

Wandsworth Walking and Cycling Strategy: 2021-2030

Draft for Consultation

Wandsworth Walking and Cycling Strategy

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1. Introduction

The use of our streets has always been dynamic. Some of Wandsworth's streets have changed little in their orientation since Roman times, long before the invention of motor vehicles. There are many old pictures spotted along Wandsworth's pub, school and the town hall walls showing quiet, calm roads with people on foot and at rest having seemingly few concerns. Whilst the hustle and bustle of modern times may have changed things, we can aspire to rebalance our roads into an environment where we all feel safe and confident walking and cycling as much or as little as we may wish.

Our streets should reflect how we want to travel, and how we want our children to travel – we all understand the risks of climate change and the potential hazards of poor air quality on our health. Encouraging people to make fewer journeys by car in favour of walking and cycling is one of the many ways we can make Wandsworth a healthier, greener place to live.

We start from a position of some strength. Over 70% of trips in the borough taken by residents are already by foot, cycle or public transport. Every time a person undertakes a trip without a car they are polluting less and causing less risk to those around them. They are improving their personal health through exercise and reducing congestion levels. They are helping to support local, independent businesses across the borough. Investing in streets that enable more people to travel without a car is good for everybody.

There are many different ways to travel, many reasons to travel and an infinite number of reasons that we choose to travel the way we do. Some of our residents have trouble walking long distances, some may not feel safe travelling alone, some have precious little time and some want to make the right choice for the planet – or any combination of these things. There is not a single way to encourage more walking and cycling in Wandsworth, and as such this strategy aims to support and encourage as many of our residents to use active travel as possible through a variety of different projects and programmes, each designed to address different barriers to sustainable travel.

This strategy has a strong foundation. It has been compiled with input from Councillors, council officers, stakeholder groups and thousands of Wandsworth residents. In Summer 2021 we invited residents to take part in the Big Walking and Cycling Survey and 2,348 people responded. The survey asked about how people live, how they travel and what they like and dislike about their options. The answers we received from this survey form the backbone of this strategy and shape our investment priorities.

The benefits of walking and cycling

Creating places for walking and cycling has wide-reaching benefits, including improvements to individual health, air quality and a positive economic impact. Walking and cycling is a low carbon form of transport already at our disposal which does not rely on technological breakthroughs.

Some of the key benefits of walking and cycling include¹:

- High street walking, cycling and public realm improvements have been shown to increase retail sales by up to 30%
- Over a month, people who regularly walk to the high street can spend up to 40% more than people who drive to the high street

¹ Economic benefits of walking and cycling, Transport for London, [Economic benefits of walking and cycling - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/economic-benefits-of-walking-and-cycling)

- Employees who are physically active have 27% fewer sick days than their colleagues
- 73% of London business improvement districts say walking and cycling are important for attracting and retaining staff
- The average Benefit Cost Ratio (BCR) for walking and cycling projects is 13:1

Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone). Public Health England indicate that around 1 in 3 (34%) of men and 1 in 2 (42%) of women are not active enough for good health. Regular physical activity benefits long-term health, including mental health, and helps to prevent over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes, and depression. The strongest physical activity evidence exists for moderate to vigorous physical activity, of which walking, and cycling are perhaps the best examples.

The UK Chief Medical Officers' (CMO) guidance for adults, outlines that growth in road transport since the post war period has been a major factor in reducing levels of physical activity and increasing obesity. The guidance notes that:

- Building walking or cycling into daily routines are the most effective ways to increase physical activity.
- Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport.
- Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions, pollution, and they support a healthier workforce.

For good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Each week, adults should accumulate at least 150 minutes (two and half hours) of moderate intensity activity (such as brisk walking or cycling); or 75 minutes of vigorous intensity activity (such as running) or a combination of both. The evidence suggests that even light intensity physical activity is associated with a range of health benefits. Those who change from being inactive to achieving moderate levels of activity even if it is below the threshold of the guidelines gain the most.

Walking is perhaps the easiest way for people across all ages and genders to get the physical activity needed to improve their health. People who commute actively such as cycling or walking in part of their journey or for all of it tend to have greater levels of physical activity than those who travel by car. Sustrans suggest by swapping short car journeys with cycling or walking, a person can easily build exercise into their day and reap the health benefits of achieving CMO target of doing 30 minutes of exercise or more at least five times a week.

The Government's strategy for walking and cycling (Gear Change) published in 2020, refers to the need for people to make lifestyle changes that keep them more active and fit, the way in which people travel can support this objective. The Strategy outlines that meeting targets nationally in England to double cycling and increase walking would lead to savings of £567 million annually from air quality alone and prevent 8,300 premature deaths each year. It is therefore important to note that encouraging less polluting and more active modes of transport can contribute to multiple population health and environmental benefits.

The COVID-19 pandemic and periods of lockdown restrictions profoundly impacted the way people lived, worked, and travelled. More people worked from home, restrictions on accessing gyms and leisure facilities contributed towards the public's desire to be more active and contributed towards a

rise in the popularity of cycling and walking evidenced by Sport England. It is important to embed those changes in people’s travel behaviour going forwards, increasing active travel, and transform permanently how people move around Wandsworth.


