

The Walking Tube in Central London

A feasibility and implementation guide

July 2018

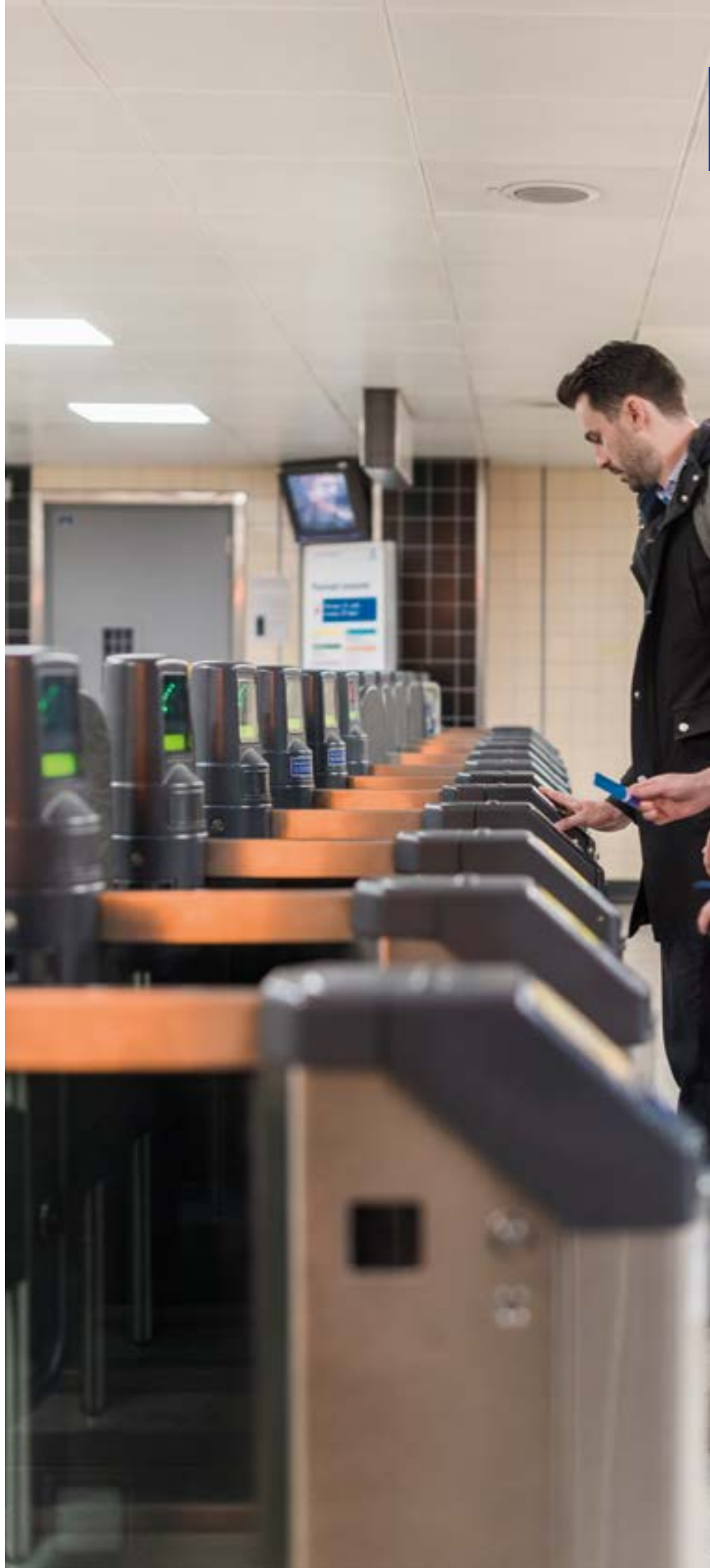


CROSS RIVER
PARTNERSHIP

This has been compiled as part of a research and implementation project for the [Central London Sub-regional Transport Partnership](#) (CLSRTP), a collective of eight central London boroughs, convened by [Cross River Partnership](#) (CRP) on behalf of [Transport for London](#) (TfL).

