



CREATING WALKING CITIES

A BLUEPRINT

FOR CHANGE

BY LIVING STREETS

**A GUIDE FOR CITY LEADERS AND
PEOPLE WORKING TO IMPROVE
PLACES FOR WALKING**

CITIES DESIGNED AROUND PEOPLE

A LEGACY OF DESIGNING OUR TOWNS AND CITIES AROUND CARS RATHER THAN PEOPLE HAS LEFT US LESS HEALTHY, OUR ROADS MORE CONGESTED AND OUR CITIES LESS WELL-OFF. WE HAVE A DIFFERENT VISION FOR OUR CITIES. WE WANT TO CREATE WALKING CITIES ACROSS THE UK – SAFE AND INVITING TO PEOPLE OF ALL AGES, WHERE EVERY CHILD CAN WALK SAFELY TO SCHOOL, AND COMMUNITIES HAVE QUALITY SPACES TO THRIVE. WALKING CITIES MEAN BETTER CITIES FOR EVERYONE.



HOWEVER YOU CHOOSE TO MOVE AROUND A CITY, YOU ONLY REALLY EXPERIENCE IT PROPERLY ON FOOT. SADLY, A LEGACY OF DESIGNING OUR CITIES AROUND CARS HAS LEFT MANY STREETS UNATTRACTIVE PLACES TO WALK, CYCLE OR USE PUBLIC TRANSPORT. THE TIME HAS COME FOR A MORE EFFECTIVE APPROACH. OUR BLUEPRINT FOR CHANGE SETS OUT IDEAS FOR BETTER, SMARTER WALKING CITIES.

Our streets deserve to be so much more than corridors for traffic. They are the public spaces in which we play out our everyday lives. How we experience them has an impact on each of us as soon as we step out of our front door.

The negative impact of car-centric lifestyles creates a social burden. The reduction in physical activity and the rise of obesity are two reasons why today's children are the first generation not expected to live as long as their parents.

We are also increasingly aware of the devastating cost of air pollution, caused by motor vehicles, to our health and over five thousand pedestrians are killed or seriously injured on Britain's roads each year.

Our cities suffer economic consequences too. Growing traffic congestion is a huge cost to our cities. Modern cities need to remain competitive in a global marketplace where employers increasingly demand to locate in healthier, less polluted cities offering world-class public transport and public spaces.

The time has come for a more effective approach. Cities around the world are beginning to realise that by encouraging more people to walk, and reducing the number of car journeys, they can create a healthier, more equal society and attract business and investment. The tide seems to be turning in favour of Walking Cities.

The increasing desire to create more liveable, healthier streets across the UK has led to a demand for practical and effective actions to make that happen. Government has taken initiatives. The Cycling and Walking Investment Strategy for England, the National Walking Strategy in Scotland, and the Active Travel Act in Wales. Our Blueprint for Change is our contribution to the debate. We are determined to work with city leaders, businesses and communities to improve our streets and cities for everyone.

**JOE IRVIN,
LIVING STREETS CHIEF EXECUTIVE**



THE BENEFITS OF A WALKING CITY

MORE WALKING IS GOOD FOR CITIES. WHEN PEOPLE WALK MORE, POLLUTION AND TRAFFIC GO DOWN, INVESTMENT IS ATTRACTED AND HEALTH AND WELL-BEING IMPROVE.

WALKING CITIES ARE HEALTHIER

Walking is the easiest way for most people to get more active and benefit their physical and mental health. Reduced car dependency will also improve air and noise pollution, and reduce road deaths and injuries.

WALKING CITIES ARE MORE ECONOMICALLY SUCCESSFUL

Enabling more people to walk, cycle or use public transport can help ease costly traffic congestion whilst creating attractive places to invest, shop and do business. Improving public spaces has also been shown to be a strong catalyst for local economic vitality, regeneration and tourism.