2. Why a walking and cycling strategy?









Public policy places pedestrians at the top of the road user hierarchy, and there are renewed efforts at a national level to provide more safe cycling infrastructure. While Wandsworth has long had a dedicated cycling strategy, the expansion to a broader walking and cycling strategy recognises the importance of supporting these ways of travel in tandem. While walking and cycling are sometimes seen at odds with one another, many pedestrians are also cyclists, and nearly all cyclists are also pedestrians. They both play a pivotal role in supporting car-free or low-car, low-carbon lifestyles while also supporting general health and wellbeing. A combined strategy will ensure a consistent approach is taken to encouraging more walking and cycling across the borough and recognises the wider role of our streets as a place to live and work, as well as space to travel.

Streets and roads make up a significant proportion of public space. Well designed, accessible streets can encourage people to walk or cycle more as part of their daily routines. People can also be encouraged to walk or cycle more by interventions tailored to their needs. For instance walking can often be combined with public transport or access to areas of retail. Other positive factors include the presence of crossings at convenient locations along busy road, dedicated cycle routes or paths, separation of cycling from other traffic, proximity of a cycle path or green space and (for children) projects promoting ‘safe routes to school’.

The design and layout of the streets and roads around us can support and encourage us to walk or cycle as part of our daily routine, but they can also present barriers. The new draft Local Plan (2020) for Wandsworth refers to the need to support increased levels of active travel in the placemaking process. Within this context it highlights the concept of a 15-minute neighbourhood; this facilitates residents’ access to most, if not all, of their daily needs within a short walk or cycle ride from their home.

The Healthy Streets Approach, developed by the TfL and adopted by Wandsworth and other local authorities, provides a framework designed to support walking, cycling and public transport use through the provision of high-quality environments that meet the needs of local users. The Healthy Streets Approach sets out 10 high-level outcomes in terms of public realm, these ‘indicators of a healthy street’ are centred around the experience of what it feels like to be on a street. On a local level, this means streets should be assessed to help identify the strengths and weaknesses of a local area and provide guidance on how streets can be improved to make them more conducive to walking, cycling, and spending time.

The 10 Healthy Streets Indicators	
 Everyone feels welcome	Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

 <p>Easy to cross</p> <hr style="border: 1px solid pink;"/>	<p>Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them, they will get frustrated and give up. This is called ‘severance’ and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it’s fast-moving traffic too.</p>
 <p>Shade & shelter</p> <hr style="border: 1px solid red;"/>	<p>Shade and shelter can come in many forms – trees, awnings, colonnades – and they can help everyone use the street whatever the weather. In sunny weather shade offers protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature. In rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we should pay close attention to shade and shelter.</p>
 <p>Places to stop & rest</p> <hr style="border: 1px solid orange;"/>	<p>Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating can help by creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.</p>
 <p>People choose to walk & cycle</p> <hr style="border: 1px solid green;"/>	<p>We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant, and appealing than private car use.</p>
 <p>People feel safe</p> <hr style="border: 1px solid green;"/>	<p>Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.</p> <p>People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, ‘eyes on the street’ from overlooking buildings and other people using the street can all help to contribute to the sense of safety.</p>
 <p>Things to see & do</p> <hr style="border: 1px solid blue;"/>	<p>Street environments need to be visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.</p>
 <p>People feel relaxed</p> <hr style="border: 1px solid blue;"/>	<p>The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don’t have enough space, if we are unsure where to go or we can’t easily get to where we want to. All these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.</p>
 <p>Clean air</p> <hr style="border: 1px solid purple;"/>	<p>Air quality has an impact on the health of every person, but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.</p>

3. Walking and cycling in Wandsworth

Fundamental to encouraging greater uptake of walking and cycling is understanding where things currently stand. How do people currently travel in the borough? What are the most popular walking and cycling routes? Where is there the greatest potential for more? Where is and in what condition is the existing infrastructure?

The Big Walking and Cycling Survey

The Big Walking and Cycling survey was launched in Summer 2021 with the aim of better understanding how and why Wandsworth residents travel as they do – when and why they walk, cycle, use public transport or the car. There were 2,348 responses to the survey, which have been used to shape the strategy and identify where we want to be by 2030. The survey told us:

- Walking and cycling play a huge role in our everyday lives, with 48% stating they walk on a daily basis and a further 39% walk several days a week. Cycling is less popular, but only 32% of respondents state that they ‘never’ cycle, and 45% cycle several days a week or more
- Walking and cycling are at the heart of everyday trips, with running errands, leisure trips and visiting friends and family the most popular reasons for making walking and cycling trips
- The car does play a key role in certain types of trips, particularly undertaking caring responsibilities for adults, whereas public transport plays a key role in travel to and from work
- The health benefits of walking and cycling – both physical and mental – are what people enjoy most about walking and cycling, whereas air quality and the speed and number of cars are what people find most stressful
- Bicycle ownership is high, with 69% owning or having use of a bike, and these are most commonly stored within the home, or inside a shed or other structure in gardens
- Most households (56%) have exactly one car, with only 31% stating that they do not have a car and only 13% owning two or more

The survey asked what actions could help residents to walk and/or cycle more for local trips. Amongst all respondents, the priorities are:

- Dedicated/ segregated cycle lanes
- Improved pavement/ road surfacing
- Early release traffic lights for cyclists
- Increase local biodiversity and on-street greenery, including more trees
- Less through traffic on quieter/ residential roads

Amongst those that considered themselves to have a disability, these priorities are:

- Improved pavement/road surfacing
- New/improved crossings
- More places to sit and rest

These priorities have been integrated into the programme as set out in the next chapter of this strategy.