The CLSRTP boroughs are City of London Corporation, City of Westminster, London Borough of Camden, London Borough of Islington, London Borough of Lambeth, London Borough of Southwark, London Borough of Wandsworth and Royal Borough of Kensington & Chelsea.

For further information about this report, please contact crp@crossriverpartnership.org.





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> Executive summary

Cross River Partnership has been commissioned by the Central London Sub-regional Transport Partnership (CLSRTP), a collective of transport officers from central London's eight local authorities, to undertake a study into promoting walking as a means to alleviate an overcrowded and heavily used tube network. The CLSRTP boroughs are City of London Corporation, City of Westminster, London Borough of Camden, London Borough of Islington, London Borough of Lambeth, London Borough of Southwark, London Borough of Wandsworth and Royal Borough of Kensington & Chelsea.

The main objective of this study is to provide a palette of interventions that promote the 'walking tube' approach, promoting walking between some of the busiest tube stations in central London to alleviate overcrowding.

The interventions range from changing perceptions of the network to using wayfinding technology to encourage walking trips. These identified interventions will be shared with the CLSRTP borough partners, Transport for London, Business Improvement Districts (BID), town centre managers and other interested parties that could lead on delivering on these interventions.

A recent TfL study showed that **3.6 million of the 13 million trips made using motorised modes could be walked**, at least in part. The potential health benefits delivered by London's streets go beyond the physical activity that people get from walking in the city.

For further information, contact
crp@crossriverpartnership.org

Through encouraging increased walking, this report supports delivery of the 'Healthy Streets' approach championed in the Mayor's Transport Strategy (MTS) and the target for 80% of Londoner's trips to be on foot.

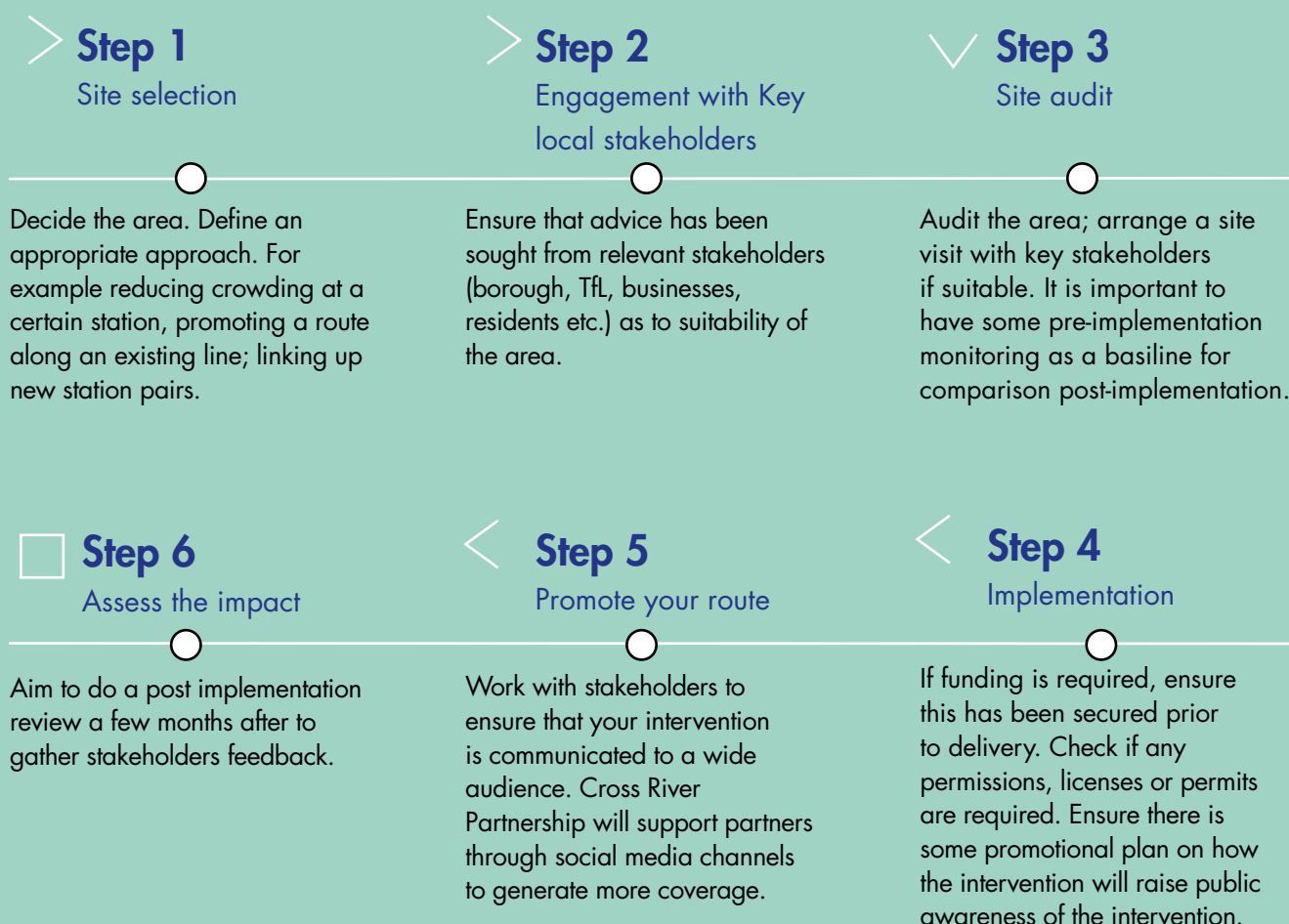
Walking tube interventions offer cleaner air, less noise, more connected neighbourhoods, improved physical fitness, better mental health and wellbeing for Londoners. Encouraging walking increases social traffic on our streets that in turn generates economic traffic.

