

Living Streets Feedback on Actions Proposed

About Us

We are Living Streets, the UK charity for everyday walking. We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illnesses and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone. Our ambition is to enable people of all abilities and generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

Consistency in Accessing Transport Services

Action 1: We will commission a research project to scope the updating of the 'Inclusive Mobility' guidance by the end of summer 2017. As part of this project we will also examine updating our guidance on the use of tactile paving surfaces. We will then consider the recommendations and determine a way forward.

This should be a priority action.

Research has shown that consistent and adequate tactile paving is essential for people with visual impairments to safely and confidently navigate streets¹.

But, we also recognise that some wheelchair users and others with mobility difficulties have expressed concerns about their comfort and safety on tactile paving.

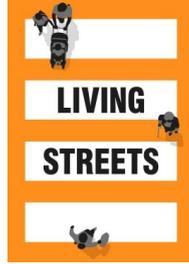
That is why any review of tactile paving should actively include representatives from a range of groups representing people with disabilities, at all stages of the planning and consultation process.

Although essential, tactile paving surfaces are not sufficient for enabling everyone with disabilities to use the pavement safely. We are calling on the UK Government to bring forward legislation to make it easier for councils to control pavement parking, to ensure that safe pavement widths are guaranteed.

Action 2: We will continue our involvement with CIHT on their work on shared space. After we receive their report by the end of 2017, we will consider the recommendations and announce how we will take them forward.

This should be a priority action.

¹ Sight Line <http://www.designcouncil.org.uk/resources/report/sight-line>



Shared space projects have potential to improve safety and make public space more pleasant by designing areas around people, not cars.

But, we recognise the concerns felt by some people with disabilities about safety and ease of navigation around shared spaces.

DfT should conduct more research to determine how best shared spaces can be designed to meet the needs of all users.

The results should feed into clear guidance for local authorities to follow, to ensure that a consistent national approach is taken to designing shared spaces.

This guidance should make it a requirement for local authorities to proactively engage with local groups representing people with disabilities, to ensure that the needs of vulnerable users are met.

This guidance should also recognise that dropped kerbs and shared surfaces are not always necessary features of a shared space, and should only be included following consultation with the local community.

Action 3: We will refresh our guidance in Local Transport Note 2/08: Cycle Infrastructure Design to ensure that local authorities can continue to design good, safe and inclusive schemes that work for everyone in accordance with legislation.

This should be a priority action.

More people to cycling as well as walking can help reduce car use and create better places to walk. But, we recognise that a minority of people cycle in a way that is distressing and unsafe for people walking, especially older people and people with disabilities.

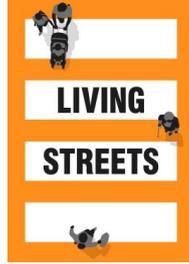
Space for cycle routes and parking should, as far as possible, be taken from the carriageway rather than the footway, to ensure our footways are safe and comfortable places for people to walk.

Shared use between people cycling and walking cause conflict between users and should be avoided, with space for cycle lanes allocated from the carriageway. Where cycle lanes cannot be allocated from the carriageway, cycle lanes must only be on the footway where there is enough space for people to walk comfortably.

Segregated cycle tracks must be carefully designed to ensure they are easy and safe to cross. They should also be clearly demarcated with colour to aid people with visual impairments.

Action 4: We will work with disabled people, the bus industry and the devolved administrations, on the Regulations and guidance which will implement the Accessible Information Requirement on local bus services throughout Great Britain, helping disabled passengers to travel by bus with confidence.

We support this action.



We expect this to include guidance on accessibility of bus stops, as well as buses themselves. To be fully accessible, there needs to be a smooth, unobstructed pavement surface between the footway and the bus stop.

Action 8: We will continue to roll-out station access improvements for which funding has been allocated, and deliver the Access for All programme in full, building on the significant progress that the programme has already made. We will continue to seek to extend the Access for All programme further in the future.

This should be a priority action.

DfT needs to ensure that Access for All projects that were deferred are completed 2020, and funding is allocated for additional Access for All projects beyond this timeframe².

The areas approaching and inside stations must be reviewed to ensure accessibility for all. This includes, where necessary, forecourt re-design to improve accessibility and facilitate walking and interchange between train, bus and other available modes. Direct access routes for people walking should be provided and pedestrian crossing facilities installed where the station site adjoins major roads.

Monitoring the Impact of Regulatory Compliance

Action 9: Subject to the finalisation of the Statement of Funds Available (in October this year), Government will allocate funding to provide additional accessible toilet facilities at stations as part of the next rail funding period (from 2019 onwards).

This should be a priority action.

We know from our research that a lack of adequate comfort facilities is a barrier to walking for older people and those with disabilities. In a survey conducted in 2014, a third of people aged 65 and over said a lack of public toilets discourages them from walking in the UK.³

Providing these at stations would enable people to take public transport as part of a longer journey that involves other modes of transportation.

