Walking Connections – taking steps for a better future
The Walking Plan for Tower Hamlets - 2011-2021
# Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>4</td>
</tr>
<tr>
<td>Executive Summary</td>
<td>5</td>
</tr>
<tr>
<td>1. Introduction - why a walking plan?</td>
<td>7</td>
</tr>
<tr>
<td>2. Policies supporting walking</td>
<td>8</td>
</tr>
<tr>
<td>4. Barriers to walking</td>
<td>13</td>
</tr>
<tr>
<td>5. Measures</td>
<td>19</td>
</tr>
<tr>
<td>6. Delivery of the Walking Plan</td>
<td>28</td>
</tr>
</tbody>
</table>
Foreword

Walking is a key way to travel in Tower Hamlets, whether it is to work, to school, to the local shops or simply for fun. Walking is a free means of getting around, making it the most accessible and inclusive form of travel. In many cases, is the quickest, most convenient and most enjoyable way to make many local journeys.

Walking can offer huge benefits to all who live, work and visit Tower Hamlets. Increasing the level of walking can improve the health and well being of us all and the environment, stimulate the local economy and enhance community cohesion.

Tower Hamlets is a great place to walk in many places. However, we believe that more can be done to create a premier borough to walk in and give us all the environment we all deserve.

With the population and number of jobs in the borough forecast to increase significantly over the next ten years, the number of people walking in Tower Hamlets will be higher than ever before.

It is therefore vital that we set in progress this Walking Plan to realise the borough’s vision for walking, to help instil a more positive approach to this green form of travel in Tower Hamlets and maximise the wide range of social, environmental and economic benefits it brings.

That is what Walking Connections, the Walking Plan for Tower Hamlets (2011-2021), will do. This Walking Plan sets out how we can make Tower Hamlets one of the most walkable boroughs in London over the next ten years, to make it a truly viable travel choice for many more of us, and how we can work together to achieve it.

Summer 2011

Cllr Rabina Khan
Cabinet Member
Housing

Cllr Shahed Ali
Cabinet Member
Environment
Executive Summary

*Walking Connections – taking steps for a better future* is the Walking Plan for Tower Hamlets. It sets out Tower Hamlets Council’s vision for walking for the period up to 2021 and how the Council, working with external partners will deliver that vision.

**The vision:** By 2021, Tower Hamlets will offer a high quality pedestrian environment and be a place where walking is the clear choice for all who live in, work in and visit the borough.

-is supported by four objectives

1. Enhance the Walking Network
2. Improve Pedestrian Safety and Security
3. Integrate Walking Across Policy Areas
4. Promote Walking to the Community

The Walking Plan has been informed and influenced by a range of London and Tower Hamlets policy documents from a variety of policy areas that reflect the cross cutting nature of investment in Walking. The Mayor of London reflects his commitment to bring about a ‘step change in the walking experience in London’ in his transport strategy for the period to 2031 and the London Plan.

The principles of encouraging walking through good transport and spatial planning are also evident in Tower Hamlets Council policy. The LDF Core Strategy advocates land use planning to reduce the need to travel by car by locating shops and services close to homes and workplaces and the borough’s Local Implementation Plan for transport emphasises the need for a superb walking environment to encourage walking.

Increasing levels of walking and investment in this form of travel can provide social, economic and environmental benefits to Tower Hamlets. Walking has been shown to:

- Boost the local economy. Investment in public realm in retail areas can lead to significant increases in footfall and trade in local centres. Moreover, pedestrians spend more time and money in town centres then other group.
- Improve levels of activity and fitness. Walking is free and fun means of exercise and can help tackle health inequalities and reduce local NHS costs.
- Increase social inclusion. Walking is the one mode of transport everyone can afford. Investing in walking is investing in a way of travel everyone can use and can provide access to key services.
- Reduce stress on transport. Encouraging people to shift journeys from busy road and public transport can help reduce local traffic congestion and crowding on trains and buses.
- Walking has the smallest environmental impact of all modes of transport.
- Encouraging walking can result in reduced levels of motorised travel associated environmental impacts including reduced air pollution, noise pollution and carbon emissions.
- Increasing Community Cohesion.
Encouraging walking can increase interaction between local people helping to strengthen the sense of community and increase interest in the local environment.

While walking in Tower Hamlets is relatively popular, there is evidence to suggest rates are falling amongst the borough’s population. A number of barriers that reduce people’s tendency have been identified and include

**Key Issues**

4.1. Urban realm poor quality in places  
4.2. Areas of poor connectivity  
4.3. Severance caused by infrastructure  
4.4. Increase in pedestrian casualties resulting from road accidents  
4.5. Above average rate of pedestrian casualties at crossings  
4.6. Personal security perception relating to enviro-crime and anti social behaviour  
4.7. Young people afraid to leave postcode area  
4.8. Lack of information  
4.9. Misunderstanding of health benefits  
4.10. Political awareness of benefits of walking  
4.11. Roads choked with traffic fumes  
4.12. Traffic noise  
4.13. Roads dominated by heavy and/or fast moving traffic.  
4.14. Many walkable journeys made by car
1. Introduction - why the walking plan?

Walking Connections – taking steps for a better future is the Walking Plan for Tower Hamlets and sets out Tower Hamlets Council’s vision for walking for the period up to 2021 and how the Council, working with external partners will deliver that vision.

The Walking Plan Vision

By 2021, Tower Hamlets will offer a high quality pedestrian environment and be a place where walking is the clear choice for all who live in, work in and visit the borough.

In support of the Walking Plan vision, the four objectives the Walking Plan seeks to achieve are:

5. Enhance the Walking Network
6. Improve Pedestrian Safety and Security
7. Integrate Walking Across Policy Areas
8. Promote Walking to the Community

The Plan is organised into six sections

1. This Introduction gives the vision and objectives of the Walking plan
2. Policies that support walking outlines the key policy drivers that guide and encourage investment in walking
3. Benefits of Walking discusses the wide range of associated and known benefits that can be achieved by investing in walking
4. Barriers to Walking examines the most significant factors that can reduce the likelihood of people walking in Tower Hamlets
5. The Measures section sets out how the Council and partners the proposed actions to achieve the Walking Plan vision and objectives.
6. Delivery of the Walking Plan summarises the proposed actions and shows how the outcomes of the plan will be monitored and reviewed.