WALKING CITIES ARE GREENER

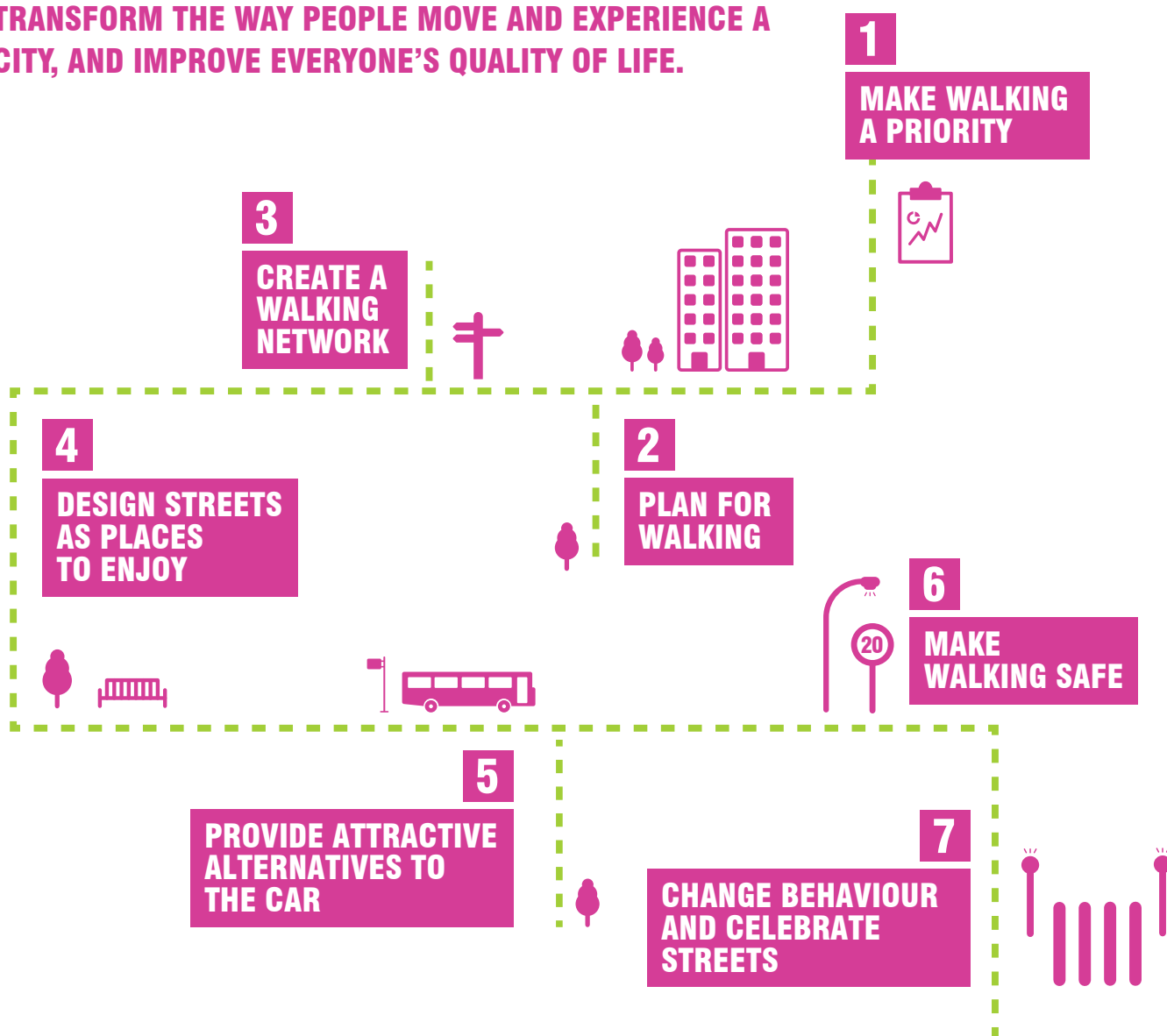
Everyone benefits when more people choose to walk. Walkable neighbourhoods with services close to home cut the time people spend in cars, reducing fuel consumption and harmful emissions.

WALKING CITIES STRENGTHEN COMMUNITIES

People have a greater sense of cohesion and children have a place to play in walking friendly environments. Walking can decrease feelings of loneliness and give a stronger sense of social interaction and belonging. Walkable neighbourhoods strengthen our communities.