² Transport for All – <http://www.transportforall.org.uk/about/news/50-organisations-demand-the-dft-to-restore-vital-access-for-all-rail-projects>

³ Polling conducted by YouGov on behalf of Living Streets, December 2014



Action 10: From October 2017, DfT will fund a pilot to explore opportunities to improve train tanking facilities and increase the availability of train toilets. Building on the learning from this and industry-led research in this area, we will consider how best to allocate further investment, beginning with upcoming franchising opportunities.

This should be a priority action.

We know from our research that a lack of adequate comfort facilities is a barrier to walking for older people and those with disabilities. In a survey conducted in 2014, a third of people aged 65 and over said a lack of public toilets discourages them from walking in the UK.⁴

Consistent access to toilets on trains would enable people to take public transport as part of a longer journey that involves other modes of transportation.

Building Confidence and Empowerment

Action 38: We will identify and promote pushchairs, prams, and scooters most appropriate for public transport, working closely with the British Healthcare Trades Association and transport providers, by 2018.

We support this action, as it is vital that wheelchair users and families with pushchairs are able to use public transport.

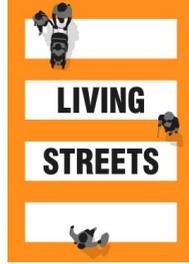
However, footways both outside and inside public transport hubs must have plenty of space and be free from obstructions. The DfT recommends⁵ a minimum footway clearance of 2 metres, which would allow two wheelchairs to pass each other comfortably and offers sufficient comfort and space for people walking. Street clutter must be removed as far as possible.

Footway clearance should be designed with demand in mind, with a set minimum of 2 metres. Where there are lots of people walking and footways may become crowded, clearance of more than 2 metres must be provided. TfL's Pedestrian Comfort Guidance⁶ sets out detailed measurements for calculating appropriate footway clearance, and DfT should consider adopting similar national guidelines.

⁴ *ibid*

⁵ Manual for Streets – https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

⁶ TfL Pedestrian Comfort Guidance – <http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf>



Action 39: We will begin a survey to gather evidence and identify examples of improvements that could be made to the wider process for making Traffic Regulation Orders, by autumn 2017. This evidence will help inform our approach to tackling pavement parking.

This should be the top priority action.

We know that pavement parking is a significant problem for many older people and people with mobility impairments. But at the same time, the process for enacting TROs on a street by street basis is complex, expensive, and time consuming for local authorities.

We expect DfT to refine and improve the process for implementing TROs in the first instance.

But, DfT must also ban pavement parking as a default. In a survey conducted in 2014, half of people aged 65 and over said they would be more likely to walk outside if pavements were clear of vehicles parked on them.⁷ A survey by Guide Dogs showed 97% of blind or partially sighted people encounter problems with street obstructions, and 90% of those had experienced trouble with a pavement parked car.⁸

The Scottish Government consulted on a pavement parking ban earlier this year (2017), and we expect them to bring forward legislation on a nation-wide ban. DfT and the UK Government should do the same.

Strengthening our Evidence Base

Action 41: By 2018, we will commission research to quantify the economic, social and commercial benefits of making passenger transport more accessible.

Living Streets research has shown that investments in the walking environment can provide significant economic benefits to local businesses, by making public spaces more enjoyable and attractive to be in and driving footfall⁹.

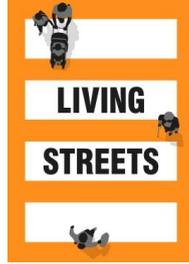
Accessible public transport would allow people with disabilities more easily to visit and spend time in town centres, further increasing the potential customer base for local businesses.

But, this will only be possible if accessible public transport is complemented by accessible streets and pavements – this means eliminating pavement obstructions, providing well maintained footways, and ensuring streets are safe for vulnerable people walking.

⁷ Polling conducted by YouGov on behalf of Living Streets, December 2014

⁸ Guide Dogs website – <https://www.guidedogs.org.uk/supportus/campaigns/streets-ahead/pavement-parking#.WgwirluOPAV>

⁹ Living Streets' Pedestrian Pound Report



Inclusive Policy Making

Action 45: We will develop and deliver (with input from DPTAC) training for civil servants in the Department to include the law and good practice with respect to disability awareness and equality issues.

Inclusive policymaking should not just entail providing training to policymakers and raising awareness of equality duties and regulations.

Policymakers at national, regional, and local levels should actively engage with groups representing people with disabilities at all stages of the planning and implementation process.

Action 47: We will support work with local authorities to raise their awareness of the Public Sector Equality Duty under the Equality Act 2010 in relation to local transport and transport facilities.

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Policymakers at national, regional, and local levels should actively engage with groups representing people with disabilities at all stages of the planning and implementation process.

Measuring Delivery of Outcomes

Action 48: We will develop, in consultation with DPTAC, effective ways of measuring travel patterns and trends among disabled and older people over time as a basis for targeted policy initiatives.

This should include not only frequency and distance travelled, but also mode of travel, to ensure that gaps in accessibility are most effectively identified and eliminated.