Walking & walking infrastructure

Walking is the predominant method of travel in Wandsworth, accounting for 39% of all trips whilst also being a component of trips undertaken by other modes. Walking plays a part in longer trips such as on public transport and plays an important social role in how we interact with our neighbours and spend time in our local area.

Most roads within the borough have pavements, but the width and condition of these pavements can be variable. While most are fully accessible, some are too narrow for wheelchairs and buggies. Trees and their roots also form barriers on many pavements, as do parked cars.

There are formal and informal crossings throughout the borough, but these are primarily focussed on busier roads. These crossings vary in type and some are easier and feel safer to use than others. The Council has recently undertaken an audit of these crossings to understand how they compare to current best practice and how they might be improved.

Away from roads there are many paths through parks and along rivers, as well as public rights of way. The borough also forms part of some signed longer routes, including the Capital Ring and the Thames Path. These routes are often associated with walking for pleasure but can also form a pleasant part of longer utility journeys. Lighting or access restrictions can make these routes more difficult to use at night.

Signage, most predominantly Legible London but also some smaller schemes, helps with local wayfinding and have proven popular wherever they have been located.

Cycling & cycling infrastructure

Cycling accounts for just over 4% of trips in the borough, similar to other boroughs in Inner London, such as Camden. While a small proportion of overall trips, cycling is an incredibly efficient and green way to travel, and cycling numbers are expected to continue to grow as cycling infrastructure improves.

Wandsworth has scope to create a strong cycling network, combining faster routes along major roads with quieter roads where there are lower levels of traffic. Many of the major cycling corridors within the borough are along key routes into central London, including Queenstown Road, Nine Elms Lane, Putney Bridge and the A24. Additional routes have been identified as having high levels of potential cycling, including Garratt Lane, Upper Richmond Road, Battersea Bridge and Lavender Hill. Some form of dedicated cycling infrastructure exists along many of these routes, including some introduced in 2020 as part of the borough's pandemic response, and further improvements are in development.

Cycle parking is also a key part of the cycling infrastructure, enabling safe storage of bicycles both at home and out and about. Different types of locations need different types of cycle parking – highly secure cycle parking at home, easily accessible spaces at shops and high volume at workplaces.

Safety and security

Safety fears are regularly cited as key barriers to active travel, particularly for cycling. Security is also a key factor involved in the decision to walk or cycle, particularly in hours of darkness. Quieter routes away from roads can in some circumstances be peaceful while in others threatening.

Providing a safe environment that enables everyone to travel with confidence is a key aim of the borough's Local Implementation Plan, which includes the local adoption of the Mayor's Vision Zero Action Plan. Vision Zero aims to see no deaths or serious injuries on London's roads by 2041.

Road danger is a significant barrier to active travel, disproportionately affecting females, people from more deprived areas, some ethnic minorities, disabled people, children, and older people. These groups often experience the worst impacts of road danger, noise and air pollution in London, including Wandsworth. Between 2017 and 2020, there were 1,921 pedestrian and cyclist casualties (from 1,859 collisions) in Wandsworth. Of this total, 13 were fatalities, 344 serious and 1,564 slight casualties.

Geographically there were more incidences in areas such as Lavender Hill, Battersea Rise in the north of the borough, Tooting High Street, Garratt Lane to the south and Balham High Road and Bedford Hill to the southeast. The trend over recent years shows a decrease across the casualty categories, with a slight increase in 2020.

TfL's Vision Zero Action Plan (2018) highlights people are at higher risk when travelling by foot, by bicycle and by motorcycle in London rather than when travelling by car due to vehicle safety improvements. It highlights that most pedestrian casualties (of all severities) involve a car, but those involving HGVs and buses are disproportionately likely to result in severe injuries or fatalities. In terms of location almost three quarters of fatal and serious injury collisions in London occur at junctions. These are particularly dangerous for people riding bicycles and motorcycles.

TfL's Walking Action Plan (2018) mentions a decline of the walking environment in London over many decades and the need for a better public realm to help connect communities and reduce road danger, air pollution and noise. Positive actions include:

- lowering vehicle speeds which can reduce the likelihood and severity of collisions
- focusing action on the most dangerous locations (particularly junctions)
- reducing danger for people when they are most at risk, particularly at crossings

A 20mph speed limit is now in place on all residential streets in the borough. A review of its implementation in 2019 indicated that a typical reduction in mean speeds of 1mph was achieved. A decline in collision rates was also observed - a reduction of 9 per cent in the 12 months post implementation compared to the 3-year average (2013- 2015) and a 19 per cent reduction in the number of vulnerable road user accidents. A 20mph speed limit is now being introduced on more busy roads across the borough, many of which are collision hotspots, with the aim of further reducing the number and severity of collisions in Wandsworth.

