.

Also of increasing importance are walking audits, which are useful tools in determining the existing status of walking environments and can help to identify deficiencies in walking environments and identify where improvements are most needed. See section 2.3.3 for more information.



Proposals that improve streetscape and public realm can help encourage more walking and new walking trips to be undertaken.

Outside of the Strategic Walk Network (SWN), the funding available for walks for pleasure that lack linkages to other themes and programmes will be reduced, though suitable proposals will be considered on merit.

Walking proposal advice, explanations, and appropriate examples are provided in section 2.2 – 2.3.

2.1.1 Streets of Gold

The Streets of Gold concept envisages urban makeovers in focused 1/4 mile square areas which link key local destinations such as stations, schools and shops in inner and outer London with high quality walking facilities. These schemes will deliver improved pavements, seating and crossings alongside regeneration measures and promotion of walking. TfL is committed to working with the London Boroughs, partnerships, walking and health stakeholders and community groups to define and develop the concept through to detailed plans for implementation.

Streets of Gold schemes will incorporate many of the characteristics of Key Walking Routes as described in this best practice. In the light of this, Boroughs and partnerships are urged to use the guidance on Key Walking Routes for 09/10 submissions. Trials of the Streets of Gold schemes and further information will be made available as an addendum to this document in due course. Every attempt will be made to make this process as simple and clear as possible. This will provide boroughs with additional options for improving walking in their local areas.

2.1.2 The difference between Walking and Area Based Schemes

Area Based Schemes (ABS) aim to create a step change in people's quality of life and travel patterns, by looking at all the main transport problems within an area and developing a comprehensive and cost-effective treatment, rather than dealing with individual issues. An ABS is expected to;

- Improve the social, environmental and economic fabric of an area;
- Improve peoples' movement within and beyond their local area;
- Understand and address the areas of concern in a locality;
- Address transport difficulties in the area and promote the use of walking, cycling and public transport;
- Improve peoples' quality of life including their non-transport use of public spaces; and
- Act as catalyst for positive change.



Typically an ABS is multi-modal and provided with higher levels of funding over several years. The ABS programme is split into three elements, an outline of the funding levels (per scheme spread over a number of years) for each is provided below;

- Station Access, £150,000 to £250,000
- Streets for People, £800,000 to £1.5m
- Town Centres, £1m to £2.5m

Walking schemes are generally not multi-modal and have the sole aims of increasing walking trips across London, enhancing the walking environment and creating improved perceptions of walking. In comparison to Streets for People and Town Centre schemes, funding per walking scheme will be lower. Generally the maximum funding any walking proposal can usually expect to receive in one year is around £350k or £1m over multiple years for larger schemes such as Key Walking Routes, although exceptions are made for outstanding proposals. However, a first-class submission would be necessary for such exceptions.

Further information on ABS can be found in the document '[Guidance for submission of Area Based Schemes](#)' on the Borough Extranet

2.1.3 Other relevant programmes that overlap with walking

There are a range of other programmes that offer potential overlap and joint funding opportunities with the walking programme, a list of such programmes is provided in Appendix 4.

If boroughs or partnerships are not clear which programme a scheme is most suited to, they should contact the TfL LIP Programme Managers, a list of which is provided in Appendix 1.



2.2 Proposals that will be supported

- 1) **Key Walking Routes to local attractor destinations tackling barriers to walking using a variety of treatments**
- 2) Proposals for jointly funded schemes
- 3) Use of walking audits to identify existing problems and shape future physical works programmes on Key Walking Routes
- 4) Proposals for scheme feasibility and innovative research leading to future work programmes on Key Walking Routes
- 5) Proposals to address known issues of safety and security on Key Walking Routes and other links
- 6) Provision of new or improved crossing facilities, ideally linked to Key Walking Routes
- 7) Proposals for major single infrastructure schemes ideally linked to Key Walking Routes
- 8) Proposals supporting Legible London wayfinding
- 9) Proposals aimed at creating iconic public space
- 10) Proposals to provide new walks for pleasure or enhancements to strategic routes



Before



After

Improving pedestrian priority and access to a key transport interchange



2.3 Types of proposals

2.3.1 Key Walking Routes to local attractor destinations

Key Walking Routes in Inner and Outer London town centres offer the greatest overall potential to increase walking trips, walking numbers and reduce the number of short car trips undertaken. It has been realised that significant modal shift in Outer/Inner London is possible, but to date this has been inhibited by poor walking environments and car dependency.