This report also aims to increase Londoner's daily physical activity. The Mayor's Transport Strategy wants 70% of Londoners achieve 20 minutes of active travel a day. Example interventions have been proposed to help commuters achieve their daily active travel targets.

The report summarises some example interventions, delivered by different stakeholders, highlighting the benefits of taking these alternative approaches to signposting and wayfinding for short, link trips instead of taking the tube.

It identifies 6 'next steps' for organisations that are seeking to undertake similar work in their areas to implement and monitor walking tube interventions.

CRP would like to see the walking tube rolled out pan-London so that other boroughs and partner organisations can begin to investigate what approaches would be suitable for them to implement and contribute towards a modal shift to more walking journeys across London.



Introduction

In central London, over 100 journeys between underground stations are actually quicker when made on foot compared to other modes¹.

In addition, walking is a great way of exploring London.

Walking makes it easier for visitors, workers and residents to visit businesses, reduce exposure to air pollution and keep them fit and healthy.

The 'walking tube' concept is based on addressing two key issues:

- 1 Increasing Londoners' daily physical activity: Walking is a free and a simple way to get more active. A brisk 10-minute daily walk has a noticeable positive impact on both physical and mental health².
- 2 Reducing overcrowding on underground trains and stations during peak hours: Many stations in central London are regularly forced to close temporarily during peak hours to avoid dangerous levels of overcrowding on platforms, Oxford Circus, for example, has to close on average every three days³.

In 2015 Transport for London launched a [Walking Tube Map](#) showing the walking times between stations on the same line, and then in August 2016 launched a follow-up [Steps Tube Map](#) showing the number of steps between stations. Often these routes are not clearly signposted above ground; missing the opportunity to promote a healthier walking option.

This document aims to act as a guide to promoting walking and other forms of active travel for short trips within Central London based around the concept of the 'walking tube'.