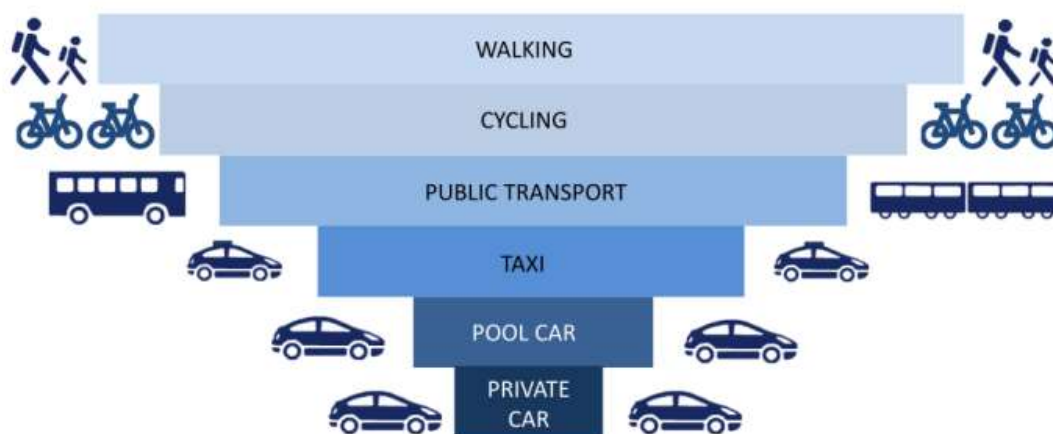
Air Quality

Wandsworth is designated as an Air Quality Management Area (AQMA). Active travel (cycling, walking) is beneficial for health due to increased physical activity and contributes to improved air quality, however poor air quality is a common concern for those travelling along busy roads and continued exposure to poor air quality can have serious health impacts.

Encouraging walking and cycling away from main roads can reduce the impact of inhaling poor-quality air and maximise health benefits for pedestrians and cyclists. Furthermore a shift away from vehicles towards more walking and cycling will also have wider benefits to local air quality.

4. Our vision for 2030

The aim of this strategy is for more trips to be undertaken to, from and within Wandsworth by walking and cycling, as both standalone trips and as part of longer trips involving public transport, in support of the road user hierarchy that places walking and cycling at its head.



This aim is supported by the following objectives:

- Making walking and cycling in Wandsworth enjoyable, attractive and safe
- Supporting local walking and cycling trips through pavement improvements, improved crossings, the introduction of School Streets, contra-flow cycling, cycle parking and public realm improvements, using the Healthy Streets Approach
- Creating a high-quality core cycle network connecting popular destinations
- Making improvements to clean-air walking and cycling routes away from roads, including paths through parks, towpaths and other public rights of way, with a focus on routes to schools

This strategy will be monitored through annual reporting, including of the following:

- Number of 'Healthy Streets' projects completed, including a summary of the work undertaken
- Number of cycle parking spaces installed, including both bike hangars and on-street spaces
- Kilometres of Cycleway route completed
- Number of School Streets in operation
- Number of pedestrian and cycle casualties
- Progress on actions stated

Completed schemes should also be assessed in terms of their outcomes on mode share and public perception.

Targets

Wandsworth's Local Implementation Plan (LIP) includes several targets related to walking and cycling, and these will be supplemented with additional targets using TfL-provided data and also new targets based on the findings of the Big Walking and Cycling Strategy, which will be repeated again in 2025 and 2030.

The relevant LIP targets are as follows:

- Increase the proportion of trips undertaken by borough residents by walking, cycling and public transport to 78% from the latest figure of 74%
- Increase the percentage of Wandsworth residents doing at least 20 minutes of active travel a day to 58% from the latest figure of 44%
- Increase the percentage of the population within 400m of the strategic cycle network to 60% from the latest figure of 34%

It should be noted that the LIP has a lifespan to 2041, but this Walking and Cycling Strategy covers the years 2021 to 2030, so these targets have been interpolated to 2030.

This additional target is specific to this strategy but will use TfL-provided data for assessment:

- Increase the proportion of trips undertaken by borough residents by walking and cycling to 47% from a baseline of 43.2%, with an increase in both cycling and walking mode share

The following targets have been adopted based on the findings of the Big Walking and Cycling Strategy, and will be assessed through repeats of this survey:

- Increase the proportion of residents saying they walk several days a week or daily, from 87% to 92%
- Increase the proportion of residents saying they cycle several days a week or daily, from 45% to 50%

5. Proposals: infrastructure

Supporting local walking and cycling trips

Walking and cycling should be the natural choice for undertaking local trips, including accessing local shops and town centres, travel to school and connecting to public transport. The highway network should support these trips, wherever possible, without the need for sign-posted routes.

Making small-scale improvements can increase connectivity and improve the attractiveness of local routes. Such interventions include crossing points, footway widening, junction improvements and the introduction of contra-flow cycling on one-way roads. Other improvements can be introduced to make a big difference to those who may be less able to walk or cycle, such as seating to provide places to stop and rest and cycle parking for non-standard bicycles.

Improving accessibility

Creating an accessible environment for everyone who lives, works and visits the borough is a priority. This means ensuring that there are dropped kerbs in the right locations, that roads can be easily crossed, that bollards and other barriers are spaced appropriately and that bus stops are accessible. It means using consistent designs for new types of infrastructure and providing more seating outside of town centres.

While all new infrastructure is designed in line with the latest standards, which take accessibility into account, sometimes new types of designs may not be intuitive or familiar to those with limited mobility or limited sight. Old infrastructure in the borough on the other hand may not have been built to existing standards and therefore also presents accessibility challenges.

There are also many examples when existing standards may not fully consider the needs of all pedestrians or may unwittingly prioritise cars at the expense of pedestrians. Crossovers are located throughout the borough to enable residents to park in their front garden. These almost always feature dropped kerbs which result in a portion of sloped pavement between the road and the entrance to the property. Slopped pavements can be difficult to traverse for those in wheelchairs, those with limited mobility and those with pushchairs. Reconsidering the design of dropped kerbs to focus on minimising the amount of slope on the pavements will ensure that pedestrian facilities are not compromised. Crossovers can detract from the appearance of the streetscene, interrupt the continuity of the pavement and make it more difficult to provide facilities for cyclists and bus passengers. The review of the Local Plan will enable crossover policy to be reviewed.