7 STEPS TOWARDS A WALKING CITY

OUR 7 STEPS TOWARDS A WALKING CITY ARE BASED ON EXAMPLES OF BEST PRACTICE FROM ALL OVER THE UK AND AROUND THE WORLD. THEY CONTAIN A RANGE OF SUGGESTED POLICIES AND PROGRAMMES AIMED AT CITY LEADERS AND OFFICIALS, BUT WE HOPE WILL ALSO PROVIDE A USEFUL TOOL FOR CAMPAIGNERS OR WALKING ADVOCATES. EACH STEP WILL HELP IMPROVE YOUR TOWN OR CITY FOR PEOPLE WALKING. TOGETHER THEY CAN TRANSFORM THE WAY PEOPLE MOVE AND EXPERIENCE A CITY, AND IMPROVE EVERYONE'S QUALITY OF LIFE.





LONDON

THE MAYOR OF LONDON APPOINTED A WALKING AND CYCLING COMMISSIONER IN 2017, WHOSE ROLE IS TO MAKE WALKING AND CYCLING EASIER AND SAFER ACROSS THE CAPITAL. THE MAYOR'S NEW 'HEALTHY STREETS' APPROACH IS A COMMITMENT TO A SYSTEM OF HEALTHY STREETS AND STRATEGIES THAT WILL HELP LONDONERS USE CARS LESS AND WALK, CYCLE AND USE PUBLIC TRANSPORT MORE.



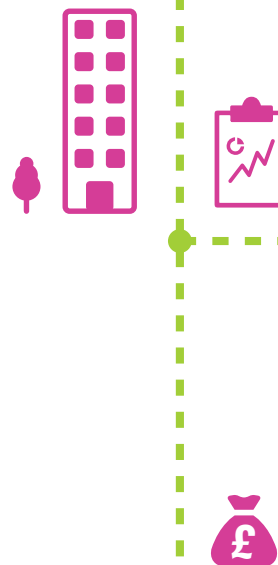


MAKE WALKING A PRIORITY

1



STRONG LEADERSHIP IS ESSENTIAL TO ENSURE WALKING IS PRIORITISED AND PART OF A BROADER VISION TO IMPROVE PEOPLE'S QUALITY OF LIFE.



Appoint someone at a senior level to champion walking with the power to make positive change happen.

Ensure ambition is matched with a clear and appropriate budget which reflects the importance of walking as a serious transport mode.

Collect quantitative and qualitative data about walking and the pedestrian experience to measure success and inform future improvements.

Make walking for short journeys a central theme of transport, planning, health and clean air strategies to encourage complementary policies and actions.

Make sure you know and access the full range of funding streams that can support these improvements.

Benchmark your city's walkability against other towns and cities and look to learn from best practice elsewhere.

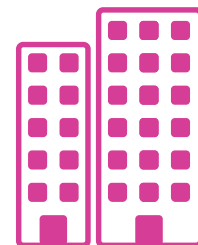
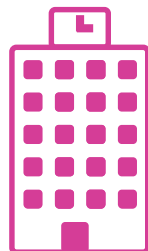
Set out ambitious targets to increase walking and reduce motor traffic.

Create a strong stakeholder steering group on active travel and the public realm to help advise and support your walking ambitions.



MELBOURNE

THE CITY OF MELBOURNE IN AUSTRALIA HAS BEEN CLASSIFIED AS ONE OF THE WORLD'S MOST LIVEABLE CITIES BY THE ECOLOGIST'S GLOBAL SURVEY. IN 2014 IT INTRODUCED ITS 'LOCAL CONNECTIVITY PLAN'; DESIGNED TO BUILD A NETWORK OF NEIGHBOURHOODS WHICH HAD ACCESS TO SOCIAL, LEISURE AND RETAIL FACILITIES WITHIN A 20 MINUTE WALK OF PEOPLE'S HOMES.



PLAN FOR WALKING

2



NEIGHBOURHOODS SHOULD BE PLANNED TO ENABLE COMMUNITIES TO ACCESS EVERYDAY SERVICES WITHOUT USING A CAR.