The Walking Plan is a component of Tower Hamlets Council’s Sustainable Transport Strategy and is consistent with the borough’s transport objectives. The Walking Plan has regard to the policies and actions contained in the other documents that comprise the Sustainable Transport Strategy. The Plan is also designed to complement Council strategy in areas outside of transport, including the Local Development Framework (LDF).
2. Policies supporting walking

The benefits of promoting and encouraging more walking have been recognised in a range of policy areas including transport, health, spatial planning and the environment and at the national, London and Tower Hamlets policy levels. This section summarises the key policies that are supporting the walking agenda and improvements in Tower Hamlets.

London wide Policy

Mayor's Transport Strategy (2010-31)
The Mayor of London's transport strategy sets out the Mayor's vision to 2031 for a world class transport system for London. Within the plan are proposals to 'Make Walking Count', including commitment from TfL to work with boroughs and other stakeholders to ‘bring about a step change in the walking experience in London’.
Key proposals include measures to enhance the urban realm to ‘ensure safe, comfortable and attractive walking conditions’, to improve information (including extension of the ‘Legible London’ Wayfinding scheme), delivery of the Strategic Walk Network routes and resources for walking and to promote walking and its benefits.

TfL East London Sub Regional Transport Plan (2010-31)
The TfL East London Sub Regional Transport Plan describes how the goals set out in the MTS2 should be addressed at the sub-regional level. Two of the key challenges in the document relating to walking are:

- Improving connectivity to, from and within key locations
- Reducing physical barriers to travel

TfL Walking Good Practice
TfL have produced a good practice guide for the delivery of walking interventions from conception to implementation of schemes. The guide offers information and advice on selecting the most effective walking interventions to deliver particular outcomes such as implementing Mayoral pedestrian priorities such as Key Walking routes, Legible London, high quality urban realm and improved crossing points. It also describes how to use effectively pedestrian audit tools to inform walking scheme development.

London Plan (2011-31)
The London Plan sets out how land use planning can be used to support walking and features principles to encourage a high quality, well connected pedestrian environment through spatial planning and development management.

Go London- An Active and Health London for 2012 and Beyond
Go London sets out how NHS London will use the 2012 Olympics as a catalyst to increase activity levels amongst inactive Londoners and help tackle health inequalities and cost to the NHS resulting from health conditions related to inactive lifestyles. The views promoting walking as one of the key ways to achieve its target to lift 150,000 people out of inactivity by 2012.
Tower Hamlets Council Policy

Community Plan – ‘One Tower Hamlets’ (2008-2020)
The Tower Hamlets Community Plan sets out the vision for the borough up to 2020. The overarching aim of the Community Plan is to “improve the quality of life for everyone who lives and works in the borough” to create a socially integrated community in the form of One Tower Hamlets.

To turn this vision into reality, the plan is split into four themes; each designed to meet the challenges and opportunities and deliver lasting improvements for our communities in Tower Hamlets.

The four themes are:

- A Great Place to Live
- A Prosperous Community
- A Safe and Supportive Community
- A Healthy Community

The Plan includes a commitment ‘to improve public transport networks and enable residents to walk and cycle’ recognising the role transport can play in promoting social inclusion and healthy active lifestyles.

Local Development Framework (2010-2025)
The LDF Core Strategy contains principles to create a ‘High Quality City’ giving pedestrians the highest priority of all road users and to ‘deliver a safe, attractive, accessible and well-designed network of streets and spaces that make it easy and enjoyable for people to move around on foot and bicycle.’ The document also highlights via its ‘places’ approach where in the borough pedestrian connectivity requires improvement.

Local Implementation Plan (2011-2031)
The LIP2 shows how Tower Hamlets will contribute to implementing MTS2. It includes the borough’s transport objectives to 2031 which have a clear focus on sustainable travel, including walking. The objectives are:

- Objective 1: To promote a transport environment that encourages sustainable travel choices for all.
- Objective 2: To ensure the transport system is safe and secure for all in the borough.
- Objective 3: To ensure the transport system is efficient and reliable in meeting the present and future needs of the borough’s population and economy
- Objective 4: To reduce the impact of transport on the environment and wellbeing.
- Objective 5: To ensure transport is accessible for all.
- Objective 6: To encourage smarter travel behaviour.
- Objective 7: To better integrate land use and transport planning policy and programmes.
- Objective 8: To protect, celebrate and improve sustainable access to the borough’s cultural, historical and heritage assets to enhance local distinctiveness, character and townscape views.
- Objective 9. To maximise the benefits and opportunities offered by the London 2012 Games and its legacy
The document also provides a three year programme of investment in transport improvements (to cover the period 2011-14) which, as well as the borough transport objectives, has a strong emphasis on promoting walking and making the borough more walkable.

**Clear Zone Plan (2010-2025)**
The Clear Zone Plan details a package of innovative transport measures focused on reducing the environmental impacts of transport in the Clear Zone, an area in the west of the borough. Many of the measures are geared towards mode shift away from motor vehicles and promoting ‘active travel’, including walking.

**Green Grid Strategy**
The All London Green Grid is a network of walking and cycling routes linking together open spaces, rivers and other corridors in London. Tower Hamlets Council has prepared a strategy for stimulating and responding to the demand for investment in the Green Grid in the coming years.

**Healthy Borough**
Tower Hamlets was one of several pilot local authority areas in the UK to be awarded funding as part of the NHS Healthy Towns scheme between 2009-2011. The scheme took a whole systems approach to tackling the environmental causes of obesity, including a large active travel element as well as walking projects targeted at specific sections of the local community.

**Public Realm Management Strategy (2011)**
The focus of the Public Realm Management Strategy is the management of the public realm impacts on environmental quality and perceptions of safety. The document sets out a framework to bring together various bodies responsible for the public realms to deliver a well maintained and safe public realm across the whole of Tower Hamlets.

**Air Quality Management Action Plan (2003)**
The Air Quality Action Plan in 2003 sets out the borough strategy to address air quality and works towards meeting air quality objectives. The Plan stresses the need to reduce pollutants from vehicle traffic by encouraging non-motorised modes of transport such as walking and cycling.
3. Why encourage walking? - The Benefits

Increasing levels of walking and investment in this form of travel can provide social, economic and environmental benefits to Tower Hamlets. This section describes the key benefits and demonstrates why the Council is working to encourage people to walk.

Local Economy
A good walking environment can help support the local economy and has been cited by 85% of London landowners, developers and businesses as an important factor in the ability to attract tenants and customers.¹

The walking environment is also a crucial element of town centre vitality. Studies by TfL and Living Streets have shown that public realm improvement schemes in London town centres can lead to increases in footfall of between 5 and 15% and higher spending in local shops and businesses.² Moreover, pedestrians make a valuable contribution to the local economy. They are the most frequent visitors to town centres, and spend more per head than shoppers arriving by public transport, cycle or car (see Figure 3.1).³ Put simply, walking is good for business.