Proposals focusing on Key Walking Routes will be increasingly afforded higher priority within the LIP Walking programme over the next two - three years. Boroughs and partnerships should be aware of this when planning future walking LIP submission proposals.

Key Walking Routes are those which are currently used by large volumes of people perhaps with a suppressed demand that is not being catered for. Proposals should seek to improve walking access to important local attractors and provide the opportunity for a number of linked destination journeys with the potential to encourage a switch to walking trips from the car or other motorised modes between attractors such as:

- public transport stations and stops
- schools
- local shopping parades and centres
- health and care services
- community centres and facilities
- leisure centres
- other key destinations



Before

After



Improving Key Walking Routes to DLR stations with improved surfacing and new lighting





Widened footways on key route between Piccadilly Circus and Leicester Square - Coventry Street, Westminster

Key Walking Routes is not about one-off point treatments, but should be a holistic and co-ordinated approach including a range of elements that includes but not limited to;

- widening and improving footways
- increasing pedestrian directness
- revised and improved pedestrian crossings with greater pedestrian priority and accessibility including raised tables and dropped kerbs
- other measures to reduce the speed and impact of motor traffic
- decluttering of street furniture
- pedestrian legibility and environmental enhancements including hard and soft landscaping

Key Walking Routes proposals should ideally be based on understanding people's needs and behaviour, an analysis of the existing walking environment and an assessment of current walking routes and facilities. Walking audits (see section 2.3.3 for more information) offer the opportunity to formally capture this information and submission of walking audits as



evidence will strengthen the proposal. Audits can form part of a first year or a multi-year funded Key Walking Route.

Boroughs and partnerships should consider the potential for tie-in and joint funding opportunities with other LIP programmes and funded proposals if other modes are expected to benefit from improvements.

Mayoral initiatives such as 100 Public Spaces and Green Grid (see Appendix 2) also offer good linked funding and improvement opportunities.

Boroughs and partnerships should consider the feasibility of implementation in a single year and coupled with the need for additional funding requirements should actively consider multi-year funding to balance out pressure of implementation and additional funding needs.

Proposals focused explicitly on large town centres and a variety of transport modes rather than the walking routes leading to them should continue to be directed towards the Area Based Schemes programmes; Streets for People, Town Centres and Station Access; or form part of a corridor planning scheme within Parallel Initiatives.

Key Walking Routes proposals should focus only on important walking routes to local attractors with a wholesale rather than point specific approach.



Before



After

Removal of vehicular access on Key Walking Route to Oxford Street, creation of a pedestrian boulevard with new planting and cycling parking





Improved pedestrian environment on Key Walking Route with improved surfaces and at grade access while still catering for commercial activity



Improvements to Key Walking Routes along local high street, including new and wider footway, seating and general streetscape upgrades



2.3.2 Proposals for jointly funded schemes

To achieve the Mayor's and TfL's target of encouraging more sustainable travel choices, boroughs should consider schemes that can be jointly funded by related programmes, such as; Cycling (CS), Accessibility (AS), Area Based Schemes (ABS), Bus Priority (BP); as well as contributions from s106, where appropriate to create parallel initiative / corridor schemes.

Such schemes can help provide more holistic benefits to a range of users and help implement schemes that may not otherwise be funded.

Proposals could include:

- auditing walk and cycle routes, areas and corridors around stations and other attractor destinations improving access and facilities for the mobility impaired
- specific improvements to joint walk and cycle facilities to encourage greater use and/or minimise conflicts
- undertaking feasibility studies to look at potential improvements for various modes

Proposals for Key Walking Routes (see section 2.3.1) that present opportunities to tie-in benefits and funding with other programme areas will be viewed favourably.