Prioritise walking, cycling and public transport in urban planning to reduce the conditions for car-dependent lifestyles.

Ensure new housing, shops, schools and public transport stops are located close to home and designed so people can reach them easily on foot.

Build compact, mixed-use neighbourhoods with higher residential densities to help ensure public transport and local shops are more viable and closer to where people live.

Recognise the importance of local centres in the local plan and transport strategies with an emphasis on safeguarding local facilities so they remain within walking distance of people's homes.

Ensure all new developments have robust travel planning measures in place that include targets for walking and cycling and good quality connections between them and existing communities.

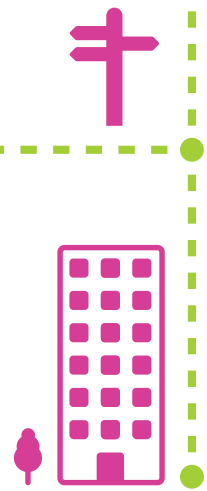
Make attractive, interesting and beautiful public spaces a priority.

Use Section 106 monies or the Community Infrastructure Levy to improve conditions for people walking on key routes to and from new developments.

CREATE A WALKING NETWORK



KEY DESTINATIONS SHOULD BE EASY TO ACCESS ON FOOT VIA A NETWORK OF WELL CONNECTED, DIRECT AND EASY-TO-FOLLOW ROUTES.



The Department for Transport has produced guidelines for local authorities to help them create a Local Cycling and Walking Infrastructure Plan, including priority walking networks and zones. Similar advice exists in Wales and Scotland.

Build, improve and maintain a high-quality network of direct, safe and inviting walking routes between important destinations such as local centres and transport hubs.

Provide and maintain access to urban green spaces and waterways through a network of green links.

Work with communities to understand key walking destinations and local barriers to walking. For example, identify key barriers to parents walking their children to school or residents walking to their local shops.

Assess how walkable local neighbourhoods and town centres are, and fill in the missing links in existing key walking routes.

Provide coherent and consistent information and wayfinding to support travel and exploration on foot.

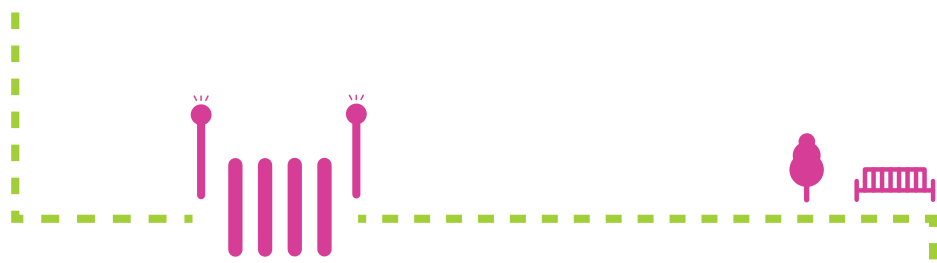
Ensure crossings are sufficient in number and direct, avoiding diversions or unnecessary delays (e.g. by replacing pedestrian subways or bridges with street level crossings).

Use Traffic Regulation Orders to prohibit pavement parking on problem streets and/or enforce the law against anti-social pavement parking. Ensure local maintenance teams keep routes clean and well maintained with improvements coordinated to ensure minimal disruption to people walking.



SHEFFIELD

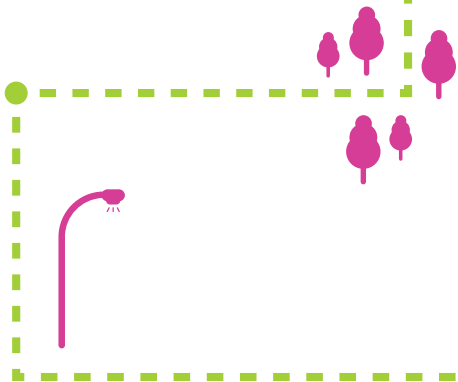
SHEFFIELD'S 'GOLD ROUTE' IS A SERIES OF SPECTACULAR SPACES AND STREETS WHICH HAS COME TO SYMBOLISE THE CITY'S ECONOMIC AND CULTURAL RENAISSANCE. IT IS A WALKING NETWORK THAT TAKES A VISITOR ARRIVING AT THE STATION TO THE UNIVERSITY OF SHEFFIELD CAMPUS AND INTO THE HEART OF THE CITY.