Health
Many Tower Hamlets residents suffer serious health issues. The borough’s cancer mortality rate is the highest in London and the rate of circulatory disease deaths the second highest. The rate of obesity amongst the borough’s population is one of the highest in the UK and the rate of child obesity is the highest in the UK. It is estimated that diseases related to overweight and obesity cost Tower Hamlets PCT £80.9 million in 2007 and the cost in 2015 is estimated to be £89.8 million.⁴

Low levels of exercise and activity are linked to obesity and heart disease, yet walking offers a free means of exercise. Encouraging and enabling people to increase the level of walking they do can contribute to tackling these health issues by increasing the average levels of exercise taken by local residents and this in turn can reduce demand on local health services.

Figure 3.1: A busy Spitalfields market.
Accessibility
Tower Hamlets is a diverse borough, with a wide range of incomes and levels of deprivation which can impact on people’s ability to use transport to access basic services, employment, shops and education facilities.

Providing an excellent walking environment can help promote equality and increase social inclusion through:

- Providing physical access to the vast majority of destinations making them available to all
- Providing a zero cost means of travel and alternative to public transport and car travel
- Strengthening the local community (see below)

Transport System
Tower Hamlets possesses a wealth of public transport services including bus, the tube, rail and DLR. However, many of these services are extremely crowded at certain times of the day. Investing in walking can encourage people to switch shorter trips off busy public transport and onto their feet, in turn reducing crowding and making room for people making longer trips.

A similar principle applies to the road network. Tower Hamlets suffers some of the worst traffic congestion in London and heavy traffic is experienced all over the borough including on some local roads. People swapping shorter car journeys for walking will reduce local traffic levels and congestion with the added environmental benefits discussed below.

Environment
Walking has the smallest environmental impact of all modes of transport. Encouraging walking can result in reduced levels of motorised travel and the associated environmental impacts including:

- Reduced air pollution. High levels of air pollution can harm the human respiratory and cardiovascular systems and is linked to asthma and mortality rates with people more likely to be affected if they live near busy roads. Walking has the greatest potential to replace car journeys under 2km. This is particularly important as catalytic converters and engines do not work at maximum efficiency until they are sufficiently warmed up and disproportionately produce air pollutants;
- Reduced noise pollution, contributing to higher quality of life and;
- Reduced CO₂ emissions that contribute to climate change.

Community Cohesion
Encouraging people to take up or increase the amount they walk can help individuals and larger groups become less isolated and more aware of the services and facilities available to them within walking distance. This increases interaction between local people helping to strengthen the sense of community and increase interest in the local environment.
4. Barriers to walking

Walking in Tower Hamlets is a popular form of travel with 40.2% of trips in the borough made on foot, the second highest rate of walking in London. The borough is relatively compact and the majority of people are within a short walk from shops, services and public transport.

While walking is a relatively popular form of travel in the borough, Walk England has reported that the level of walking in the borough is actually falling and more should be done to arrest the decline and maximise the benefits of walking. In addition, TfL data suggests around 27,000 trips per day are made in Tower Hamlets by other forms of travel that could be made by walking.

There are many issues that can reduce an individual's likelihood to walk for all or part of a journey. The issues described in this chapter do not comprise a full list of commonly known barriers to walking but are those most relevant to Tower Hamlets. Some of these issues are local, specific to the diverse communities of Tower Hamlets while others are more widespread barriers to walking that are particularly applicable to Tower Hamlets.

Street Design
The condition and quality of the walking infrastructure in Tower Hamlets is variable, ranging from well-designed sections of the network using high quality materials, to unappealing, unsafe and run down sections. A review of the walking conditions using the Pedestrian Environment Review System (PERS) carried out in May 2010 on four of the Green Grid pilot routes rated over three quarters of the walking network assessed as ‘poor’ or ‘in need of improvement’ (see Figure 4.1). Some of the poorer areas in the assessment were:

- Poorly placed street furniture
- Narrow footways
- Low quality materials used
- Lack of permeability
- Lack of dropped kerbs
- Lack of adequate street lighting
- Street clutter
- Lack of resting points
- Lack of public conveniences
Connectivity
Providing walking environments between homes and shops, services, jobs and public transport is crucial in encouraging people to increase the number trips they make on foot and to create a more walkable borough. To make this happen, pedestrians have to be able to get from point A to point B in a convenient manner. If this is not possible, people will simply not choose to walk the journey.

The LDF Core Strategy has identified in each of the 24 ‘places’ in the borough where the poor connectivity has created barriers to pedestrian movement through neighbourhoods. It is notable how many of the places require significant improvements to connectivity to create a better connected, more permeable walking network.

Severance
While Tower Hamlets benefits from excellent road and rail links, the associated infrastructure as well as the River Thames, River Lea and local network of waterways create physical barriers to pedestrian movement, reducing pedestrian journey opportunities by requiring pedestrians to take circuitous and lengthy routes, often across hostile environments.
The severance effect is most dramatic in areas of the borough close to the A12 (shown in Figure 4.2) and Aspen Way major roads creating difficult challenges in ensuring local communities are connected to points of interest.

![The A12 in Blackwall](image)

### Safety

Providing an environment where pedestrians feel comfortable crossing the road is crucial, as pedestrians are the road user group most vulnerable to death or serious injury if struck by a motor vehicle.

Although Tower Hamlets has made great strides in reducing pedestrian casualties, with a drop achieved of 63% from 1998 to 2007, there has been a 17% rise in the number of pedestrian casualties on the roads from 2007 to 2010.\(^8\) An increased borough wide pedestrian casualty level with a perception that the roads are becoming more dangerous could reduce pedestrian confidence in crossing roads and in turn reduce the number of walking trips made.

Formal crossing points are provided to give pedestrians a safe and convenient point to cross traffic flows and help make the walking network more permeable. While numerous safety improvements have been made to crossings in the borough over the last five years, the number of pedestrian casualties occurring at formal crossing points in 2010 was only at around 2005 levels, suggesting more work is required to achieve a reduction in this area.
Security
Personal security and not feeling threatened are key factors when people consider whether to make a journey on foot. And while crime on the bus network in Tower Hamlets has seen an overall downward trend in recent years, for many people, fear of crime against the person on the walk to nearby bus stops prevents them from attempting such journeys.