Such schemes should explain the overall aim of the scheme and what the benefits are for the various users. Where appropriate schemes should also include a guideline on the split between the different programmes in terms of funding.



Canal towpath upgrade and widened bridge deck jointly funded by Walking and Cycling programmes to benefit both user groups



2.3.3 Undertaking walking street audits to identify problems and shape future physical works

Understanding the issues pedestrians face is fundamental to providing improvements that will enhance the walking environment and encourage greater walking trips. One of the most effective ways to understand the issues pedestrians face and identify deficiencies in pedestrian environments is to undertake walking audits and develop the results into a works programme.

TfL's Walking team is reviewing the pedestrian environment along the Transport for London Road Network (TLRN) using the Pedestrian Environment Review System (PERS) to guide current and future walking environment improvements. PERS is available from TRL (see Appendix 1 for contacts and Appendix 5 for training details).

PERS is a walking audit tool that assesses the mechanics of the pedestrian environment as well as the condition of the walking environment. Borough and partnership proposals seeking to use PERS or supporting a submission are especially welcomed.

Boroughs and partnerships are encouraged to make use of PERS as additional evidence to support a proposal. Alternatively, boroughs and partnerships are encouraged to submit proposals to acquire PERS and training in the tool with the expectation that future local walking scheme submissions will make use of the tool.

PERS provides both quantitative and qualitative analysis of walking environments with a focus on the quantitative side that allows works programmes to be developed.

Other walking audits such as Living Streets Community Street Audits (CSAs) (see Appendix 1 for contacts or visit <http://www.livingstreets.org.uk>) that provide qualitative data through pedestrian feedback and local knowledge are also supported as tools to identify walking issues. Proposals to undertake CSAs or appropriate borough developed walking audits with an expectation of future pedestrian improvement programmes as part of Key Walking Routes in future submissions are encouraged.

Walking audits are best suited to Key Walking Routes and destinations including:

- public transport stations and stops
- schools
- shopping parades
- local centres
- surgeries
- community centres and facilities,
- leisure centre
- other key destinations



Boroughs are increasingly encouraged to make use of walking audits as a means of understanding walking environment conditions. Schemes using walking audits as supporting evidence or schemes to undertake walking audits are encouraged. Walking audits should be viewed as the first step in Key Walking Routes; identifying issues in the walking environment with a progression towards a planned programme of infrastructure improvements and the physical works themselves as part of walking route treatments.

2.3.4 Proposals for scheme feasibility and innovative research leading to future work programmes

To promote best-practice and the effective planning, design and subsequent implementation of larger schemes for Key Walking Routes, crossings and major infrastructure projects, schemes to undertake feasibility and design studies will be accepted.

Such schemes should form part of holistic multi-year funding applications, potentially as part of parallel initiative schemes where offer modes may benefit, with the design and feasibility scheduled for the first year. Submissions should include the background to the study, its objective and where appropriate scheme details as well as the proposed programme for future year's progression.

TfL are keen to encourage innovative research and approaches to help improve London's walkability and encourage greater walking. Proposals that demonstrate strong innovation and explain the aim and benefit of the research will be viewed favourably.

2.3.5 Proposals to address known issues of personal safety and security on links and routes

People are often discouraged from walking because of a fear of crime and perceptions of personal safety. These concerns vary for different sections of the community and are often strongly related to age and sex.

Resolving these issues of safety and security not only improves people's perceptions of the walking environment, it can also help to encourage new and additional walking trips. This in turn increases the level of natural surveillance.

Reference should be made to the Boroughs Crime and Disorder Strategy and boroughs and partnerships should explain the role of the police, crime & disorder partnerships and community support officers in submissions.

Personal safety schemes should be mindful of the local community and the concerns they may have and there is scope for communities to be involved in



the scheme development; for instance providing an improved link to a school or involving local schools and community colleges in artwork for renovated areas to give a sense of civic pride.