The Mayor's Transport Strategy has put 'healthy streets' at the heart of proposals to reshape transport in the capital for the next 25 years and the successful implementation of the 'walking tube' concept will be a key component of this in the central London context.

The potential of London boroughs to realise the transformational ambitions within the new [Mayor's Transport Strategy](#) (MTS) is great.

Boroughs have the necessary insights as to what makes their local area work and how best to manage their streets to create healthy places for people to live, work and visit.

We need to make it easier and more enjoyable to walk around London. We all hop on the Tube to take short journeys around central London... the new steps map will encourage more of us to walk these short journeys instead - it's good for our health and it will help support London's small businesses.

— Sadiq Khan, 2016

To help identify if an intervention is suitable for a specific area, each section has been summarised based on potential level of impact on increasing walking trips (on a scale of 1-5 **with 1 being no impact to 5 very high impact**). The summary suggests timescales to implement (short, medium, long), some estimated costs and which stakeholders could initiate the intervention.

For further information, contact crp@crossriverpartnership.org



¹ [Walking people at your service](#) (Living Streets)

² [Walking for health](#) (NHS)

³ [Oxford Circus Tube station 'closes every three days' for overcrowding](#) (BBC)

> Benefits of 'walking tube' intervention

London boroughs key role to play in the implementation of the new [Mayor's Transport Strategy](#) is realised through their Local Implementation Plan (LIP3) applications.

The 2018/19 [LIP guidance](#) specifically highlights the need to create healthy streets for healthy people.

Encouraging people to walk instead of taking the tube has many benefits including:

- Improving both the **physical and mental health** of Londoners. Physically active people have up to a 30% reduced risk of becoming depressed.
- Increasing **economic activity** on the streets, activating underused areas. The Mayor has emphasised that creating a safe walking environment can positively impact on the night economy. A clear, safe and well lit walking and cycling environment is also essential to encourage active travel at all times.
- Promoting areas of **cultural interest and green spaces**. Evidence suggests that being physically active in the outdoors and in green environments is more beneficial to general wellbeing than indoor activities.
- **Developing communities** and opportunity for interaction between Londoners from all walks of life.
- Promoting a walking culture and contributing to **a modal shift** away from private cars. Promoting walking is a 'best buy' both for health and for active travel. Well-designed walking initiatives are recognised as excellent value for money. They deliver benefit-to-cost ratios of between 3 to 1 and 20 to 1, and with costs per quality year of life gained that are considerably less than those thought reasonable for clinical interventions.
- Contributing to the wider case for **increased greening, supporting sustainable urban drainage and reducing air pollution**.

⁴ [Why you should take a walking lunch](#) (Living Streets)

⁵ [Culture and night time economy Supplementary Planning Guidance](#) (GLA)

⁶ Thompson-Coon J, Boddy K, Stein K, Whear R, Barton J, Depledge MH. Does participating in physical activity in outdoor natural environments have a greater effect on physical and mental wellbeing than physical activity indoors? A systematic review. *Environ Sci Technol* 2011, 45:1761–1772

⁷ NICE. *Walking and Cycling: Local Measures to Promote Walking and Cycling as Forms of Travel or Recreation* (NICE public health guidance 41, 2012)

A person who is
active every day
reduces their risk of:

Type 2 diabetes

35-50% ✓

Coronary heart disease

20-35% ✓

Hip fracture

36-68% ✓

Death

20-35% ✓

Depression

20-30% ✓

Alzheimer's disease

20-35% ✓

Breast cancer

20% ✓

Colon cancer

30-50% ✓

There are significant health benefits
associated with encouraging
people to walk more. (Source: TfL)



Interventions made above ground to encourage people to walk instead of taking the tube also support the wider healthy streets agenda providing widespread benefits for all.

This 'walking tube' report offers various low cost but high impact ways that boroughs can encourage more walking and meet some of the outcomes under the healthy streets banner.