Enviro-crime (particularly littering, graffiti, fly tipping and fly-posters) has been identified as a serious issue in the borough that contributes to an unpleasant street scene that makes pedestrians feel abandoned and unsafe. Other factors can create an intimidating walking environment for many people, including feeling isolated in parks, open spaces and housing estates, poor lighting and anti-social behaviour.

Within Tower Hamlets, there is an additional issue where some young people will not walk beyond their own postcode territory for fear of personal security and pride.9

Awareness
Lack of information on how services and attractions can be accessed on foot can put many people off walking when deciding how to make a journey. In Tower Hamlets, many people are unaware of the wide range of facilities that can be found across the borough (particularly open space and other leisure spaces and places).

Despite often living in close proximity to their intended destination and willingness to walk, people frequently have difficulty in finding information both before setting out on a journey and during the journey with consistent, 'at-a-glance' wayfinding tools lacking. In addition, the information that is available is often unhelpful and illegible for many interested residents, particularly those from black and minority ethnic (BME) groups.10

People can also be unaware of the health benefits they could receive from walking. Many people in the borough with chronic health conditions believe that walking may make their condition worse, where in fact, increasing the level of walking could be of major benefit to their general health.

Traffic
Despite being a relatively small London borough, Tower Hamlets is criss-crossed with several of London’s busiest and most congested roads. The A12, A11, A13, the Highway and Aspen Way are heavily trafficked roads (see Figure 4.3), inhospitable to pedestrians. The combination of a lack of crossing points and heavy traffic on these roads the fear of accidents and discourages walking. In addition, the heavy traffic on such roads produces a high concentration of traffic fumes, making walking unattractive due to the immediate impact of unclean air and associated health impacts.

Car use
While Tower Hamlets already has a high base level of walking trips, some existing policies encourage short vehicle trips within Tower Hamlets. Resident parking permit holders are currently able to park anywhere in the borough for up to three hours, free of charge.
Measures such as this stimulate demand for short vehicle trips that could easily be walked. The East London sub-regional transport plan has identified that approximately 27,000 trips currently made in the borough could be made by walking.

![Figure 4.3: Heavy traffic on the A11 near Mile End station](image)

### Key Issues

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1. Urban realm poor quality in places</td>
<td></td>
</tr>
<tr>
<td>4.2. Areas of poor connectivity</td>
<td></td>
</tr>
<tr>
<td>4.3. Severance caused by infrastructure</td>
<td></td>
</tr>
<tr>
<td>4.4. Increase in pedestrian casualties resulting from road accidents</td>
<td></td>
</tr>
<tr>
<td>4.5. Above average rate of pedestrian casualties at crossings</td>
<td></td>
</tr>
<tr>
<td>4.6. Personal security perception relating to enviro-crime and anti social behaviour</td>
<td></td>
</tr>
<tr>
<td>4.7. Young people afraid to leave postcode area</td>
<td></td>
</tr>
<tr>
<td>4.8. Lack of information</td>
<td></td>
</tr>
<tr>
<td>4.9. Misunderstanding of health benefits</td>
<td></td>
</tr>
<tr>
<td>4.10. Political awareness of benefits of walking</td>
<td></td>
</tr>
<tr>
<td>4.11. Roads choked with traffic fumes</td>
<td></td>
</tr>
<tr>
<td>4.12. Traffic noise</td>
<td></td>
</tr>
<tr>
<td>4.13. Roads dominated by heavy and/or fast moving traffic.</td>
<td></td>
</tr>
<tr>
<td>4.14. Many walkable journeys made by car</td>
<td></td>
</tr>
</tbody>
</table>
Figure 4.4: Limehouse Marina
5. Measures

This section of the document provides the measures that Tower Hamlets Council, working with external partners and the community will need to implement over the course of the plan to fulfil the Walking Plan vision and maximise the benefits of walking in the borough. Some of the measures are already taking place and will need to continue to do so while others are required to build on the good work and great walking assets already in the borough. The measures are grouped under four objectives that respond to the barriers identified in the previous section of the document and reflect the key areas in which interventions are required.

Objective 1: Enhance the Walking Network

This objective focuses on the physical elements of the walking experience—the streets, the open spaces—and how they operate as a network, connecting people with places.

The Walking Network

The walking network, made up of any publicly accessible location, is formed largely of footways and open spaces owned and maintained by Tower Hamlets Council although a significant proportion of the network is owned and maintained by a wide range of landowners other than the Council including TfL, Registered Social Landlords, Canary Wharf Group and British Waterways.

Tower Hamlets already has a wealth of high quality walking routes running through the borough including sections of three of London’s strategic walking routes - the Jubilee Greenway, Capital Ring and the Lea Valley Walk – all of which take advantage of many of the fine parks and waterside paths in Tower Hamlets.

Figure 5.1: The recently completed public realm outside St Paul’s Way school
**Improve Walking Infrastructure**

With limited funds available to spend on improvements to the walking network in Tower Hamlets, it is more important than ever to focus investment where it will give the greatest value for money.

The Council is already investing in improving walking infrastructure through the LIP programme and its own capital budget. Future investment will be guided by a framework of priority areas set out in Figure 5.3 of need and will identify the Key Walking Routes in the borough.

**Connectivity**

Severance and gaps in the walking network can create unnecessarily long routes between origin and destination points that can discourage people from choosing to walk particular journeys. The general areas for connectivity improvements have already been identified in the LDF Core Strategy.

The more detailed analysis of connectivity issues will be taken forward using GIS tools as new walking network schemes are developed and can help identify missing links in the walking network. The GIS tools can also be used to appraise options for proposed new connections.

When analysing connectivity, the Council will look to create better connections to:

- Address severance and physical barriers
- Town centres
- Education establishments
- Hospitals and health centres
- Public transport
- Open space
- New development (to help inform negotiations with developers on community benefits secured as part of the development management process)
- Other points of interest

*Figure 5.2: The Meath Bridge reduces severance caused by the Regent's canal*
Fig 5.3: Procedure for Improvements to Walking Network

1. Identify area for improvement
   A framework for prioritising areas, corridors and Key Walking Routes within the borough to target for investment will be drawn up. The framework will consider factors including the extent of pedestrian use, deprivation, proximity to key services and will give an initial assessment of existing conditions. The framework will have a twin track programme that can also respond to opportunities arising from developer contributions and will be developed in consultation with key stakeholders and our diverse communities.

2. Evaluate existing conditions
   Using established analytical methods to audit the walking environment, the interventions required to improve the quality of links (identified in stage 1) will be established. The audit methodology will be chosen on a case-by-case basis appropriate to the scale and nature of the streets being evaluated. Using current good practice, this will mean using PERS for town centres and busier routes and community street audits (such as Living Streets) in residential areas.