DESIGN STREETS AS PLACES TO ENJOY



STREETS SHOULD BE DESIGNED AROUND PEOPLE, MAKING THEM ACCESSIBLE AND INVITING PLACES TO WALK AND ENJOY



Design 'healthy streets' that are accessible and inviting to everyone, including disabled and older people, so everyone can enjoy walking and spending time there.

Provide and maintain good quality footways, free from obstruction and wide enough for when they are at their busiest.

Make it easy to cross the road. Signalised crossings should prioritise people on foot with short wait times and comfortable crossing times.

Reduce the volume and speed of motor traffic and re-allocate space to people on foot.

Avoid conflict between people walking and cycling by re-allocating road space to cycling rather than mixing people on foot and bicycle together.

Ensure there are toilets and seating in locations that meet the needs of all users.

Design places for all times of the day, e.g. good street lighting at night.

Design in resilience to changes in the weather, e.g. trees for shade and shelter and sustainable drainage systems to reduce the risk of flooding.

Use Community Street Audits or similar methods to engage people and ensure streets are designed around their needs.

Don't be afraid to innovate, e.g. using low cost, temporary measures to trial a new approach.



PARIS

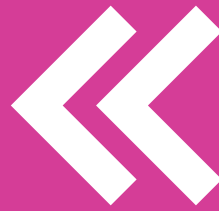
PARIS HAS UNVEILED PLANS TO RECLAIM SOME OF THE CITY'S MOST BEAUTIFUL BUT ALSO MOST CONGESTED SQUARES FOR PEDESTRIANS. THE PROGRAMME WILL SEE TRAFFIC RE-ROUTED AND PUBLIC SPACES REDESIGNED TO CREATE NEW ICONIC PLACES FOR PEOPLE ON FOOT.



BRISTOL

AFTER MAKING WALKING A PRIORITY, THE THEN MAYOR OF BRISTOL LED ON A SCHEME TO REMOVE A HIGHWAY RUNNING THROUGH THE MIDDLE OF QUEEN'S SQUARE AND RESTORE IT TO AN ATTRACTIVE WALKING AND CYCLING ROUTE, TRANSFORMING THE LOCATION.





BUENOS AIRES

IN 2013 BUENOS AIRES LAUNCHED A BUS RAPID TRANSIT CORRIDOR ON ITS BUSIEST AND WIDEST STREET. THE REORGANISATION OF TRAFFIC FLOWS GENERATED A POSITIVE IMPACT FOR EVERYONE ALONG THE AVENUE. THE CITY HAS ALSO ADDED 8,704 BICYCLE PARKING SPACES AND 30KM OF NEW CYCLE LANES AND INTRODUCED AN AMBITIOUS FOUR YEAR PLAN WITH THE AIM TO HAVE 90 PERCENT OF CENTRAL DISTRICT STREETS WITH PEDESTRIAN AND CYCLING PRIORITY, ALONGSIDE A 90 PER CENT REDUCTION IN MOTOR VEHICLE TRAFFIC.



NOTTINGHAM

NOTTINGHAM INSTALLED A MODERN TRAM SYSTEM IN MARCH 2004. IT WAS SUBSTANTIALLY EXTENDED IN 2015 WITH THE PROCEEDS OF A WORKPLACE PARKING LEVY, WHICH BOTH DETERRED CAR USE AND HELPED FUND INVESTMENT IN WALKING, CYCLING AND PUBLIC TRANSPORT. IN 2015/16 ANNUAL TRAM PASSENGER JOURNEYS ROSE 50 PER CENT AND BY 2016 THE NUMBER OF "CAR MILES" IN THE CITY HAD FALLEN BY ALMOST 40 MILLION IN THE PREVIOUS 15 YEARS, BUCKING THE TREND FOR MOST LARGE ENGLISH CITIES.

