

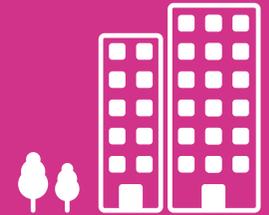
LONDON

A MANIFESTO FOR WALKING



A MANIFESTO FOR WALKING 2021

WHY CHOOSE WALKING?



For years, politicians and transport strategies have said they will put pedestrians first. It is now time to make this a reality and create an environment where people's first choice is to walk. London needs to dramatically rebalance space in favour of walking.

2020 was a wake up call for how we use and share London's streets. During the Covid-19 lockdowns, millions of us rediscovered the simple act of walking - the oldest, cheapest and greenest form of transport there is. We rediscovered our local high streets, walked to local shops and around parks, canals, commons and rivers. And as Covid retreats, local neighbourhoods and town centres will continue to be at the centre of our lives.

TfL's Streetspace for London plan has made a bold start and some London boroughs are being radically transformed by low traffic neighbourhoods, bringing huge benefits to

pedestrians. But in too many boroughs, motor traffic still dominates the streets and people cannot move around safely. Too many high streets are neglected. Disabled people argue that their needs are not being taken into account.

Londoners still struggle with narrow, cluttered, uneven pavements, crossings that prioritise cars rather than people, and growing numbers of vehicles. Motorists in London are driving almost 4 billion miles more each year than they were a decade ago, and much of this is on our neighbourhood streets.

All over the world, cities are putting an end to a century of car domination. In Europe, Barcelona has its Superblocks. Oslo is going car-free. Mayor Hidalgo is showing what is possible in Paris by opening major roads to people walking.

The time has come to prioritise walking in London.

WE ARE CALLING ON LONDON MAYORAL CANDIDATES TO:

Cut air pollution and reduce carbon emissions



Transform streets for all ages and all abilities



Make walking the natural choice for short journeys



End pedestrian deaths and injuries on roads





WHY CHOOSE WALKING?

Walking is good for our minds, our bodies and our city. It connects us to ourselves and to others, to education, to economic and social life. Everyone in London should be able to choose an active, healthy and stress-free life without a car.

The pandemic has highlighted London's social and health inequalities and made them worse. Older people, people from black, Asian and minority ethnic groups and people on low incomes – already at greater risk from air pollution – have been hardest hit by COVID. The isolation of older Londoners and disabled people has got worse.

Every Londoner should be able to live an easy life without a car. Giving pedestrians priority in transport policies will also be transformational for the climate and air quality emergencies, our high streets, and the health and wellbeing of Londoners.

- Pedestrians account for more than half (53%) of on-street fatalities and 35% of serious injuries.¹ In 2019, 1,350 pedestrians were killed or seriously injured on London's roads.²
- Road transport in London creates more than six million tonnes of CO2 per year.³
- Poor air quality causes 9,400 premature deaths each year.⁴
- Almost 40% of Londoners do not meet recommended physical activity levels.⁵

It doesn't have to be like this. We can redesign our city around people, not cars. The change has begun through the Government's Active Travel Fund and TfL's Streetspace for London Plan. Now is the time to keep up momentum.

We will only meet our Net Zero carbon goals and improve air quality and road safety by getting more people walking instead of driving. The prize will be a transformed city that enriches and enhances the life of all citizens.

¹ <https://tfl.gov.uk/corporate/publications-and-reports/road-safety> (Collision Data Extracts (2016 to 2018 average))

² Microsoft Word - casualties-in-greater-london-2019-Final4 (tfl.gov.uk)

³ https://data.london.gov.uk/download/leggi/e9149a66-22c7-4e4d-8f7c-a7fb779a2e8/LEGGI_2018_FINAL.xlsx

⁴ <https://www.londonair.org.uk/LondonAir/General/research.aspx>

⁵ <https://londonsport.org/physical-activity-stable-london-2018/>

WE ARE CALLING ON ALL MAYORAL CANDIDATES TO PLEDGE TO:



CUT AIR POLLUTION AND REDUCE CARBON EMISSIONS

In London, everyone is breathing toxic, dirty air from traffic. A radical change is needed to shift people out of cars and towards walking, cycling and public transport. More than two million Londoners, including 400,000 children, live in areas which exceed current air pollution limits. Motorists drive 3.8bn more miles a year now than they did 10 years ago, a 20% increase. The Mayor's Transport Strategy sees traffic volumes falling by 12% by 2024 but that was before the declaration of a climate emergency.