3. Design the solutions
   Using the information learned from step 2, and Better Streets guiding principles, a programme and detailed design of interventions will be developed and should consider:
   - Footway surfacing
   - Sense of place
   - Removing clutter
   - Lighting
   - Wayfinding
   - Street furniture
   - Physical accessibility
   - Crossings (see below)
   - Pedestrianisation
   - Shared space
   - Reallocation of road space

4. Implement the improvements
   Deliver the on-ground improvements ensuring appropriate and effective mitigation measures are employed during construction. Depending on the scale of the improvements made, some post scheme analysis may be appropriate to understand how effective the scheme has been.

5. Evaluate the impacts
   For all significant schemes monitoring both pre and post implementation will take place to determine to what extent the objectives of the scheme have been met and what can be

Wayfinding
While poor awareness is one of the most significant barriers to walking, an appropriate balance needs to be struck between the drive to remove street clutter and to provide clear, consistent signage. Legible London is a simplified system that allows removal of other street items that Tower Hamlets is embracing and implementing. This system will be implemented as part of the High Street 2012 scheme and subsequently across the Olympic fringe area. New schemes will also be brought forward as via new town centre, area and corridor schemes and funding secured from new developments.
Maintenance and enforcement
People are discouraged to walk if the urban realm is poorly maintained, unclean and shows signs of enviro-crime such as graffiti, regardless of its quality. Maintenance regimes, including condition surveys, footway inspections and street cleaning will be sustained to help deliver a long term increase in walk trips and maximise the benefits of investment. Priority should be given to areas of high footfall and on routes to schools, health centres and public transport modes.

Actions
W1. Produce framework for identifying areas for improvement to walking network
W2. Evaluate use, audit walking conditions and connectivity issues
W3. Deliver improvements including new connections, improved wayfinding and upgraded paving
W4. Conditions surveys
W5. Footways inspections and minor repairs
W6. Street cleaning

Objective 2: Improve Pedestrian Safety and Security

This objective focuses on actions the Council will take to improve pedestrian safety and security and the perception of feeling safe from other road users when walking. Positive perception of the walking environment is critical to encourage more walking trips.

Slower Speeds
The borough has worked hard to improve pedestrian safety on roads and has installed 20mph speed limits on the majority of residential roads in the borough. The Tower Hamlets Road Safety Plan was refreshed in 2009 and contains several measures that deal with pedestrian safety issues in the borough including:

- Working in partnership with the Metropolitan police, the London Safety Camera Partnership and TfL to identify suitable locations for the installation of average speed cameras
- Continuing to install temporary Speed Indicator Devices at locations across the borough, under a rotational programme (develop speed camera scheme if issue identified-possibly average speed cameras
- Where possible, using alternative (‘psychological) ways of enforcing 20mph zones-focussing on measures which increased perceived risk.

Safer crossings
Crossings should be provided near as possible to pedestrian desire lines (as identified in the audit process, Fig 5.3) to discourage pedestrians from crossing at more dangerous, informal points and improve journey times on foot.

The Council will continue to implement accessible uncontrolled crossings, with the eventual aim of complete network coverage.
These will typically take the form of:

- Traffic islands
- Build-outs or carriageway narrowing
- Speed tables and entry treatments

In addition, the Council’s Road Safety Plan contains the two measures below to tackle the above average incidences of pedestrian casualties at formal crossing points:

- A review of crossings targeted at those with the most significant safety issues;
- A programme of education, training and publicity focussed on educating residents on different crossing types and how to use them.

Tower Hamlets Council is also committed to ensuring school children’s safety on the journey to school. School crossing patrols will be targeted at locations identified as higher risk.

Figure 5.4: A recently installed zebra crossing

Secure on the Streets
The Public realm strategy includes a number of actions to deal with elements of anti social behaviour and enviro-crime that impact on people’s perception of personal security on the walking network.

Improved and new walking routes will be developed using best practice guidance on ‘designing out’ crime and will have natural surveillance. The impact of such measures can create a virtuous circle of pedestrians of feeling secure and walking more often, leading to a sustained increase in footfall.
The virtuous circle can be expanded through community led promotion of walking and also help address false perceptions people may have about ‘unsafe’ spots in the borough.

**Actions**

W7. Continue roll out of accessible crossings.
W8. Work in partnership with the MET and the London Safety Camera Partnership to identify suitable locations for the installation of average speed cameras.
W9. Continue to install temporary Speed Indicator Devices (SIDs) at locations across the Borough, under a rotational programme.
W10. Where possible, use alternative (‘psychological’) ways of enforcing 20mph zones – focusing on measures which increase perceived risk.
W11. Evaluate safety record of crossing forms: zebra; pelican, puffin; toucan, junction pedestrian phase – targeting sites where there is a growing problem and modify facilities where appropriate.
W12. Provision of ETP focussed at educating pedestrians about different crossing types and how to use them.
W13. Support community initiatives to encourage use of the walking network.
W14. Raise residents’ awareness of, and responsibility for, enviro crime.

**Objective 3: Integrate Walking Across Policy Areas**

The aim of this objective to ensure policies and strategies are integrated across the Council contribute to the achievement of the walking plan objectives. It is acknowledgement of the reality that many of the factors influencing demand for walking are related other areas of interest. While Chapter 2 covers existing policy that supports encouragement of walking, this section provides guidance on interventions in that should be taken forward into future policy documents.

**Land Use Planning**

With the scale of development taking place in the borough, around 100,000 additional people will be using the walking network in Tower Hamlets by 2025. Therefore it is vital that land use planning polices are used to secure high quality walking facilities in new developments.

Section 2 provides the major LDF Core Strategy policies that support the vision and objectives of this walking plan. These polices will be further enshrined in two emerging development management documents:

**Development Management Development Plan Document (DPD)**

This document should require developers to ensure that all new major development improves and enhances the existing pedestrian infrastructure and connectivity to the surrounding environment and is designed from inception to meet the best practice standards for pedestrian access and inclusion.

**Site and Placemaking DPD**

This document and will identify where improvements to the walking network to support placemaking are needed in each of the borough’s 24 places.
Once identified, the four step process outlined in Figure 5.1 can be used to deliver improvements.

**Transport Planning**
Transport Planning can help tackle some of the wider issues that prevent people from walking such as heavily trafficked roads, and air pollution emitted from vehicles.

