



Bringing Active Travel to Life

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Designing infrastructure for people means designing infrastructure that promotes social interactions. Macro-scale crowd effects are driven by micro-scale personal interactions to the constantly changing situation: we have to create spaces for people to converse, for their physical and mental wellbeing. UCL is testing innovative ways to design public realm in its Person-Environment-Activity Research Lab.

Transport for London launched the Planning for Walking Toolkit. It presents exemplary schemes where pedestrian network design principles have been applied in practice and it also addresses: Policy context in London; Planning and design principles and Planning and Design Tools.

The Cycleways rebranding was launched. 140 km of constructed network and 72 km of protected space have been delivered in this Mayoralty. Also, the Mini Holland Programme is substantially complete and several major routes commenced and completed construction in 2019.

Demand Responsive Travel (DRT) has developed in London. Driven by changes to technology, data and customer demand, Transport for London is studying new ways to provide public transport access to the less served areas of London such as Demand Responsive Busses.

Railway stations should be designed as piece of civic architecture. These spaces are important parts of the townscape. West Hampstead and Hackney Wick Stations are award winning examples of how good station design creates great places that encourages people to travel actively.

Speakers:

Nick Tyler, University College London
Gordon Webster, Transport for London
Rory McMullan, City of London
Dan Quan, WSP
Chris Hambridge, Transport for London
James O'Keeffe, Transport for London
Amy Vaughan, Transport for London
Adam Brown, Landolt and Brown

Attendees: 90