The next Mayor of London should reduce motor vehicle journeys by 25%.

To achieve this, the Mayor should:

Introduce smart road pricing by 2024, replacing other charges with a model that includes the congestion impact of the journey and the pollution of the vehicle.

Extend the Ultra-Low Emission Zone across the 33 boroughs.

Work with boroughs to remove and reallocate parking spaces to other uses (such as parklets, cycle hangars and other community assets).

Work with boroughs to increase Controlled Parking Zones across the Capital.

TRANSFORM STREETS FOR ALL AGES AND ALL ABILITIES

Transform streets for all ages and all abilities so they are safe and welcoming, especially for children, older and disabled people.

To achieve this, Mayoral candidates must commit to:

Establish a child-friendly streets fund to facilitate low traffic neighbourhoods in every borough. Traffic will fall, more children will play out, air pollution will be lower, and walking and cycling will become the natural choice for everyday journeys. The Mayor should ensure that the temporary Streetspace changes are reviewed and made permanent where successful. Changes on neighbourhood streets should be accompanied by plans to reduce traffic on main roads nearby.

Fund School Streets for all schools which request one, with a target to create at least one School Street in every ward.

Create a walk to school fund to invest in behaviour change and accreditation schemes across the Capital. Target outer London boroughs where walk to school rates are lower.

Improve conditions for pedestrians in London's high streets and town centres, in particular those which sit on the TfL controlled Red Route network.

Create car-free zones, like those already in place in other European cities. Oslo, Barcelona, Brighton and York are making large areas car-free, especially where there are large numbers of people on foot. Space reallocation that prioritises walking and cycling has increased dramatically throughout the pandemic. The Mayor should support boroughs that develop car-free zones, in particular in town centres, and prioritise investment in public spaces for recreation.

WE ARE CALLING ON ALL MAYORAL CANDIDATES TO PLEDGE TO:



MAKE WALKING EASIER AND THE NATURAL CHOICE FOR SHORT JOURNEYS

A network of walking routes should invite visitors, residents and workers to walk between stations and attractions, taking the pressure off public transport and private vehicle use.

To achieve this, Mayoral candidates must commit to:

Support the extension of the Footways network of easy, attractive and low pollution routes across the city.

Provide funding for boroughs to make improvements to the network, in Central London and elsewhere.

Work with boroughs to:

Cut pavement clutter. London's pavements are littered with A-Boards, electric vehicle charging points, badly placed signage, redundant service boxes and refuse bins and sacks. Two thirds of our pre-pandemic pavements were not wide enough for social distancing and problems persist across the city. The Mayor should wage war on clutter, increase space for walking and make walking safe for disabled people, older residents and families with buggies.

Invest in strategic walking routes, with a focus on walking routes to outer London town centres. There are over 200 town centres within walking distance of most London residents. They play a vital role in sustaining London's communities and economy and have proved invaluable during the pandemic. They should be at the heart of attractive walking networks to move London towards becoming a "20-minute neighbourhoods" city.

Ensure walking routes have accessible and easy walking infrastructure, including better crossings, wider pavements and resting places for people who cannot walk far.

END PEDESTRIAN DEATHS AND INJURIES ON ROADS

One person killed on London's roads is one too many.

More than half of the people killed on London's roads are pedestrians – and fatalities increased between 2018 and 2019. Progress towards the Vision Zero targets of a 65% reduction in people killed and seriously injured on London's roads by 2022 and zero deaths by 2041 must increase; London is currently behind on its interim Vision Zero target for 2022.

To achieve this, Mayoral candidates must commit to:

Introduce a default 20mph speed limit in built-up areas. In town centres and on local high streets consideration should be given to advisory 15mph limits where the numbers of pedestrians and people cycling are especially high.

Improve crossings and junctions, making sure there is a pedestrian crossing phase at every signalised junction where people walk. More than two-thirds of deaths and serious injuries to pedestrians, cyclists and motorcyclists in London occur at junctions. The next Mayor should audit London's crossings to address safety issues. Everyone should be able to cross the road in a single stage, with minimal waiting time and ample time to cross. Add 100 more safe crossing places on main roads every year.

Ensure safe working vehicles with a comprehensive package of measures, including a London standard for working vehicles by 2024; a key requirement will be mandatory speed limiters on all working vehicles.



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