The Council’s LIP sets out the borough’s transport objectives to 2031 and contains targets to increase the non-car mode share; however it acknowledges that traffic levels are unlikely to fall in this time given the growth in population over the LIP period. This may compromise the target of maintaining the existing level of walking in the borough at 40%. Should this occur, measures focussed on restraining demand on car travel may be considered. The need and potential for these types of interventions will be further explored in the LBTH Transport Planning Strategy, currently under development.

**Travel Planning**
We will continue to seek travel plans from local businesses and through the development management process to promote walking to and from new and existing developments. In addition, the Council’s staff travel plan has been operational for over a year and has been successful in achieving a 2% increase in the level of walking trips amongst Council employees.

**Parking Policy**
Parking enforcement and regulation is powerful tool that can be used to tackle some of the issues caused by car use that can create hostile conditions for pedestrians.

Stricter enforcement of parking offences which obstruct pedestrian movement, for example, parking in front of dropped kerbs, will be strictly enforced, with powers to do so extended to Tower Hamlets Enforcement Officers as well as parking wardens.

### Actions
- W15. Development Management DPD
- W16. Site and Placemaking DPD
- W17. Measures that seek to reduce traffic volume
- W18. Measures that address air pollution from traffic fumes
- W19. Revision of parking polices

### Objective 4: Promote Walking to the Community
This objective is about the education, training and publicity programmes that Tower Hamlets will implement to encourage walking to the borough’s diverse communities.

**To improve health**
Tower Hamlets already operates a successful health led-walks programme with regular walks across the borough. The programme will be developed to offer an increase in walks, covering all of the key open spaces within the borough. The walks will be promoted at all doctor’s surgeries and health centres across the borough to maximise awareness amongst those with chronic health conditions.
We will work with NHS Tower Hamlets to seek opportunities to provide training and resources to health professionals to reassure people with chronic health conditions that walking will be beneficial to them and encourage them to join the health-led walks scheme.

In addition, the Ramblers’ ‘Get Walking Keep Walking’ project which promotes ‘everyday, independent walking’ and has been running in the borough since 2008 has demonstrated the capability of community based outreach projects to deliver impressive results with 67% of participants increasing their activity levels, of which 83% were initially regarded as ‘inactive’.11

The project has also successfully managed to increase physical activity levels amongst groups that suffer most from health inequalities in Tower Hamlets but are often missed by physical activity promotion initiatives, including people from BME communities, families with young children, residents of areas of multiple deprivation and people with mental health issues.

The Council will work to support groups involved in community outreach projects to encourage walking and to seek to coordinate projects to achieve the maximum output.

To increase walking for leisure
Good walking routes can help people overcome their lack of knowledge of the local walking environment and help to encourage leisure walking. While there are already a wide range of leisure walks in the borough available to people it is important that these are used in conjunction with community outreach activities to increase participation levels across the borough.

To increase awareness and take up of wide range of leisure walks that can be made in the borough, the Council will seek to:

- Continue to build up the online resource library of leisure walks in the borough and open it up to Volunteer Walk leaders so they can add, upload, audit, share and promote the resource.
- Develop the online resource to promote led leisure walks in Tower Hamlets
- Produce downloadable MP3 files in different languages for a variety of the different walks.
To raise awareness of walking
To help publicise the benefits of walking and the great walking opportunities in the borough to a wide audience across the borough and beyond the Council will:

- Appoint an enthusiastic ‘Walking Champion’ from the Council to help promote the benefits of investment in walking;
- Sign up to the International Charter for Walking;
- Support community events such as school fairs and local festivals to engage and provide people with literature and advice on walking;
- Maintain local walking maps with routes distinguishing health benefits, social life and leisure walks; and
- Disseminate information on walking with general Council correspondence that is linked to the issues identified in this plan as barriers to walking.

To increase walking to schools
The Council has worked in partnership with all schools in the borough to produce school travel plans. The travel plans set out how each school will reduce the number of children being driven to school and incorporate our successful Walk-once-a-Week (WoW) scheme.

The Council will also work with schools to design and deliver road safety education to pupils, helping them to gain confidence and be safe when walking.

Actions
W20. Expand the existing borough wide health-led walks programme
W21. Support community outreach projects promoting independent walking targeting ‘hard to reach’ groups
W22. Work with health professionals to give advice on walking
W23. Develop the online resource for leisure walks in the borough
W24. Produce audio files of walking routes in multiple languages
W25. Appoint Walking Champion from Council
W26. Sign International Charter for Walking
W27. Promote walking in the community
W28. Keep walking maps updated
W29. Disseminate walking information with linked Council correspondence
W30. Road safety education
This page is intentionally blank.
6. Delivery of the Walking Plan

Table 6.1 below is the Walking Connections Action Plan. It sets out the measures to be implemented in order to achieve the objectives of the Walking Plan. A Walking Plan Delivery Group will monitor, review and guide the actions in the Walking Plan.

Table 6.1: The Walking Connections Action Plan

<table>
<thead>
<tr>
<th>Ref</th>
<th>Priority</th>
<th>Actions and activities</th>
<th>Timescales</th>
<th>Additional Resource</th>
<th>Delivery partners</th>
<th>Funding sources</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Objective 1: Enhance the Walking Network</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| W1  | High     | Improve walking infrastructure  
- Produce framework for identifying areas for improvement  
- Evaluate use, walking conditions and connectivity issues  
- Deliver improvements including new connections, improved wayfinding and upgraded paving | Short/med/long | Yes | LBTH, Strategic Transport, Public Realm, Social housing providers | LBTH, TfL, Developer contributions, LTGDC, Sustrans, RSLs |
| W2  | High     | Maintenance  
- Conditions surveys  
- Footways inspections and minor repairs  
- Street cleaning | Short/med/long | Yes | LBTH, Public Realm | LBTH, RSLs, other land owners |
| W3  | High     |                        |            |                     |                   |                |
| W4  | High     |                        |            |                     |                   |                |
| W5  | High     |                        |            |                     |                   |                |
| W6  | High     |                        |            |                     |                   |                |
|     |          | **Objective 2: Improve Pedestrian Safety and Security** |            |                     |                   |                |
| W7  | Med      | Prioritise pedestrians  
- Continue roll out of accessible crossings | Short/med/long | Yes | LBTH, Public Realm, Social housing providers | LBTH, TfL, developer contributions, RSLs |
<table>
<thead>
<tr>
<th>Ward</th>
<th>Traffic Level</th>
<th>Goal</th>
<th>Actions</th>
<th>Duration</th>
<th>Key Stakeholders</th>
</tr>
</thead>
</table>
| W8 [Enf 2] | Medium-high | Calm traffic | - Work in partnership with the MET and the London Safety Camera Partnership to identify suitable locations for the installation of average speed cameras  
- Continue to install temporary Speed Indicator Devices (SIDs) at locations across the Borough, under a rotational programme.  
- Where possible, use alternative (‘psychological’) ways of enforcing 20mph zones – focusing on measures which increase perceived risk. | Short | LBTH, Public Realm, Metropolitan Police |
| W9[Eng13] | High | | | Short | |
| W10[Eng15/Enf5] | High | | | Short-medium | |
| W11[Eng6] | Medium-high | Make crossings safer | - Evaluate safety record of crossing forms: zebra; pelican; puffin; toucan; junction pedestrian phase – targeting sites where there is a growing problem and modify facilities where appropriate.  
- Provision of ETP focussed at educating pedestrians about different crossing types and how to use them. | Short term-investigate top 20 sites | LBTH, Public Realm, Metropolitan Police, TfL |
| W12 [CON6] | High | | | Ongoing-effective immediately | LBTH, Public Realm, Adults, Families and children |
| W13 | High | More secure streets | - Support community initiatives to encourage use of the walking network  
- Raise residents’ awareness of, and responsibility for, enviro crime | Ongoing | LBTH, Public realm, Ramblers, Metropolitan police, Social housing providers, residents |
### Objective 3: Integrate Walking Across Relevant Policy Areas