Proposals to address issues of safety and security could include improvements to locations such as:

- alleyways
- blind corners
- routes under bridges and footpaths

Physical works could include improved lighting, designing out 'dark spots', improved footways, aesthetic improvements, environmental additions and security e.g. new pedestrian focused lighting.

Schemes to replace subways or footbridges with surface level footways, façade improvements, removal of clutter and better signage are all suitable (see section 2.3.7) and should seek to reduce opportunities for anti-social behaviour.

Submissions should set out the problems; the communities affected and planned resolutions. The submission of photographs to demonstrate the situation is recommended.

Schemes that are linked to nearby Key Walking Routes and are part of coordinated funding through parallel initiatives will be afforded higher priority for allocations.



Examples of intimidating walking environments that could be resolved through aesthetics improvements to remove the graffiti, improve surfaces, reflective paint, better sightlines and new lighting



2.3.6 Safely crossing streets – Provision of new or improved crossing facilities

Schemes should seek to cater for observed pedestrian desire lines and respond to perceptions of safety by providing appropriate facilities. These facilities may include new crossings or improvements to existing crossings to better serve pedestrian needs.

Providing people with the facilities to safely cross streets is crucial, to encourage more walking whilst reducing the impact of vehicular traffic and reducing risk (for more information see section 2.4.5 in TfL Walking Plan for London, 2004).

Crossings facilities that do not require signal works should be the first consideration in proposals. Such facilities, which include zebra crossings, pedestrian refuges and raised tables can offer high pedestrian priority and are able to be implemented in one financial year. Proposals are welcomed for individual sites or a package of crossings.

In locations where un-signalised crossings are not an option due to concerns such as safety or motor traffic flows and volumes, proposals to provide pelican or puffin crossings should be submitted, along with toucan crossings for joint funding with the cycling (CS) programme.

It is a requirement of the LIP (Proposal 4I.Pr.7, LIP Guidance 2004) for boroughs to set out a programme to review traffic signal junctions and implement pedestrian phases wherever practicable. As such, submissions are welcome for the investigation and provision of proposals which intend to provide pedestrian phases or undertake a review of signals over a multi-year approach with due regard to signal slot constraints which are expected to reduce in coming years.

Boroughs and partnerships are advised in the funding submission to submit a justification for the crossing facility including supporting evidence of desire lines, user flows and local public support. Consideration should also be given to the potential inclusion of crossings in parallel initiative schemes.

Proposals where new or improved crossing facilities are linked to a nearby Key Walking Route will be especially well received.

Due regard for signal slot availability and timescales should be given to pedestrian phases at signalised junctions – multi-year funding is recommended whereby feasibility and design is undertaken in one year and installation in the second year.



2.3.7 Creating / fixing walking routes with major infrastructure

In some locations, the barriers to walking or the measures required to improve the walking environment can require major infrastructure works. Providing new or upgraded pedestrian infrastructure at such locations can significantly contribute towards increasing walking trip levels, removing social exclusion and reducing perceived or real issues of safety and crime.

Proposals for single major infrastructure could include the provision, replacement or upgrading of footbridges or the replacement of subways with at-grade facilities. Alternatively, a programme of improvements to sub-standard and under-used subways or railway arches to encourage walking could be developed as illustrated overleaf.

For such proposals, where large new infrastructure is required and costs may be high, consideration of holistic planning with multi-year implementation and multi-year funding is strongly advised. Joint funding with other modes and programmes or modal contributions as part of a Parallel Initiative proposal also offer alternative paths.

Proposals where such infrastructure is linked to nearby Key Walking Routes will be especially well-received.



Before



After

Widened footbridge with new access ramps, providing access for all pedestrians (and cyclists) as part of the Carlyon Road footbridge widening and renewal project, now known as Grand Union Walk





Limited accessibility riverside path, previously serviced by steps made more inclusive and accessible by the provision of a ramp



Before



After

Refurbishment works to improve railway viaducts, targeting cleaning, lighting and safety perceptions in an interesting and innovative way.



2.3.8 Proposals supporting Legible London wayfinding

Not being able to find your way in London is a common problem for Londoners and visitors alike, and a lack of signage or confusing signage creates a significant barrier to greater walking.

