

# Walkable London

Best practice guide  
for a walkable city



**CROSS RIVER**  
PARTNERSHIP

SUPPORTED BY

**MAYOR OF LONDON**

# Foreword



**Will Norman**

Walking and Cycling Commissioner  
Greater London Authority  
& Transport for London

**Walking is an innately human activity. Almost everything we do starts by putting one foot in front of another. The problem is that we have designed it out of modern life. As our cities continue to grow, this car-centric approach has to change. Air pollution, physical inactivity and congestion threaten our health, economy and quality of life. We need to move people out of their cars and reshape our cities for more active travel.**

Walking offers an affordable solution to some of our most complex challenges. If all Londoners walked (or cycled) for only 20 minutes a day, we'd save billions in health care costs. Walking not only brings health benefits, it makes us happier, it helps bring communities together, it boosts local economies and above all it's a fun way to explore our great city.

I recently launched the Mayor's Healthy Streets for London document to set out our vision for prioritising walking, cycling and public transport. We know that a quarter of all car trips could be walked, and two thirds could be cycled. Imagine the huge benefits to our streets and Londoners that reducing private car use would provide.

Business Improvement Districts, London Boroughs, and Community groups are all working together to help deliver this change. This best practice guide aims to showcase some of the most recent innovative and partnership focused projects supported by a step-by-step best practice guide on how to achieve success with your own local healthy streets projects and I'm pleased to be able to share this with you.

# 10 Healthy Streets Indicators for London



## Case study key

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Unlocking walking links

The Low Line

Clean air walking routes

Light at the End of the Tunnel

Streetscape improvements to promote walking

Creative public realm improvements

Place making trail map

Urban market walking experience

An urban parklet — FitzPark

These **case studies** demonstrate how a range of local interventions such as greening, lighting and seating can have a big impact on our walking experience. Promoting walking need not require a big budget and a range of small interventions over time can have a huge benefit.

Top Healthy Streets objectives



## Clean air walking route

### The scheme

London's air pollution problem cannot be fixed overnight. In the meantime, exposure to air pollution must be reduced, particularly amongst at-risk groups and those frequently spending time in the most polluted places.

With the support of the Mayor's Air Quality Fund (MAQF), CRP's Clean Air Better Business (CABB) programme is helping our public and private sector partners to reduce exposure to air pollution through the development of clean air walking routes. The first of these was Urban Partners' 'Wellbeing Walk.'

### The process and results

Urban Partners' Wellbeing Walk is a signposted clean air walking route between King's Cross and Euston stations. While just one block back from busy Euston Road, independent monitoring by Kings College London has shown air pollution levels to be half that of Euston Road — the more traditional route between the two stations.

Foot traffic along the Wellbeing Walk more than tripled in its first year and local businesses along the route are noticing positive impacts. Urban Partners have experimented with temporary footpath stencils to help signal the route, and with CRP's support, will be making the route permanent and even cleaner and greener.

CRP has also developed an online clean air route finder ensuring organisations can provide live air quality information on their websites so visitors can plan their walking and cycling journeys along clean air walking routes. The widget has been used 50,000 times over the past year, promoting behaviour change amongst thousands of Londoners.

Signposted clean air walking routes and accessible data on air pollution enables positive behaviour change, delivering positive benefits for local businesses too.

### Next steps

CRP and partners are now developing additional clean air walking routes across central London.

[urbanpartners.london](http://urbanpartners.london)  
[crossriverpartnership.org](http://crossriverpartnership.org)

### Partners

Urban Partners  
*In association with*  
Cross River Partnership  
Mayor's Air Quality Fund



## Place making trail map

### The scheme

For 25 years South Bank Employers' Group (SBEG) has been working to improve the accessibility of South Bank for residents, employees and visitors to the area. This has been achieved through the collaboration and long-term commitment from their members to invest in public realm infrastructure, ongoing services such as graffiti and rubbish removal and destination marketing.

### The process and results

In the public realm SBEG has delivered projects from installing spectacular, functional LED lighting in the trees along the Riverside Walkway, to revolutionising the flow of pedestrians from Waterloo Station to the river. This has been achieved by the transformation of Sutton Walk; and improvements to the Spine Route, running from Westminster Bridge Road to Gabriel's Wharf, the creation of hugely well used and loved green spaces such as Jubilee Gardens. SBEG has been at the forefront of transforming South Bank into the destination it is for the 30 million people plus who visit every year.

### Next steps

SBEG continue to produce and distribute wayfinding maps, a walking guide, many other printed and online resources including the destination website [southbanklondon.com](http://southbanklondon.com) and related social channels to improve the accessibility to the South Bank.

[sbeg.co.uk](http://sbeg.co.uk)



### Partner

South Bank Employers' Group



## Creative public realm improvements

### The scheme

Camden Town Unlimited's (CTU's) Regents Canal clean air walking route is about enlivening a local historical asset and promoting the use of a safe, low-exposure route to Kings Cross from Camden High Street. The canal is a scenic walk that's bursting with potential, flanked by natural habitats and a thriving ecology which should be enhanced for the sake of the local community. The project aims to improve safety and awareness, increase connectivity and introduce artistic and exciting projects that entice people to use and enjoy the canal.

