

Committee(s)	Dated:
Streets & Walkways Sub Committee	12 October 2021
Subject: Transport for All Equal Pavements Pledge	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9. We are digitally and physically well-connected and responsive
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director Environment	For Decision
Report author: Bruce McVean	

Summary

Transport for All (TfA) is a pan-impairment organisation that works to ensure all disabled and older people have the right to travel with freedom and independence. They are the only disability group in the UK to exclusively focus on transport.

TfA are currently calling on local authorities and transport authorities across the UK to commit to their Equal Pavements Pledge (Appendix 1). The seven commitments in the pledge are in line with our current approach to designing, managing and maintaining our pavements and streets, as set out in the Transport Strategy.

It is recommended that the City Corporation take the pledge as a demonstration of our commitment to improving the accessibility of our streets.

Recommendation(s)

Members are asked to approve the City of London Corporation's commitment to Transport for All's Equal Pavements Pledge (Appendix 1).

Main Report

Background

1. Transport for All (TfA) is a pan-impairment organisation that works to ensure all disabled and older people have the right to travel with freedom and independence. They are the only disability group in the UK to exclusively focus on transport.
2. TfA provide a range of services, including consulting services. TfA provide advice and engagement support to us on projects, including All Change at Bank and the Pedestrian Priority Programme. TfA are also represented on our

Transport Strategy Board and have supported the development of the new City of London Street Accessibility Tool.

3. TfA are currently calling on local authorities and transport authorities across the UK to commit to their Equal Pavements Pledge (Appendix 1). The pledge includes seven commitments to making streets accessible to all. To date the City of Westminster, LB Islington and the City of Edinburgh have taken the pledge. The Equal Pavements Pledge is also supported by the London Assembly.

Proposed response

4. It is recommended that the City of London Corporation also takes the Equal Pavements Pledge as a further demonstration of our commitment to ensuring the Square Mile is accessible to all.
5. The seven commitments are in line with our current approach to designing, managing and maintaining our pavements and streets, as set out in the Transport Strategy. This includes developing and applying the City of London Street Accessibility Tool and keeping pavements free of obstructions, for example by:
 - a. Engaging businesses to minimise the use of a-boards as the City recovers and keeping the commencement of enforcement of the a-boards policy under review.
 - b. Ensuring a minimum of 2m of clear pavement is maintained when granting tables and chairs licenses.
 - c. Requiring operators and users to leave dockless bikes and e-scooters in designated parking bays.
 - d. Reducing clutter by removing unnecessary street furniture and locating new furniture to avoid obstruction.
 - e. Restricting the times that rubbish can be left on-street while awaiting collection.
6. As part of our kerbside review we are also reviewing disabled parking provision to ensure we have adequate levels of provision in the right locations.

Corporate & Strategic Implications

7. Strategic implications – Delivering the commitments in the Equal Pavements Pledge will support delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected and responsive. It also supports delivery of the Transport Strategy outcome: The Square Mile is accessible to all.
8. Financial implications – None. The commitments will be met through existing BAU and project activities.
9. Resource implications – None. The commitments will be met through existing BAU and project activities.
10. Legal implications – None

11. Risk implications – Improving pedestrian comfort and ensuring pavements are wide enough to accommodate the needs of all users will help reduce road danger as well as improve accessibility, mitigating Corporate Risk CR20 – Road Safety.
12. Equalities implications – Meeting the commitments will support independent travel by disabled and older people and people with other protected characteristics.
13. Climate implications – Improving pedestrian comfort by widening pavements and reducing clutter supports delivery of the Climate Action Strategy.
14. Security implications – None. Installation of on-street security measures takes account of accessibility requirements.

Conclusion

15. TfA's Equal Pavement Pledge is in line with our approach to ensuring the Square Mile is accessible to all, as set out in the Transport Strategy. It is recommended that the City Corporation take the pledge as a demonstration of our commitment to improving the accessibility of our streets.

Appendices

- Appendix 1: Equal Pavements Pledge

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