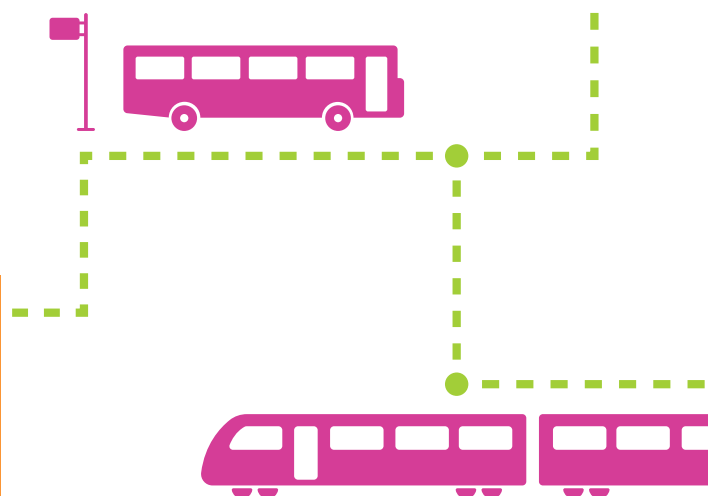


PROVIDE ATTRACTIVE ALTERNATIVES TO THE CAR

5



PUBLIC TRANSPORT WITH GOOD ACCESS FOR PEDESTRIANS SHOULD BE PROMOTED FOR LONGER JOURNEYS IN COMBINATION WITH POLICIES TO REDUCE PRIVATE CAR USE FOR ALL BUT ESSENTIAL TRAVEL.



Provide a reliable, integrated and extensive public transport service, easily accessible by people on foot.

Support the establishment of transit-orientated developments with limited parking and good access to quality public transport.

Ensure vehicles are fully accessible with interchanges that are easy to access by people on foot.

Develop a long-term strategy to reduce the number of motor vehicles in town and city centres to ensure reliable public transport journeys and free up space for walking and cycling.

Explore smart road-pricing options that generate revenue that can be reinvested to support walking, cycling and public transport.

Reduce car parking spaces over time with footway build-outs, cycle parking or planting as demand for private cars decreases.

Enable more people to cycle by providing a safe, coherent and attractive network with good cycle parking at key locations.

Promote car clubs and car sharing as part of a strategy to reduce private car ownership.

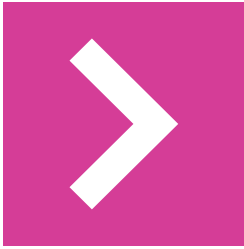
Be smart in how you plan freight movements and deliveries, reducing unnecessary deliveries in town and city centres, e.g. using consolidation centres.

Work with schools and workplaces to help them develop travel plans that promote active travel choices.



MAKE WALKING SAFE

6



ROAD DANGER SHOULD BE TACKLED AT SOURCE TO CREATE SAFER PLACES WITHOUT INTRODUCING UNNECESSARY BARRIERS TO PEOPLE WALKING.

Commit to implementing a genuine Vision Zero approach to road danger with a long-term vision for streets free from death and serious injury, with the aim to galvanise a shared responsibility for safety results.

Restrain excessive vehicle speeds through a mix of engineering, education and enforcement (including average speed cameras and Intelligent Speed Adaptation technology).

Remove unnecessary and obstructive guard railing and street furniture to ensure there is sufficient space for people to walk safely on the footway.

Monitor casualties and people's perceptions of road danger across the network and target physical interventions at the worst performing locations.

Implement area-wide default 20mph speed limits that include main roads and high streets where many people live, work, shop and play.

Discourage large vehicles from entering the city or town centre, particularly at peak times, and manage their access around construction sites and in residential areas.

Reduce motor traffic, especially in the most dangerous locations, at a strategic (e.g. road pricing) and local level (e.g. filtering out car traffic). Reallocate that space to walking, cycling and public transport.

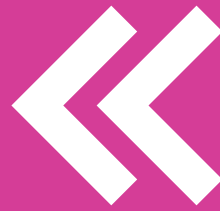
Install safe crossing points with minimal waiting times and enough time to cross for everyone, including disabled and older people.