### The process and results

CTU's first step was to have five visualisations created by landscape architects, which could then be used as collateral when discussing the project and drumming up interest. They have now completed an in depth feasibility report creating imaginative and innovative ways to bring the canal to life whilst allowing the local ecology to thrive. Communication and consultation with all stakeholders, such as the Canal & River Trust, Met Police and Camley Street Nature Park has been absolutely essential in developing an understanding of the best way to achieve the project's goals.

### Next steps

CTU is looking forward to putting in to action the interventions suggested in the feasibility study, through organised days of work with local organisations and volunteers. These days will create a sense of ownership and local pride in the project.

[camdentownunlimited.com](http://camdentownunlimited.com)



### Partners

Camden Town Unlimited  
*In association with*  
Cross River Partnership  
Mayor's Air Quality Fund



## Streetscape improvements to promote walking

### The scheme

The Scheme is a joint freight and greening initiative.

Villiers Street sits within The Northbank Business Improvement District (BID), and is one of London's busiest pedestrian streets. The Villiers Street Delivery and Servicing plan (DSP) has been undertaken to enhance the pedestrian experience and looks at ways to reduce vehicle movements, street clutter, and improve air quality. In addition, greening projects are creating a 'cleaner, nicer, greener' walk from Villiers Street to Covent Garden.

### The process and results

The DSP identified opportunities for businesses to collaborate on a range of measures to reduce traffic. They include: shared storage space, re-timing deliveries, coordinated purchasing patterns and waste consolidation. Projects like CRP's Click. Collect. Clean Air, which is an on-line tool for identifying alternative parcel delivery options, are guiding personal staff deliveries away from the office which can reduce congestion. Green infrastructure enhances the street and supports local biodiversity and encourages community.

### Next steps

The Northbank BID has released a best practice toolkit to guide other BIDs and property owners through a DSP and to promote the benefits this can have on the pedestrian experience. Installation of street level planting with businesses, stakeholders and the community is now underway.

[thenorthbank.london/the-northbank-bid](http://thenorthbank.london/the-northbank-bid)  
[clickcollect.london](http://clickcollect.london)



### Partners

The Northbank  
*In association with*  
Transport for London  
Cross River Partnership



## Unlocking walking links

### The scheme

Through TfL's Central London Sub-Regional Transport Partnership (CLSRTP), Cross River Partnership (CRP) has delivered an innovative project to promote walking in Southwark.

CRP, the London Borough of Southwark, Southwark Living Streets, and the Newington Estate Residents Association have worked together to design and install a colourful lighting scheme at the entrance of the Newington Estate.

This project builds on CRP's pioneering work using lighting to overcome railway viaduct barriers to walking and movement, the Light at the End of the Tunnel.

The concept has been shared with local Councillors and has the support of the local community.

### The process and results

This new lighting scheme is part of a broader initiative in the area called Walk Elephant and is designed to enliven the space and to promote walking.

The project was launched with a lighting switch-on event in the Spring 2017. CRP will be promoting the use of the Healthy Streets Check for all walking projects.

### Next steps

We will be evaluating this feedback to look at how to design future lighting interventions.

<https://crossriverpartnership.org/projects/central-london-sub-regional-transport-partnership>



### Partners

London Borough of Southwark  
*In association with*  
Southwark Living Streets  
Newington Estate Residents Association  
Cross River Partnership



## An urban parklet — FitzPark

### The scheme

A parklet is typically an extension of the footpath that provides seating. It is a public space accessible to all often incorporating flexible, upcycled materials.

The Windmill Street parklet known as FitzPark aims to deliver a cleaner and greener Fitzrovia which encourages footfall and dwell time.

The temporary FitzPark will enhance the public realm by improving spaces to shop, socialise and do business — also enhancing public green spaces for local staff to enjoy on lunch breaks. The parklet will incorporate seating, planting, and a colourful crossing.

Improving the public realm, in particular the pedestrian environment through green infrastructure is an important part of addressing the Healthy Streets approach. A parklet is a great way to achieve this.

### The process and results

The Fitzrovia Partnership is part of an active group of BIDs in central London who attend the Clean Air Better Business and Greening the BIDs steering group meetings which promote and discuss public realm improvement opportunities. These meetings are coordinated by CRP.

The parklet project is set to launch in Summer 2017.

### Next steps

The Fitzrovia Partnership is looking to invest in other parklet opportunities in the area and is exploring additional site locations to support clean air walking routes — alongside the Local Borough of Camden.

[fitzroviapartnership.com](http://fitzroviapartnership.com)



### Partners

The Fitzrovia Partnership  
*In association with*  
The Mayor of London  
London Borough of Camden

The below case studies acknowledge many of the Healthy Streets Indicators. Certainly they all encourage people from all walks of life to choose to walk, cycle and use public transport. Listed against each case study are a few of the other Healthy Streets Indicators they also address.



## Light at the End of the Tunnel

### The scheme

Light at the End of Tunnel (LET) was launched by CRP in 2002 to tackle the severing effect of the ten kilometres stretch of disused railway viaducts running parallel to the Thames and forming a north-south divide.