To resolve this problem TfL is supporting the development of Legible London (visit www.legiblelondon.info for further information) a wayfinding scheme with common unifying principles to best serve London's pedestrians regardless of where they are in the capital.

As such, TfL will only support schemes to improve route-finding on a borough-level that incorporate the design principles of Legible London. Wayfinding schemes should be based on the Design Manual for Legible London to be issued in the first half of 2008.

Small-scale innovative schemes that contribute to the development and roll out of Legible London will be supported. Such schemes should link local people with their key destinations and should benefit Key Walking Routes.

Before and after monitoring is highly recommended for such proposals to indicate success.

2.3.9 Proposals aimed at creating iconic public spaces

Iconic public realm is a great generator of walking trips and provides benefits to London's overall vitality and economy in addition to promoting walking. Future schemes should be aligned with the Mayoral led 100 Public Spaces programme, which aims to create safe, high quality public space which reflects the community.

TfL's Walking team will support and contribute towards larger public realm schemes such as Trafalgar Square or the planned improvements at Parliament Square. Walking funding is also available for smaller community orientated public spaces such as Fitzroy Square in Camden. This funding can also cover small scale improvements to junctions, small squares and public resting places which link to Key Walking Routes.

Example of a small community public space with seating linked to local shops



2.3.10 Proposals to provide new walks for pleasure

TfL is committed to completing the six strategic walking routes of the Strategic Walk Network (SWN) to provide an exemplary and high quality walking experience for all. The six strategic routes are:

- Jubilee Walkway
- Thames Path
- Capital Ring
- Green Chain Walk
- London Loop
- Lea Valley Walk

TfL will continue to fund the SWN routes to completion via a central funding pot through the City of London, with WalkLondon (www.walklondon.org.uk) managing implementation of the routes on behalf of TfL.

Boroughs and partnerships who wish to implement proposals on the six strategic routes should co-ordinate with each strategic route manager, who can be contacted through WalkLondon. Only in exceptional circumstances, such as new signalised crossing facilities on these routes, should boroughs and partnerships bid for funding on SWN routes directly to TfL through LIP.

Outside the SWN, walks for pleasure without links to external bodies and programmes will increasingly receive reduced allocations and likely funding opportunities with respect to the Walking LIP programme.

Although it is acknowledged that such routes are used for some A to B trips and trips to public transport they do not offer the same level of mode switch potential. Nevertheless, walking for pleasure plays an important role in helping to improve the quality of life and vibrancy of the capital for both visitors and Londoners and pleasure walks contribute to London's walkability. Walks for pleasure schemes that demonstrate wider benefits and linkages to health, exercise and obesity reduction agendas will be considered where linked to Key Walking Routes. Supported schemes should demonstrate tie-in with primary care trusts objectives and campaigns.

There is a duty placed on local authorities under the Countryside and Rights of Way Act (CROW, 2000) to produce a Rights of Way Improvement Plan aimed at improving the local network of public rights of way and other non-motorised routes. As such, proposals to update and amend borough Rights of Way will be considered.

Submissions for such walks should include relevant supporting information.





Before



After

New boardwalk and handrails to improve a local walking route in Richmond



3. Work Programme

3.1 Submissions

London boroughs and partnerships are advised to refer in the first instance to the annually issued LIP APR Guidance for exact details of the submission process. This Walking specific supplementary best practice is intended to provide additional information on the types of walking schemes supported, the general aims of the LIP Walking programme and supporting information.

Boroughs are encouraged to consider the recommendations provided in this Walking best practice when preparing and submitting walking proposals.

Of particular note are the focus on Key Walking Routes and the need to link funding requirements to realistic implementation schedules; multi-year funding is recommended for larger proposals.

Should boroughs and partnerships seek assistance when preparing future submissions they are encouraged to contact the Borough Walking Programme Manager at the earliest opportunity who will endeavour to provide guidance, assistance and clarification wherever possible.