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Objective 3: Integrate Walking Across Relevant Policy Areas</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| W15 | High | Integrate policy that supports the Walking Plan into the LDF documents including:  
- Development Management DPD  
- Site and Placemaking DPD | Short | No | LBTH, Strategic Planning, Strategic Transport, Development Implementation |
| W16 | High | Integrate policy and actions into the Transport Strategy that support The Walking Plan including:  
- Measures that seek to reduce traffic volume  
- Measures that address air pollution from traffic fumes  
- Revision of parking polices | Short | No | LBTH, Strategic Planning, Strategic Transport |

### Objective 4: Promote Walking to the Community

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Objective 4: Promote Walking to the Community</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| W20 | High | Expand the existing borough wide health-led walks programme  
- Increase number of walks  
- Increase network of volunteers to lead walks  
- Promote at all of the health centres in the borough Support community outreach projects promoting independent walking targeting ‘hard to reach’ groups | Ongoing | Yes | LBTH, Volunteers |
| W21 | High | Train health professionals to give advice on walking  
- Provide encouragement to sufferers of chronic conditions to walk  
- Be aware of walks in the borough and give patients information | med/long | Yes | LBTH, NHS |
<p>| W22 | High |   |   | LBTH, NHS |</p>
<table>
<thead>
<tr>
<th>W23</th>
<th>Med</th>
<th><strong>Continue to build up the online library of leisure walks in the borough</strong></th>
<th>Short/med/long</th>
<th>No</th>
<th>LBTH, Volunteers</th>
<th>n/a</th>
</tr>
</thead>
<tbody>
<tr>
<td>W24</td>
<td>High</td>
<td><strong>Produce audio files of walking routes in multiple languages</strong></td>
<td>med/long</td>
<td>Yes</td>
<td>LBTH, Volunteers</td>
<td>LBTH</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Produce audio files</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Publicise files and distribute through Council website</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W25</td>
<td>High</td>
<td><strong>Appoint Walking Champion from Council</strong></td>
<td>Short/med/long</td>
<td>No</td>
<td>LBTH</td>
<td>n/a</td>
</tr>
<tr>
<td>W26</td>
<td>Med</td>
<td><strong>Sign International Charter for Walking</strong></td>
<td>Short</td>
<td>No</td>
<td>LBTH</td>
<td>n/a</td>
</tr>
<tr>
<td>W27</td>
<td>High</td>
<td><strong>Promote walking in the community</strong></td>
<td>Short/med/long</td>
<td>Yes</td>
<td>LBTH, Public Realm</td>
<td>LBTH, Sustrans, Walk England</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Council staff will support local events to engage with the community on walking in the borough</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Review maps every two years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Update if necessary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W29</td>
<td>Med</td>
<td><strong>Disseminate walking information with linked Council correspondence</strong></td>
<td>Short/med/long</td>
<td>Yes</td>
<td>LBTH, Social housing providers</td>
<td>LBTH, Housing, Tower Hamlets Homes, RSLs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Produce literature</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Identity appropriate correspondence</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W30</td>
<td>High</td>
<td><strong>Develop safe routes to schools scheme</strong></td>
<td>Short/medium/long</td>
<td>Yes</td>
<td>LBTH, Public Realm, Community Safety</td>
<td>LBTH, Public Realm, Building schools for the future</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Work with schools to provide road safety education</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Key:**
- Short: Short term 2011-2014
- Med: Medium term 2014-2017
- Long: Long term 2017-2021
**Monitoring and Review**

The impact of the Walking Plan will be measured against the overarching targets given in Table 6.2

<table>
<thead>
<tr>
<th>Target</th>
<th>Interim Targets</th>
<th>Baseline</th>
<th>Data source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain the walking mode share of journeys starting in the borough at 40% to 2021</td>
<td>n/a</td>
<td>40%</td>
<td>London Travel Demand Survey</td>
</tr>
<tr>
<td>Increase the number of walking trips per resident by 10% by 2021</td>
<td>5% increase by 2016</td>
<td>0.88 walking trips per resident per day</td>
<td>London Travel Demand Survey</td>
</tr>
</tbody>
</table>

The Walking Plan Steering Group will also monitor the delivery of the Action Plan and report annually on progress made towards the delivery targets given for each action shown in Table 6.3. The annual report will be the basis for assessing progress and reviewing whether, and to what extent the actions that have been implemented are having the expected impact. Depending on the outcome of the process schemes could be extended, amended or even terminated.
<table>
<thead>
<tr>
<th>Ref</th>
<th>Actions and activities</th>
<th>Timescales</th>
<th>Delivery Target</th>
<th>Baseline</th>
<th>Data source</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Objective 1: Enhance the Walking Network</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| W1  | Improve walking infrastructure  
• Produce framework for identifying areas for improvement  
• Evaluate use, walking conditions and connectivity issues  
• Deliver improvements including new connections, improved wayfinding and upgraded paving | Short  
Short/med/long  
Short/med/long | >Framework produced by 2012  
>3-4 areas evaluated per year | >N/A | >Public Realm |
| W2  | Maintenance  
• Footways inspections and minor repairs | Short/med/long | >% of residents rating road/pavement repairs as good to excellent up by 5% by 2021  
>59% | >37% | >Annual Residents Survey |
| W3  |  
• Street cleaning | Short/med/long | >% of residents rating street cleaning as good to excellent up by 5% by 2021 | >59% | >Annual Residents Survey |
## Objective 2: Improve Pedestrian Safety and Security

