



2 Policy and vision

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Streets as places – the Transport for London Road Network

Streets provide the setting for London's public face, the nation's history and future prosperity. London's range of streets and spaces has developed around the twin centres of the City of London and City of Westminster, and numerous urban villages. History and governance have created a patchwork of distinctive places, as well as extensive suburbs.

London's streets are routes to service the capital's economy allowing the circulation of public and private transport, delivery of goods and services, communications, gas, water, electricity and the removal of waste.

They are also places for people; where residents, workers and visitors interact. Within London, virtually all the streets perform a balance of these functions.

The TLRN has an overriding strategic transport function that relates to its role as a through route for the movement of goods and people. The TLRN accounts for only 5% of London's streets, but carries 33% of London's traffic.

Carriageway alignments and transport related street furniture emphasise the streets' arterial function, often to the detriment of overall streetscape quality.

As streets account for the greatest proportion of the public realm within London, their appearance has a significant impact on the quality of the environment. There has been an increasing awareness within government that improving the public realm is essential for people's quality of life and vitality of our urban areas.

TfL recognises that the vitality of London's streets is also a function of their role as a place, neighbourhood or destination; where the presence and activity of people is more related to the surrounding land uses than to the streets' arterial function. The use of the TLRN for local movements, especially in central London, is acknowledged. The land uses and activities either side of the TLRN continually vary, as does the intensity and frequency of pedestrian activity.

The 580km of the TLRN varies in scale from rural high speed dual three lane carriageways to single carriageway urban streets. The network passes through open countryside, dense residential areas, and centres of commercial, retail and civic activity. The combination of the streets' transport and place-making roles, together with the character of the surrounding land uses, creates a distinctive character for sections of the TLRN. These variations in streetscape character are more complex than traditional road hierarchy classifications, and need to be recognised when designing and operating the network.

The TLRN cuts across local authority boundaries, where policies and guidance on streetscape issues may differ to those of TfL. TfL works with the London local authorities in an effort to avoid potential conflicts.

TfL recognises the benefits to be gained from working in partnership with London local authorities and other key stakeholders, many of whom commented on the consultation draft of the Streetscape Guidance.

Transport for London's roles and responsibilities

TfL is responsible for planning and delivering the provision of transport facilities for all modes of transport in a coordinated and integrated way.

TfL is responsible for operating and improving conditions for all road users within its responsibility to deliver wider safety, serviceability and sustainability objectives.

TfL is responsible for the delivery of specific parts of the Mayor's strategic pledges through a series of initiatives and projects.

Further information on TfL can be obtained from the Transport for London website at www.transportforlondon.gov.uk

Transport for London Road Network