### The process and results

Since 2002, CRP, and a number of partners from the private and public sector, worked together to restore arches and tunnels to the highest standard, using state of the art material and techniques to refurbish the tunnels, including innovative lighting, pigeon proofing, and CCTV. By cleaning the viaducts, increasing illumination with creative lighting techniques and by commissioning new public art, the pedestrian experience has been transformed. The tunnels and arches have become viable, safe and, above all, functional spaces. The regeneration of the tunnels and the areas surrounding them has enhanced access to transport, public safety and enjoyment in local tourist and leisure attractions. It has also triggered investment in some of the most deprived areas of the capital, promoting growth and development

### Next steps

The provision of further funding and support would guarantee the preservation and continuation of the project's outstanding legacy. It would continue to guarantee the transformation of dark, intimidating viaducts into bright, safe and enjoyable passageways. It would also transform a cumbersome 19th century structure at the centre of an ever developing city into a 21st century's asset to the London's economic and social growth.

[crossriverpartnership.org/projects/light-at-the-end-of-the-tunnel-let](http://crossriverpartnership.org/projects/light-at-the-end-of-the-tunnel-let)



### Partners

Better Bankside  
Team London Bridge  
We Are Waterloo  
London Borough of Southwark  
London Borough of Lambeth  
Cross River Partnership



## The Low Line

### The scheme

The Low Line is both a vision and a work in progress, being pioneered by Better Bankside working with neighbouring BIDs, Network Rail, London Borough of Southwark, Bankside Neighbourhood Forum and local landowners.

### The process and results

The long-term aim is to continue the process of opening up areas along and around the elevated rail viaducts running through the Bankside area and across south London, something that was started by CRP's successful Light at the End of the Tunnel (LET) programme. By reinstating pedestrian access at ground level the Low Line will promote alternative walking routes, particularly between London Bridge and Waterloo. This will regenerate rundown or underutilised assets such as the rail arches, support jobs and growth, and do so in a way that infuses sustainability and urban greening, enhancing users' experience of the public realm.

### Next steps

A key principle of the Low Line is that it will be realised incrementally over time, as projects link together to deliver a greater whole. Early projects coming forward include Union Yard (Network Rail led) and the Flat Iron Square Project (developer led), showing how different agencies can deliver different sections of the Low Line. With these and other projects, the capacity of the spaces to deliver more and better green infrastructure is fundamental to creating inviting pedestrian environments that will make the Low Line a significant new asset for London and Londoners.

[betterbankside.co.uk](http://betterbankside.co.uk)



### Partners

Better Bankside  
*In association with*  
Team London Bridge  
Network Rail  
London Borough of Southwark  
London Borough of Lambeth



## Urban market walking experience

### The scheme

The market place is a classic example of a flexible space that responds rapidly to changes in demand. This change makes the market space an exciting environment to explore on foot however this can make a market a challenging space to navigate.

CRP recently commissioned a marked based Delivery and Servicing Plan (DSP), the aim being to understand the operational issues faced by markets and identifying ways to make the walking experience more enjoyable.

### The process and results

The project focused on three inner London markets: Lower Marsh Market (LB Lambeth), East Street Market (LB Southwark) and Chapel Market (LB Islington) as examples of London markets that have their own unique set of best practice and operational issues. Similarly, they share common strengths and challenges that can be replicated or shared by markets elsewhere.

To achieve this site observations were made in relation to vehicular traffic, pedestrian footfall, deliveries and re-stocking, parking, waste management and a set of recommendations were made.

### Next steps

The next steps are to examine the feasibility of the interventions and work alongside partners to deliver recommendations included in the best practice toolkit such as:

- Market stall layout changes to reduce congestion 'hot-spots'
- Trialling temporary road closure in summer to facilitate pedestrian only market days
- Rethinking vehicle loading and unloading locations.

[crossriverpartnership.org/projects/central-london-sub-regional-transport-partnership](http://crossriverpartnership.org/projects/central-london-sub-regional-transport-partnership)



### Partners

London Borough of Southwark  
London Borough of Lambeth  
London Borough of Islington  
We Are Waterloo  
Cross River Partnership

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**Cross River Partnership (CRP) is central London's largest public private partnership and has been delivering regeneration projects in the capital since 1994.**

**Delivering London's Future Together**

# Step by step guide

**to designing your own high-impact, local walking initiative**



## 1

### Identify

Are there links to transport hubs that could be improved?

Can other key destinations be linked, e.g. schools or places of interest?

Are there existing development plans in place?

What will success look like?

## 2

### Collaborate

Are your neighbours, businesses, residents, borough and other stakeholders on board?

What can they contribute to the project?

Have you done a site visit?

## 3

### Develop

Can you apply TfL's Healthy Streets Check?

Have you sought advice from experts?

What is your timeline for delivery, and is your project scale achievable?

Have you considered alternative sources of funding?



## 4

### Deliver

Have you got your permissions and permits?

Are your contractors ready on site?

Do you have a communications plan?

## 5

### Evaluation & Maintenance

Have you reviewed post implementation?

Can you gather stakeholder feedback again?

Share your success story with your community!