Street furniture can be both beneficial and a hindrance. Outdoor seating can bring vibrancy to an area and provide a much-needed place to rest but can also restrict the clear space left for pedestrians. Poorly placed A boards can create an obstacle course, and old phone boxes and other street furniture can create visual as well as physical problems. Seating outside of town centres can be rare, with few places to sit and rest for those travelling between their homes and local destinations.

ACTION: We will improve access for all including those with disabilities and/ or limited mobility by:

- Working closely with the community and stakeholder groups to identify and address issues affecting those with a disability and/ or limited mobility
- Prioritising changes to infrastructure that are restricting mobility, including installing dropped kerbs at junctions, reviewing pedestrian crossings, pavement widths and widths between bollards and ensuring pavements are flat with no loose tiles
- Changing our approach to crossovers at private residences, with focus on maintaining a flat surface or slight gradients where possible to aid those in wheelchairs, those with limited mobility and those with pushchairs
- Ensuring local businesses are aware of the laws regarding the placement of A-boards and other furniture outside of their premises, ensuring there is a clear path for pedestrians
- Working to increase the number of places to sit and rest along key routes, such as those connecting to stations and town centres
- Regularly reviewing the amount and location of Council-owned street furniture, such as bollards, signposts, cycle parking stands and EV charge-points to reduce street clutter and to ensure they are not restricting pedestrian movements
- Regularly reviewing where footway parking is allowed, aiming to ensure pavements remain clear
- Designing dedicated cycle lanes to accommodate adapted bicycles

Pavements

Pavements are the core of the pedestrian network and at the heart of the borough's public realm, particularly in town centres.

Pavements themselves are regularly assessed through condition surveys and replacement works are carried out in accordance with these assessments, generally on a like-for-like basis. This approach ensures that improvements are made where there is the greatest need, and are not reliant on public complaints (although complaints are taken into consideration). Coordinating improvement works with maintenance works provides a cost-effective way to make a range of improvements to pavements, such as reducing the slopes due to crossovers and introducing new trees, sustainable drainage systems and seating. The Big Walking and Survey revealed that increased biodiversity and on-street greenery was a high priority for all responders and so improvement works should be integrated with seeking opportunities for on-street greenery.

There are many railway arches and roads under rail bridges in the borough. While in principle railway arches provide conduits between neighbourhood in the borough, their design is not always conducive to walking. Poorly designed and/or maintained railway arches can deter use by pedestrians due to perceptions of safety or due to the route being unattractive.

Action: We will strive to have the best quality pavements in London by:

- Increasing the length of pavements improved per year through improving coordination between maintenance and improvement projects
- Incorporating wider accessibility, Healthy Streets improvements and including opportunities for increased biodiversity into pavement replacement projects, including using the Healthy Streets assessment to maximise local benefits
- Improving the pedestrian and cycling environment under railway bridges

Crossing busy roads

Crossing busier roads can often be a challenge for both pedestrians and cyclists. If there are no crossings present, or if crossings are in the wrong place, people are forced to take risks to cross the road, make a diversion to reach a safe crossing point or choose not to make a certain trip. We know from the Big Walking and Cycling Survey that new/improved crossings is a high priority for disabled residents in the borough and residents with children aged 10 or less.

Ensuring that crossings are of the right type and in the right place can reduce delays to both those wishing to cross as well as those using the highway.

There are several different types of crossings, as well as infrastructure that can be introduced to make it easier to cross the road informally or to give higher priority to pedestrians crossing side roads:

- Kerb build-outs and pedestrian waiting areas make it easier for pedestrians to cross a road informally by reducing the overall crossing distance or allowing pedestrians to cross in two stages, however designs need to be mindful not to create unsafe pinch-points for cyclists and motorcyclists using the road
- Zebra and parallel crossings provide priority to pedestrians and cyclists, with other road users required to give way
- Pelican, puffin, Pegasus and toucans are all types of signalised crossings where those wishing to cross must wait for road traffic to stop before being able to cross. The amount of time that pedestrians and cyclists will need to wait at these crossings is dependent on several factors, including proximity to other traffic signals and traffic volumes. All traffic signals in Greater London, including those at crossings, are controlled by TfL and we will work with them to ensure the optimum signal phasings for sustainable modes at the locations in our borough

The types of crossings that can be used, and the methodology used in signal-controlled crossings, continues to evolve. Parallel crossings (which provide space for cyclists adjacent to zebra crossings) have only recently been introduced in the UK; numerous 'colourful crossings' can be seen in Southwark and Lambeth and other signalised crossings are being introduced where the default is on providing a green light to pedestrians instead of cars.

Action: We will make it easier for people walking and cycling to cross busy streets by:

- Reviewing the locations of formal and informal crossings along major roads and near schools to ensure they are in the best location and are of the right type.
- Work with TfL to review signalised crossings within the borough, including at junctions, with an aim of reducing the amount of time people must wait for a green man.
- Create new formal crossings where there is demand, including converting informal crossings and the introduction of facilities for cyclists through parallel crossings and toucan crossings.