3.2 Funding appraisal and notification

Boroughs and partnerships should refer to the annually revised LIP APR Guidance from Borough Partnerships as well as information posted on the Borough Extranet (<https://extranet.tfl.gov.uk/boroughs/default.aspx>) for information on funding appraisal and notification.



Attractive public space, public art, and walking route to shops



4. Delivery

4.1 Implementation

It is strongly advised that boroughs take in to account potential delays to implementation when scheduling works and ensure appropriate contingencies are included in the work programme. Delays could result from a number of different factors including stakeholder consultation or a need to negotiate with utility companies or train operating companies.

Boroughs and partnerships are encouraged to link funding requirements to realistic implementation schedules; multi-year funding is recommended for larger proposals.

Measures requiring DTO signals work and / or approval by the Network Assurance Team will be likely to require a greater degree of coordination and forward planning, again necessitating multi-year funding proposals.

Boroughs are advised to discuss proposals requiring DTO slots with the Borough Walking Programme Manager as early as possible with information on the number of slots required being indicated as soon as this is known. The programme manager is responsible for co-ordinating requested signal slots to available allocations.

Information on traffic signals and the submission process and information required for signal schemes is available from the Borough Extranet at: <https://extranet.tfl.gov.uk/boroughs/boroughs-tfl/traffic-infrastructure/default.aspx>

Boroughs are encouraged to implement schemes in line with their LIP Form 1's and work programmes. This should be reflected in accurate and updated bi-monthlies as well as through regular communication with the Borough Walking Programme Manager.

However, where the implementation of a scheme is expected to be delayed, or the borough / partnership are not on track to spend their funding allocation, the Borough Walking Programme Manager should be notified immediately.

This allows the greatest opportunity to re-allocate funding to other suitable schemes in the agreed work programme where possible. This is especially important as failure to do so can result in unnecessary delays and may affect future year allocations.

In the event that no suitable scheme exists within the borough or partnership, unused funding will be allocated to other boroughs and partnerships on a needs basis by the Borough Walking Programme Manager.



4.2 Geographic scope

Although land ownership boundaries are irrelevant to walkers they can pose significant problems for the implementation of walking improvements. If measures are identified on TfL managed roads (TLRN), boroughs are advised to discuss them with the relevant TfL area engineers. Whilst such measures can not be funded through the Borough LIP Programme, where such a situation occurs boroughs and partnerships are advised to discuss with the Programme Manager the potential for TfL contributions via TLRN walking funds.



5. Reporting

5.1 Reporting Structure

Boroughs must continue to undertake bi-monthly reporting using the currently agreed process as laid down by Borough Partnerships.

As part of the Walking programme, boroughs and partnerships are requested to provide before and after photographs of all physical infrastructure schemes.

Boroughs and partnerships are advised of the need and requirement to report on individual scheme and programme progress using the bi-monthly reporting process. Bi-monthlies provide an opportunity to update the Borough Walking Programme Manager on programme process and flag-up potential issues.

It is encouraged that all relevant information on the bi-monthlies, especially scheme timetables and monthly spend be completed to accurately reflect progress and the current situation.

If the borough or partnership is on target to deliver their work programme on time, it will be sufficient to notify the programme manager upon completion via bi-monthlies or email.

Boroughs and partnerships are strongly urged to treat the bi-monthlies as a key part of scheme delivery. Incomplete or inaccurate bi-monthly forms may be returned to the borough or partnership for attention with repeated failings subject to more serious action, potentially leading to the decision to freeze funding.

5.2 Walking publications

The Smartmoves magazine is a quarterly publication that provides information on walking projects and developments across London, details of local activities, information on training and important forthcoming dates. It is produced by TfL and aimed at walking and cycling officers in boroughs and partnerships and at key stakeholders in the walking and cycling community.

A selection of first-rate schemes will be included in Smartmoves with the opportunity to be featured in other publications helping to showcase the delivery of schemes as widely as possible that are contributing to making London a first-class city for walking. To subscribe to Smartmoves email smartmoves@tfl.gov.uk



[The May 07 edition of Smart Moves](#)



6. Monitoring

6.1 TfL and Borough Monitoring

When measures are introduced to improve the walking environment, monitoring can aid the design of new walking projects, inform future decisions on the most effective measures, and help ensure that projects meet their objectives.