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>W7</strong></td>
<td><strong>Prioritise pedestrians</strong></td>
<td><strong>Calm traffic</strong></td>
<td><strong>Make crossings safer</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Continue roll out of accessible crossings</strong></td>
<td><strong>Work in partnership with the MET and the London Safety Camera Partnership to identify suitable locations for the installation of average speed cameras. Continue to install temporary Speed Indicator Devices (SIDs) at locations across the Borough, under a rotational programme. Where possible, use alternative (‘psychological’) ways of enforcing 20mph zones – focusing on measures which increase perceived risk.</strong></td>
<td><strong>Evaluate safety record of crossing forms: zebra; pelican; puffin; toucan; junction pedestrian phase – targeting sites where there is a growing problem and modify facilities where appropriate. Provision of ETP focussed at educating pedestrians about different crossing types and how to use them.</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Short</strong></td>
<td><strong>Short term</strong>-investigate top 20 sites</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Short/med/long</strong></td>
<td><strong>effective immediately</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>&gt;80% of crossings in borough are accessible</strong></td>
<td><strong>&gt;reduced average traffic speeds where measures are located</strong></td>
<td><strong>&gt;reduced number of pedestrian casualties at crossing points</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>&gt;unknown</strong></td>
<td><strong>&gt;reduction in pedestrian casualties resulting from collision with motor vehicles</strong></td>
<td><strong>&gt;66 in 2010</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>&gt;Public Realm</strong></td>
<td><strong>&gt;established when cameras are installed</strong></td>
<td><strong>&gt;TfL</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>&gt;Public Realm</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>&gt;TfL</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### More secure streets
- Support community initiatives to encourage use of the walking network
- Raise residents' awareness of, and responsibility for, enviro crime

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
<th>Duration</th>
<th>Notes</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>W13</td>
<td>Ongoing</td>
<td>n/a</td>
<td>n/a</td>
<td>Ongoing</td>
</tr>
<tr>
<td>W14 [A13]</td>
<td>Short</td>
<td>&gt;% who think Vandalism, graffiti and other deliberate damage to property or vehicles is a fairly big /very big problem in their local area reduced by 5%</td>
<td>&gt;45%</td>
<td>&gt;Annual Residents Survey</td>
</tr>
</tbody>
</table>

#### Objective 3: Integrate Walking Across Relevant Policy Areas

<table>
<thead>
<tr>
<th>W15</th>
<th>W16</th>
<th>Integrate policy that supports the Walking Plan into the LDF documents including:</th>
<th>Short</th>
<th>&gt;walking policies in adopted in LDF documents that contribute to Walking Plan vision and objectives</th>
<th>n/a</th>
<th>Strategic Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Development Management DPD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Site and Placemaking DPD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W17</th>
<th>W18</th>
<th>W19</th>
<th>Integrate policy and actions into the Transport Strategy that support The Walking Plan including:</th>
<th>Short</th>
<th>&gt;policies in final document that contribute to Walking Plan vision and objectives</th>
<th>n/a</th>
<th>Strategic Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Measures that seek to reduce traffic volume</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Measures that address air pollution from traffic fumes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Revision of parking polices</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objective 4: Promote Walking to the Community</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **W20** Expand the existing borough wide health-led walks programme  
- Increase number of walks  
- Increase network of volunteers to lead walks  
- Promote at all of the health centres in the borough  
**Support community outreach projects promoting independent walking targeting ‘hard to reach’ groups** | Ongoing | >increase the number of walks in the programme  
>increase participation by 10% | >Tbc | NHS Tower Hamlets |
| **W21** | | n/a | n/a | |
| **W22** Train health professionals to give advice on walking  
- Provide encouragement to sufferers of chronic conditions to walk  
- Be aware of walks in the borough and give patients information | med/long | >Training provided to at least one health care professional located in every health centre in the borough by 2021 | >Tbc | NHS Tower Hamlets |
| **W23** Continue to build up the online library of leisure walks in the borough | Short/med/long | >Walks covering all parts of the borough by 2016 | >Walks cover Isle of Dogs, Spitalfields, and Wapping and Limehouse | >Transportation and Highways |
| **W24** Produce audio files of walking routes in multiple languages  
- Produce audio files  
- Publicise files and distribute through Council website | Med/long med/long | >produce initial audio files as part of pilot scheme by 2015 | >Zero audio files | LBTH |
<p>| <strong>W25</strong> | | &gt;Appoint Member by 2012 | n/a | Strategic Transport |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Objective</th>
<th>Duration</th>
<th>Goal</th>
<th>Owner</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>W26</td>
<td>Sign International Charter for Walking</td>
<td>Short</td>
<td>Charter signed by Members and senior managers by 2012</td>
<td>n/a</td>
<td>Strategic Transport</td>
</tr>
<tr>
<td>W27</td>
<td>Promote walking in the community</td>
<td>Short/med/long</td>
<td>Walking literature provided to 80% of appropriate events by 2015</td>
<td>n/a</td>
<td>Walking</td>
</tr>
<tr>
<td>W28</td>
<td>Keep walking maps updated</td>
<td>Review in 2013, 2015, 2017, 2019</td>
<td>Effective review and refresh of maps carried out every two years</td>
<td>n/a</td>
<td>Public Realm</td>
</tr>
<tr>
<td>W29</td>
<td>Disseminate walking information with linked Council correspondence</td>
<td>Short/med/long</td>
<td>tbc</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>W30</td>
<td>Work with schools to provide road safety education</td>
<td>Short/medium/long</td>
<td>Develop pilot scheme Roll out to all schools in borough by 2013</td>
<td>n/a – new scheme</td>
<td>Public Realm</td>
</tr>
</tbody>
</table>
Endnotes

1 Quality Streets: why good walking environments matter for London’s economy, CLP & TfL, 2003
3 Understanding the economic contribution made by bus users to London’s town centres, TfL, 2009
4 The Cost of Obesity in Tower Hamlets, Kerry Swanton, 2008
5 Report on estimation of mortality impacts of particulate air pollution in London, Dr Brian G Miller, 2010
7 TfL Potential Walking Trips Data, TfL, 2011
8 Tower Hamlets Road Safety Plan, LBTH, 2009