Crossing side roads

Crossing side roads can often be confusing and feel unsafe, particularly when there are large numbers of vehicles turning in or out of the side road. The issue of side roads can be particularly difficult for those travelling with children or those with limited mobility. A number of different designs have been explored throughout the UK for how to best reiterate the right-of-way of pedestrians over approaching cars, and these are being increasingly integrated in corridor schemes throughout the borough. Changing the road geometry can also play a key role, with narrower side roads quicker to cross while also forcing vehicles to slow while turning in and out.

Action: We will make it safer and easier to cross side roads by:

- Introducing more side-road crossings, such as continuous crossings or 'Copenhagen' crossings, focusing on town centres and areas around schools
- Reducing turning radii on side roads, where appropriate

School Streets and Safe Routes to schools

There are 19 School Streets serving 20 school sites in Wandsworth. School Streets are timed road closures outside of schools at drop-off and pick-up times, providing a low-traffic route around school gates. School Streets encourage walking and cycling, with a wider aim of improving safety and improving local air quality. Additional sites for School Streets continue to be identified, and we will work closely with schools interested in introducing School Streets.

Where School Streets are not practical, other local measures can be introduced to support safe walking and cycling. These include new crossings or local traffic calming.

Action: We will continue to introduce more School Streets, and support safe walking and cycling routes to schools, with a focus on using the School Travel Plan programme to monitor school travel and identify key issues to be addressed through infrastructure schemes

Improving the public realm

Public realm improvements can take many forms. They can range from replacing paving materials or planting trees, to a complete transformation. Some of our local parades, such as Bellevue Road and Thrale Road have benefitted from high quality improvement, as did Clapham Junction Town Centre. The removal of the Wandsworth Gyratory will completely transform the look and feel of Wandsworth town centre, creating a high-quality public realm that not only encourages more walking and cycling, but also encourages people to relax and spend time.

Work is also underway on smaller public realm schemes, including at Southfields and the transformation of Old York Road following successful summer trial closures, and improvements to Northcote Road. Public realm improvements will also be integrated into high profile corridor schemes on Garratt Lane and Queenstown Road.

Action: We will transform the look and feel of many of our high streets through schemes that include high-quality public realm improvements, including the removal of the Wandsworth Gyratory.

Off-road walking and cycling

It is easy to overlook routes away from roads. People travelling by foot or by cycle will often assume that the best route options are those that are used by cars, or they may not be aware that other routes are available. Air quality, the number of cars and the speed of cars was listed as the main reason for finding walking difficult or stressful in people's local area in the Big Walking and Cycling Survey. While there is a need to continue to improve air quality and reduce the impact of car users on walkers and cycles on main corridors, opportunities should also be taken to promote walking and cycling routes away from the road network.

There are numerous benefits to walking and cycling routes away from the road network. Away from motor vehicles the air is cleaner, there is generally less noise and routes can often be shorter than if travelling by car. But there are also disbenefits: the route may be longer/less direct, paths may be dark, if there aren't others around people can feel fearful and vulnerable, and rough surfaces may make it difficult for those with restricted mobility or those with pushchairs.

Encouraging greater use of off-road routes requires making improvements to the facilities to make them more convenient and safer to use as well as raising awareness that these routes are available through mapping and way-finding.

ACTION: We will look after the borough's public rights of way, including alleys and paths through parks and along the riverwalks by:

- Reviewing lighting and monitoring plant growth to ensure paths feel safe to use
- Monitoring surfacing to ensure as many paths as possible can be accessed by those with limited mobility
- Providing a platform on the Council website for mapped off-road walking and cycling routes, highlighting the potential air quality benefits of using these routes
- Working with community groups to identify opportunities for creating new off-road routes by making localised improvements
- Allowing cycling on more off-road paths, subject to assessment on pedestrians

Cycle parking

Cycle parking plays a key role in enabling cycling. To be attractive, cycle parking at homes and workplaces needs to be safe and secure, whereas at shops and other destinations it needs to be easy and convenient.

Understanding existing cycle parking provision has been simplified through the creation of a Cycle Infrastructure Database by TfL, which includes information on cycling infrastructure across London. The map-based tool provides detail on the number, location and type of cycle parking spaces provided on the public highway. TfL have used the database to undertake a detailed analysis of where more cycle parking is needed, focusing on stations, town centres and schools.

Provision of additional cycle parking is managed by request or as part of wider area improvements. The number of on-street cycle parking stands provided is dependent on the space available as well as existing and potential demand. Cycle stands are generally located on pavements, but for the installation of new stands, priority will be given to placing them on the road. This will ensure no space is taken from pedestrians. Placing cycle parking in the roadway will be dependent on road geometry and kerbside activities, such as the need for space for loading and unloading.

The Council is introducing secure bikehangars for residents, which are generally located on the street. Residents can request that a bikehangar be considered for their street via the Council website, with priority for installation given to locations with high levels of public support. Each hangar is accessed by a key allocated to registered members and can accommodate up to six standard cycles. The Council has recently completed a consultation for over 100 additional bikehangars to be located on local streets, and will continue to increase this number with demand regularly outstripping supply.

All new developments are required to install cycle parking that will cater for existing and potential future levels of use. The Council has adopted the London Plan standards, which sets requirements and standards for short- and long-stay cycle parking. Where new developments are not able to fit short-stay cycle parking, the Council will require a financial contribution to install cycle parking.

The Council recognises and supports the growing interest in cargo bikes and other adapted bikes. We know that the need to carry large and/or heavy cargo and transport young children are reasons for residents in the borough to purchase cars. Finding space for secure parking at home can be a challenge for cargo bike owners and a barrier to uptake.