6.1.1 TfL Monitoring

TfL Walking monitors a sample of LIP-funded walking schemes each year. The schemes are selected by the Borough Walking Programme Manager and the monitoring undertaken by an external consultancy on behalf of and funded by TfL.

The selection of schemes for annualised baseline and outcome monitoring each year is helping to build a library of expected results based on certain types of intervention.

Borough and partnership officers are advised to be aware that they may be contacted by the consultancy where a proposal is to be monitored. Borough and partnership officer assistance in this respect will be gratefully received.

The results of the annual monitoring are available to all boroughs and partnerships when complete in the form of a summarised report. Copies of these yearly reports will be sent by the Borough Walking Programme Manager to all borough and partnership LIP and technical contacts. The most recently available outcome monitoring report is “BSP 2006/07 Walking Outcome Monitoring - Baseline and Post Monitoring”.

6.1.2 Borough Monitoring

It is a requirement of the LIP process that Boroughs and partnerships undertake a post-implementation audit to ensure all LIP-funded works have been completed to the specified standard. Boroughs and partnerships are not expected to undertake their own outcome monitoring in relation to all individual schemes unless the scheme is one of those suggested by the borough or partnership as part of the LIP process. Note, this monitoring is separate to that described in section 6.1.1 above.

However, direct outcome monitoring by the borough or partnership where feasible is recommended and welcome. Outcome monitoring results or findings following implementation should be provided to the Borough Walking Programme Manager.



Guidance on what information and data should be collected as part of monitoring can be found in 'Measuring Pedestrian Activity – version 1.0' (as mentioned in section 6.2). There are generally three types of data collection; pedestrian counts, observational data or attitudinal surveys depending on the type of scheme being implemented.

6.2 Monitoring Guidance

TfL commissioned Colin Buchanans to produce 'Monitoring Walking Schemes: Best Practice Guidance' in 2006 and a more transparent guide 'Measuring Pedestrian Activity – version 1.0' in 2007.

These documents are intended to provide guidance for boroughs and partnerships when undertaking internally organised baseline and outcome monitoring. TfL will be issuing revised versions of these documents as appropriate to reflect new developments in pedestrian monitoring and technologies.

Copies of these documents have been sent to all boroughs and partnerships and are available from the Borough Walking Programme Manager.



Appendix 1

Useful Contacts

TfL Walking

Spencer Clark – Borough Walking Programme Manager:

Spencer.Clark@TfL.gov.uk – 020 7027 9256

Richard Fullager - Borough Walking Programme Co-ordinator:

Richard.Fullager@TfL.gov.uk – 020 7027 0942

TfL Cycling

Robert Semple – Robert.Semple@TfL.gov.uk – 020 7027 9299

TfL Accessibility

Omoniyi Giwa – OmoniyiGiwa@TfL.gov.uk – 020 7126 4459

TfL Area Based Schemes

Bob Bruty – RobertBruty@TfL.gov.uk – 020 7126 4594

Anthony O’Keeffe – AnthonyOKeeffe@TfL.gov.uk – 020 7126 4002

TfL Bus Priority

Scott Lester – ScottLester@TfL.gov.uk – 020 7027 9424

TfL Smarter Travel Unit (formerly TDM)

David Rowe – RoweDa@TfL.gov.uk – 020 7126 3011

TfL Parallel Initiatives

Athool Noon – Athool.Noon@TfL.gov.uk

TfL Borough Partnerships

Nadir Hafeez – NadirHafeez@TfL.gov.uk – 020 7126 4820

Kate Holgate – KateHolgate@TfL.gov.uk – 020 7126 4394

Anthony Clark – AnthonyClark@TfL.gov.uk – 020 7126 4866

WalkLondon

Jim Walker – JimWalker@walklondon.org.uk – 07801 334915

Alexandra Rook – Alexandra.rook@walklondon.org.uk - 07811 465880

Living Streets (CSAs)

