

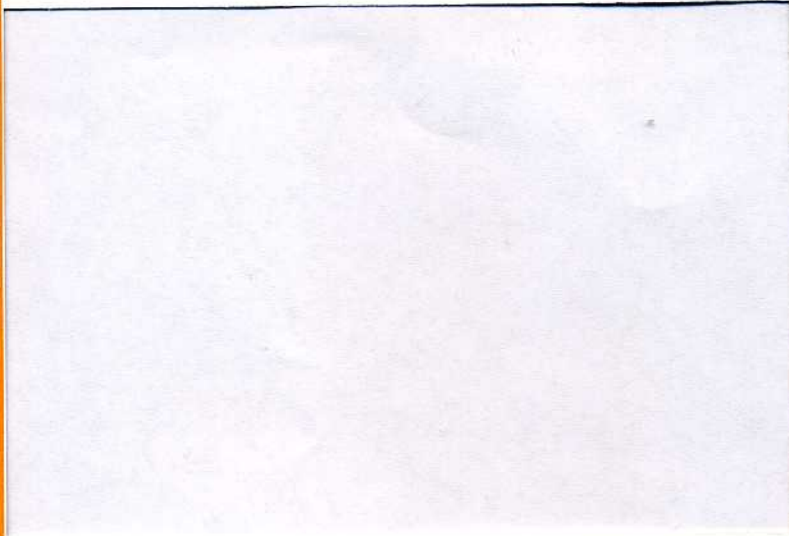


**ADVICE ON A STRATEGY
FOR WALKING IN
LONDON**

(1997 WALKING ADVICE)

JUNE 1997



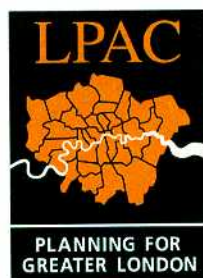


The London Planning Advisory Committee (LPAC)

is the Boroughs' statutory planning committee for London. It was set up in 1986 by the Act which abolished the GLC. Its main role is to give Londoners, through their Borough representatives, a say in the overall planning of London. It does this by:

- advising government and Boroughs on strategic planning matters and major development proposals
- representing London in the regional planning of the South East
- advising government on parking policy.

LPAC is funded by the 32 London Boroughs and the Corporation of London. It has a staff of 22 (15 technical and 7 administrative) and works with Borough officers and with consultants.



PLANNING IN LONDON

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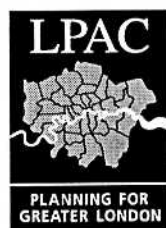
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ADVICE ON A STRATEGY FOR WALKING IN LONDON (1997 WALKING ADVICE)

FOREWORD

This document sets out LPAC's Advice on a Strategy for Walking in London. Walking Advice is Supplementary Advice to LPAC's 'Advice on Strategic Planning Guidance for London' (1994 Advice). It provides greater detail of the walking element of LPAC's overall Transport Strategy as set out in Policy Statements T24 and T25 in 1994 Advice. Walking Advice will also eventually link to London Pride's Strategy for Cycling in London (which LPAC expects to adopt once it has been completed) to provide overall advice for non-motorised modes of transport in London. The following points are key themes which flow through the whole strategy:

It is vitally important that London has an agreed body of advice on developing a strategy for walking:

- *Walking is an extremely important mode (i.e. means) of travel in the Capital, comprising over a third of all journeys.*
- *Promoting walking can confer significant benefits upon London in environmental, social, health and economic terms.*
- *Walking has historically been undervalued and overlooked as a means of travel, despite its importance and the advantages it can offer.*

LPAC's Walking Advice, therefore, seeks to:

- *Establish a culture which favours increased walking in London by all age groups and gains walking an increased modal share of all journeys; develops sound policies and good practice; and, seeks out innovative, practical and effective means of fostering accessibility by foot.*
- *Set out the changes required in terms of land use and transport planning, urban design and changing people's attitudes to walking as a means of travel.*
- *Draw up targets, policies and recommendations for a wide range of public, private and voluntary sector agencies to bring these changes into effect.*

As a result, after such a long period of general neglect of pedestrian policy, it is likely to require an evolutionary process to ensure that the need to promote walking as a means of travel is accepted. It will, therefore, take time to move from specifying a general approach, as set out in this Walking Advice, to setting out a detailed implementation and action process. LPAC's Walking Advice aims to start a debate on the importance of walking's role in overall transport policy in London and the need for an overall strategy for walking that brings the various elements of walking policy together.

INTRODUCTION

1 As the demand for travel progressively grows, walking continues to play an important part in facilitating urban life. Despite the rise in use of the motor car and the crucial role played by public transport in furthering movement in cities such as London, pedestrian activity remains high as noted in LPAC's '1994 Advice on Strategic Planning Guidance for London' (1994 Advice). However, recent trends such as the increasing substitution of the car for walking for relatively short journeys demonstrate the vulnerability of pedestrian journeys. To compound such problems, walking attracts little attention (in terms of policy, funding and so on) relative to its importance and the well-documented range of advantages it offers over other means of transport in environmental, social, health and economic terms. This imbalance must be redressed if these benefits are to be realised in the future.

2 This document sets out Supplementary Advice on Walking Policy which extends the advice given in Policy Statements T24 and T25 in LPAC's 1994 Advice. It seeks to set out a framework and policy advice for an overall strategy for walking in London which can be implemented by the Government Office for London (GOL), the London Boroughs and the wide range of other relevant organisations involved in walking issues. It seeks to show that walking is an important means of travel that needs to be encouraged and to help reverse the position where walking has been undervalued in transport policy and provision, and seen primarily as a safety or recreational issue. Although it is considered that the overall strategy will improve conditions for all pedestrians, specific proposals to improve mobility for people with disabilities are also identified. The document draws upon the results of a consultancy study carried out by the Metropolitan Transport Research Unit (MTRU) for LPAC, with financial co-sponsorship from London Transport and Transport 2000, entitled 'Putting London back on its feet' (CON63).

Walking in London - the current pattern

3 The role of walking in a complex urban area such as London can be illustrated by examining relevant sources of data. In analysing walking in this way, the sub-components of the mode must be identified in order to understand the full range of pedestrian movement and cater for it in the overall strategy. The four key elements of walking in London are as follows:

- **Access Mode** - where walking is used for all or most of the way between two places, for example home and the workplace, shop or school (i.e. walking as the main means of travel).
- **Access Sub-Mode** - walking to support a journey by another mode of transport, for example getting to and from bus stops, stations or car parks.
- **Circulation/Exchange** - carrying out a range of activities on foot in public spaces, including window shopping, meeting people in the street, and the interfaces between shops and cafes, and the street.
- **Recreation/Leisure** - including long distance walking and local activities such as children playing in the street.