ACTION: We will provide more high-quality cycle parking throughout the borough by:

- Responding to requests for on-street parking made through the website
- Incorporating additional cycle parking into streetscape improvement projects where possible
- Installing on-street bikehangars where they are requested and supported by residents
- Using the Cycle Infrastructure Database to address cycle parking shortages where there are identified gaps in the existing provision
- Requiring new developments to install cycle parking in line with the London Plan requirements
- Ensuring as many new cycle parking stands can be used by non-standard bikes as possible, including cargo bikes and tricycles
- Identify opportunities for cargo bike accessible on-street bike hangars

A quiet network for cycling

Most roads in Wandsworth are quiet, low-traffic streets. Linking together these streets, supported by easy-to-follow signs and maps, can create a dense cycle network connecting local destinations.

Wandsworth Council has recently completed a study to better understand the impact of busy roads and other barriers on the cycling network. The study looked at where busy roads divide quieter roads, and where there were already facilities in place to connect clusters of quieter roads to adjoining clusters. Connections could be parallel or toucan crossings, segregated cycling facilities or grade-separated railway crossings. The study only analysed connectivity between areas, not how easy it is to cycle within each neighbourhood.

The study identified a number of areas where connectivity to adjoining neighbourhoods was poor and provided a range of suggestions for how best to improve connections and create a number of safe, attractive cycle routes on quieter roads.

Action: We will improve connections between neighbourhoods as identified in the Cycle Network Review, by converting existing crossings to better accommodate cycling, introducing new crossings and other types of infrastructure as identified as part of the study. Routes will be supported by signs.

Contraflow cycling

Enabling contraflow cycling on one-way streets can improve permeability and reduce journey times. There are approximately 100 one-way streets within the borough. By 2030, the Council will introduce contraflow facilities on as many of these roads as possible.

In 2018 the Council commissioned a study of these one-way streets to understand how many of them could be converted to allow for two-way cycling. The exercise prioritised the roads for the introduction of contraflow cycling and we are continuing to introduce facilities in line with these findings.

While convenient for cyclists, the introduction of contraflow cycling can pose a safety risk for pedestrians who are not used to looking both ways before crossing one-way streets. It is imperative that awareness is raised when contraflow cycling is introduced to ensure that pedestrians continue to feel safe while using local facilities.

ACTION: We will

- **Introduce contraflow cycling on all roads in the borough where there is a benefit to cycle journeys and road geometry allows**
- **Provide letters to residents in advance of the introduction of contraflow cycling to increase awareness, and introduce temporary signage to raise awareness when new facilities are introduced**

Supporting the strategic cycling network

TfL is working to develop a London-wide cycle network under a unified 'Cycleways' brand, replacing the existing Cycle Superhighways and Quietways branding. The introduction of quality criteria for inclusion in this network provides both opportunities and challenges.

The quality criteria set design standards for what these routes should look like, and routes built to this standard will provide a high level of service to those that use them. The criteria relate to:

1. Total volume of motor traffic
2. Speed of motor traffic
3. Appropriate width for cycling
4. Kerbside activity impact on people cycling
5. Interaction between HGVs and people cycling
6. Collision risk between people cycling and turning vehicles

Each criterion has two levels – minimum and target. The criteria are interdependent and routes that meet some but not all the criteria may still be acceptable for inclusion in the Cycleway network. The criteria have been developed to reduce potential conflicts with motor vehicles, and so only apply to on-road routes.

One of the key criteria is volume of motor traffic, with roads with more than 500 vehicles in the peak hour requiring segregated cycle lanes if they are to be 'Cycleways'. As such, new Cycleways will generally either appear in the form of high-quality segregated cycle lanes along busy roads, or signed routes mixed with traffic where vehicle volumes and speeds are very low. The ambition for the Cycleways is for an interconnected London-wide network, with most existing Cycleways in Central and inner London.

The London Cycle Design Guide has been updated to ensure new cycle routes meet Cycleway standards and includes new minimum widths for segregated cycle lanes of 1.5m (with a target of 2.2m) and guidance on how cycling can be safely facilitated without dedicated cycle lanes on low-traffic roads.

The analysis that underpins TfL's Cycling Action Plan highlights that there are many routes in the borough that have both high existing levels of cycling and high levels of cycling potential. This provides a strong baseline for planning future infrastructure improvements, ensuring that those that

currently cycle in the borough can continue to do so safely, while also encouraging more people to take up cycling.

Work to develop a high-quality cycle network is already in development, with major schemes in development for Thessaly Road, Queenstown Road, Nine Elms Lane/ Battersea Park Road (in partnership with TfL) and Garratt Lane. The Council also continues to advocate for removal of the Wandsworth gyratory and in doing so improve facilities for pedestrians and cyclists.

ACTION: Create a core cycle network across the borough, including both upgrading of existing Cycle Superhighways and the creation of new Cycleway branded routes, starting with Queenstown Road.

Linking to public transport

Wandsworth has a comprehensive public transport network including trains and tubes and with most areas also well served by buses. All journeys by public transport start and end with an element of walking or cycling, and ensuring that these components of these journeys can be undertaken seamlessly is key to supporting car-free lifestyles.