Simon Barnett - simon.barnett@livingstreets.org.uk - 020 7820 1010

Colin Buchanans

Martin Wedderburn - Martin.Wedderburn@cbuchanan.co.uk – 020 7643 5623

TRL (PERS)

Adam Davies – Adavies@trl.co.uk – 01344 770281

Design for London (100 Public Spaces programme / Green Grid)

Jamie Dean – Jamie.Dean@DesignforLondon.gov.uk



Appendix 2

Design Guideline References

Boroughs and partnerships may wish to use this list as useful reference material but are free to follow appropriate borough guidance.

General

Department for Transport (2007) Manual for Streets.

<http://www.manualforstreets.org.uk/>

Department for Transport, Local Government and Regions (2000) Encouraging Walking Advice to Local Authorities. HMSO, London

Department for Transport, Local Government and Regions, (1995), The Assessment of Pedestrian Crossing, (1995), Local Transport Note 1/95, HMSO, London

Department for Transport, Local Government and Regions (1995) The Design of Pedestrian Crossings, (1995), Local Transport Note 2/95. HMSO, London

The Institution of Highways and Transportation (2000) Providing for Journeys on Foot. IHT

Transport for London (2004) Walking Plan for London.

<http://www.tfl.gov.uk/assets/downloads/walking-plan-2004.pdf>

Transport for London (2005) Improving Walkability.

<http://www.tfl.gov.uk/assets/downloads/improving-walkability2005.pdf>

Accessible streets

Department for Transport (2005) Inclusive Mobility: A guide to best practice to pedestrian and transport infrastructure.

<http://www.dft.gov.uk/transportforyou/access/tipws/inclusivemobility>

Department for Transport, Local Government and Regions (1986) Audible and Tactile Signals at Pelican Crossings, Local transport Note 4/91. HMSO, London

The Institution of Highways and Transportation (1991) Revised Guidelines for Reducing Mobility Handicaps – Towards a Barrier-Free Environment. IHT, London



Streetscape

Living Streets, Designing Living Streets.

<http://www.livingstreets.org.uk>

Transport for London (2004) Streetscape Guidance.

<http://www.tfl.gov.uk/businessandpartners/publications/4858.aspx>

Jan Gehl (2004) Towards a fine City for People: Public Spaces and Public File – London.

http://www.gehlarchitects.dk/images/28780_tfl_public_spaces.pdf



ABS – Area Based Schemes

BSP – Borough Spending Plan

CSA – Community Street Audit

DTO – Directorate of Traffic Operations (Signals)

Green Grid – For further information visit:

<http://www.london.gov.uk/mayor/auu/green-grid.jsp> or
<http://www.designforlondon.gov.uk/projectELGG.html>

LIP – Local Implementation Plan

MTS – Mayor’s Transport Strategy

PERS – Pedestrian Environment Review System

TfL – Transport for London

TLRN – Transport for London Road Network

WAP – Walking Advisory Panel

A review body that oversees the implementation of the Walking Plan for London

WPfL – Walking Plan for London

100 Public Spaces programme – For further information visit:

<http://www.designforlondon.gov.uk/projects.html#100spaces>



Cycling (CS)

Cycling on Greenways (CG)

Accessibility (AS)

ABS (TC, SA, SfP)

Bus Priority (BP)

Bus stop accessibility (BSA)

Smarter Travel Unit (previously Travel Demand Management)

Schools (STP)

Work (WTP)

Travel Awareness (TA)

20mph zones (ZO)

Local safety schemes (LSS)

Environment (ENV)

Parallel initiatives (PI)



Training is available for borough and partnership officers and staff interested in understanding pedestrian issues.

The course entitled “Designing for Pedestrians” is offered by TfL and incorporates general pedestrian, accessibility and PERS training and is recommended for all those involved in walking. The course can be booked via:

http://www.transportationopportunities.org.uk/training/short_course_detail.asp?id=279

Or contact:

TFL’s Walking Team walking@tfl.gov.uk