Implement an active programme of restricting rat-running through residential areas.

Provide safe routes to school.

Work with the police and civil enforcement officers to penalise inconsiderate or illegal behaviour, such as speeding, pavement parking or red light running.

Encourage a pedestrian-friendly driving culture with targeted campaigns and enforcement of road traffic laws.



NEW YORK

THE FUNDAMENTAL MESSAGE OF VISION ZERO: NEW YORK IS THAT DEATH AND INJURY ON CITY STREETS IS NOT ACCEPTABLE AND THAT SERIOUS CRASHES ARE NO LONGER REGARDED AS INEVITABLE. STREETS ARE MADE SAFER THROUGH A COMBINATION OF PUBLIC DIALOGUE AND EDUCATION, LAW ENFORCEMENT, STREET DESIGN AND LEGISLATION.



EDINBURGH

THE CITY OF EDINBURGH HAS SHOWN THAT POLITICAL LEADERSHIP ALIGNED TO CLEAR GOALS ON ROAD SAFETY AND WALKING AND CYCLING CAN DELIVER A CITY WIDE 20MPH SCHEME. EDINBURGH'S PROJECT COVERS NEARLY EVERY RESIDENTIAL, SCHOOL AND SHOPPING STREET, BUILDING ON EVIDENCE FROM A NEIGHBOURHOOD PILOT AND CITY WIDE SURVEYS TO GATHER EVIDENCE OF SUPPORT. COMMENCING IN 2016 WITH THE CITY CENTRE, ALL AREAS WILL BE 20MPH BY 2018.





WALK TO SCHOOL

LIVING STREETS' WOW INITIATIVE ENCOURAGES 400,000 CHILDREN TO WALK TO SCHOOL. PRIMARY SCHOOLS TAKING PART HAVE EXPERIENCED AN AVERAGE 23 PER CENT INCREASE IN CHILDREN WALKING TO SCHOOL AND A CORRESPONDING DROP IN CAR USE, EASING CONGESTION AND POLLUTION OUTSIDE SCHOOL GATES.

CHANGE BEHAVIOURS AND CELEBRATE YOUR STREETS

7



ENCOURAGING PEOPLE TO WALK EVERYDAY JOURNEYS, SUCH AS TO SCHOOL OR TO WORK, WILL HELP CHANGE BEHAVIOUR AND BRING STREETS TO LIFE.

Invest in proven behaviour change programmes to promote walking.

Engage with businesses to encourage staff to walk to and from work, walk the last mile and during their working day, through walking meetings for example.

Put walking and cycling route maps on your website and city apps.

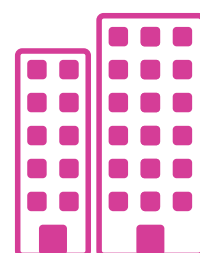
Work with communities to celebrate streets as communal places; as destinations for socialising, culture, health, well-being, creativity and learning.

Make it easy for people to apply for temporary street closure, 'play streets' and semi-permanent street changes to encourage people to reimagine how streets and public spaces are used.

Use public art and performance to help animate public spaces and create a sense of place.

Encourage street fairs and markets to flourish.

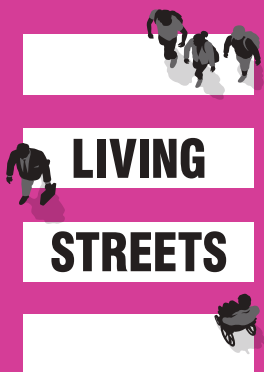
Encourage people to take pride in their streets by keeping them clean and well maintained.



WE ARE LIVING STREETS, THE UK CHARITY FOR EVERYDAY WALKING. WE WANT TO CREATE A WALKING NATION WHERE PEOPLE OF ALL GENERATIONS ENJOY THE BENEFITS THAT THIS SIMPLE ACT BRINGS, ON STREETS FIT FOR WALKING.

IF YOU WOULD LIKE HELP DEVELOPING A WALKING PLAN FOR YOUR CITY PLEASE GET IN TOUCH.

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If you require this document in an alternative format please get in touch.

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