ACTION: We will support the start and end leg of public transport journeys by:

- Reviewing way-finding around rail and bus stations, including sign-posting from stations to bus stops, and from bus stops to stations
- Prioritising improvements to local walking and cycling routes in the areas around bus stops and rail stations
- Providing cycle parking at stations and at prioritised bus stops
- Reviewing lighting on key routes to stations and bus stops
- Supporting the retention and increase in Santander docking stations near public transport stations and hubs

6. Proposals: supporting measures

Access to cycling

Providing training to those who feel they lack the skills or the confidence to cycle can provide people with additional freedom to choose how they travel. The Council offers cycle training to children and adults, and pedestrian safety training to school children.

In 2020 the Council introduced the Peddle My Wheels ‘Try before you bike’ scheme, which enables residents to use a bike for a monthly fee. Bikes can be returned at any time with no penalty, or the resident can keep the bike and continue to pay the fee until the bike is paid for in full. Bikes are delivered to residents and a training session is provided on delivery. The scheme is inclusive of electric and cargo bikes and are suitable for individuals, young families and businesses.

ACTION: We will enable more people to try cycling by promoting our existing free cycle training offer and continuing to offer the Peddle My Wheels ‘Try before you bike’ scheme. This will involve working with colleagues across the Council to promote the scheme to those that may most benefit from the scheme.

Awareness and events

Raising awareness of infrastructure can be imperative in increasing walking and cycling levels. This includes both planning routes before making a journey and supporting information while making a journey. Events, either where the focus is on active travel or it is complementary to the main theme, provide additional opportunities for encouraging people to think more about how they travel.

Awareness can play a key role in identifying off-road and low-traffic routes for both walking and cycling. These routes are offer cleaner, quieter alternatives to busy main roads.

The primary means the Council uses for raising awareness of both infrastructure and initiatives offered to residents are:

- On street way-finding and signs, including Legible London maps and signage
- Council website
- Council social media, focusing on Twitter
- Community engagement and participation in events
- Leafleting

ACTION: We will raise awareness of new and existing infrastructure through the following:

- Improved way-finding in town centres and along cycle routes
- Ensuring the Council website is kept up to date
- Utilising the Council’s social media to raise awareness of low traffic routes, new infrastructure and events
- Creating and publishing leaflets on walking and cycling for distribution at events
- Communicating directly with the public through leafleting, community engagement evenings and other events
- Sharing information about new and existing infrastructure and supporting materials with colleagues in Children Services and Public Health for them to bring to the attention of their service users, i.e. young families and residents with mental or physical ill-health or disability.

7. Links to other strategies

The Council has a range of policy and strategy documents that link either directly or indirectly to walking and cycling. All of these strategies have been considered in the development of the Walking and Cycling Strategy, and this strategy in turn will feed into wider council policies.

Climate Change

On 17th July 2019, Wandsworth Council declared a Climate Emergency, resolving to be carbon neutral as an organisation by 2030, carbon zero by 2050 and the greenest inner-London council by 2030. At the same time as declaring a climate change emergency, the Council also set out its roadmap to achieve this vision in the Wandsworth Environmental and Sustainability Strategy (WESS) and the accompanying WESS Action Plan. This strategy seeks to flesh out the walking and cycling elements of the WESS.

Local Implementation Plan

The third Local Implementation Plan is a high-level plan covering all modes, with a focus on how the borough will meet the nine outcomes of the Mayor's Transport Strategy. This Walking and Cycling strategy serves as a daughter document to the Local Implementation Plan, focusing on a subset of these outcomes and what the borough will aim to achieve over a shorter timescale. The Local Implementation Plan was approved in 2019 with timescales to 2041.

Road safety

The Mayor of London has adopted the Vision Zero strategy for London, with an aim of no people being killed or seriously injured on London's roads by 2041. While pedestrians and cyclists make up a large proportion of those killed or injured in road collisions, addressing road geometry and driver behaviour are the core elements to achieving Vision Zero.

Air quality

The Wandsworth Air Quality Action Plan was revised in July 2021. It sets out the measures that the Council will take to reduce nitrogen oxide and particulates. These actions include the delivery and promotion of sustainable forms of transport, with walking and cycling being the most sustainable means of travel, producing zero emissions.

Public health

There is a strong link between increasing walking and cycling levels and public health. The Wandsworth Health and Wellbeing Strategy includes an emphasis on active travel to support physical activity and wellbeing. This strategy was developed in partnership with the Council's Public Health team, to maximise the potential outcomes of both strategies.

Development planning

New developments are a major driver of changes to the highway network. The Wandsworth Local Plan is currently being updated and includes requirements for new developments to support and enable active travel through both their design and via contributions and improvements to the surrounding network.

8. Funding & delivery

The primary funding sources for the strategy will be Wandsworth Council capital funds and TfL's Local Implementation Plan (LIP) programme. The LIP offers flexibility between capital and revenue funding and is used to fund ongoing programmes such as cycle training, school travel support and cycle parking. Council funds are more frequently used to support larger capital projects, such as corridor schemes or new crossings.

Council and TfL LIP funding are complemented by funding bids wherever possible. This includes additional sources of Council funding, such as the Community Infrastructure Levy, but also other sources of TfL funding and third-party funds. These types of funds are variable but in recent years successful bids have been used to fund our e-cargo bike schemes and fund the installation of additional bike hangars and on-street cycle parking spaces. Funding bids will continue to be submitted to complement the core funding for the strategy.

Responsibility for delivery of this strategy will be shared principally between the Council's Transport Strategy, Highways and Air Quality teams.