

LIVING



STREETS



GROUP



London

A VISION FOR WALKING IN LONDON

2022-2026 - LONDON LIVING STREETS

IT'S DECISION TIME FOR LONDON



It's decision time for London. Over the next four years, the city faces a choice between business as usual where cars dominate, increasing congestion, danger, carbon and pollution, or a city that prioritises people and their health and wellbeing and the climate.

Although pedestrians are already at the top of the hierarchy of road users, as set out in the recently updated Highway Code, in practice, motorists still get the most space, the most attention and pretty much all the investment. There remains a real need to boost walking in London. London Living Streets is calling on

candidates to publicly support policies that enable people to walk by improving the opportunities for people of all abilities and ages to use our streets without fear of vehicle danger.

We ask local authorities to put words into action with these simple, effective and cost-effective measures. Our long-term vision is a city where walking is the primary and most attractive form of transport. These are the first steps towards that vision.

When we refer to walking, we include people walking with the use of mobility aids, including wheelchairs.



FIVE ESSENTIALS FOR SAFE, PEDESTRIAN FRIENDLY STREETS

1. CLEAR FOOTWAYS - WIDE, CLUTTER-FREE AND WELL-MAINTAINED PAVEMENTS ARE VITAL FOR ACCESSIBILITY

Pavements should be wide enough to allow a group of people to walk alongside each other, for wheelchair users and buggies to pass and for people to comfortably pause without feeling as though they are obstructing others.

Footways must feature dropped kerbs, be even, clutter-free, and well-maintained. The priority is for electric vehicle (EV) charging points to be located off-street.

Where on-street, they should use car parking bays or small buildouts from the pavement; they must not introduce trip hazards and must never be located on the footway.

2. REDUCE THE DOMINANCE AND VOLUMES OF MOTOR TRAFFIC ON OUR STREETS - SLOWER SPEEDS AND 20MPH LIMITS ON ALL BOROUGH ROADS

It is time all London boroughs introduced this relatively low-cost measure that hugely improves safety, public health and quality of life. Where people are walking on a pavement close to a road then vehicle drivers/riders should respect our vulnerability and slow down.



3. CREATING A NETWORK OF LOW TRAFFIC WALKING ROUTES

[Link key destinations](#) in every borough with a network of low traffic walking routes. Networks of interesting, low traffic/car-free routes and public realm improvements make walking more pleasurable. Together they can help get us out of vehicles for short journeys - and that is good for our health and good for our planet.



4. SAFE AND EASY ACCESS ACROSS ROADS

We need more and better crossings to make travel on foot as direct, safe and seamless as possible. There should be dropped kerbs and informal crossings on minor roads and more zebra crossings and responsive, direct, signalled pedestrian crossings.

Pedestrian crossing phases should be provided at all arms of junctions where there is a footway. Pedestrians should never have to wait in the middle of the road so there should be an end to staggered green-man crossings. Side road entrances should be designed to prioritise pedestrians using measures such as tight turning radii, narrow entries and raised tables.

5. PEDESTRIANISING KEY LOCATIONS

There are many places where people want to go and not feel in danger of road vehicles at all. For example, many shopping streets and leisure areas would be made much more pleasant and **commercially successful**, if the space now given over for the exclusive use of vehicles was given back to people on foot.



CHANGING THE CONTEXT

TO ACHIEVE A MAJOR SHIFT FROM MOTOR TRAFFIC TO WALKING, THE BOROUGH SHOULD SUPPORT THE FOLLOWING MEASURES:

1. ROAD PRICING

Smart road charging can be an effective way to reduce traffic volumes across London and to free up space for public transport and help meet Zero Carbon targets. As part of a programme to rebalance our streets towards walking and cycling, every London borough should support this policy. An example of this is Centre for London, [Green Light: Next Generation Road User Charging for a Healthier, More Liveable London](#), (April 2019).

2. IMPROVE THE ENVIRONMENT OF MAIN ROADS

Road space reallocation creates space for wider pavements, 24/7 bus lanes and protected cycle lanes. No town centre needs more than one lane of general traffic in each direction. Introduce more seating, shade, toilets, drinking fountains, planting, parklets, pocket parks, street trees and public art, so high streets become places to enjoy as well as move around in.



3. BOROUGH-WIDE LOW TRAFFIC NEIGHBOURHOODS (LTNS)

The benefits of reducing through traffic on neighbourhood streets are becoming increasingly clear. Pedestrians benefit the most through far lower casualties, quiet and pleasant walking conditions and roads that are easy to cross.

LTNs adjacent to town centres lead more people to walk and cycle not only in their residential areas, but allow them to get to their local high streets in safe, attractive conditions. Introduce more seating, shade, drinking fountains, planting, parklets, pocket parks and street trees.

4. MAKING PARKING FAIRER

To support climate change and traffic reduction policies, boroughs need to re-visit car parking provision and charges comprehensively, notably by:

- a) introducing a surcharge for high emission vehicles;
- b) extending parking charges for council estate parking;
- c) assessing the opportunity for a borough-wide Workplace Parking Levy;
- d) introducing borough-wide Controlled Parking Zones (CPZs) (each CPZ should cover a small area and not permit parking across the whole borough);
- e) setting up and encouraging a process for community residential parklet permits with an aim of at least one parklet on every residential street.

It is time to change our streets and reduce trips by motor vehicles by setting targets to reduce on-street car parking and to replace some parking with other uses such as rain gardens, parklets and shared mobility hubs.





COMPARED WITH ALL OTHER WAYS OF GETTING ABOUT, WALKING IS THE HEALTHIEST, CHEAPEST, KINDEST TO OUR PLANET AND REFLECTS THE WIDEST DIVERSITY OF THE POPULATION.

TO CREATE THIS TRULY SUSTAINABLE, PEOPLE-FRIENDLY CITY, WE MUST PUT WALKING ON TOP.



WHEN WE REFER TO 'WALKING' IN THIS MANIFESTO, WE INCLUDE PEOPLE WALKING WITH THE USE OF MOBILITY AIDS, INCLUDING WHEELCHAIRS



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