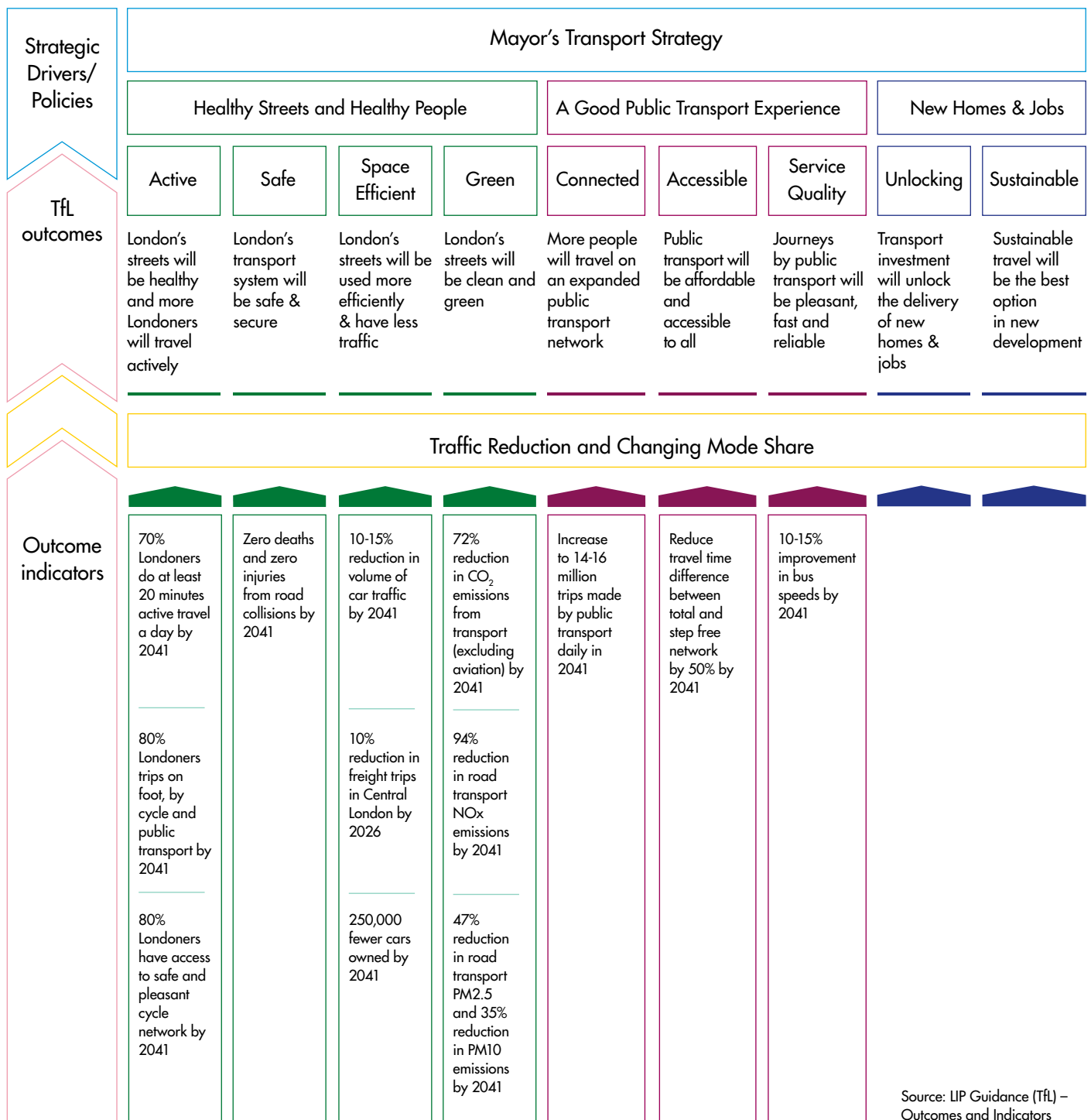
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Healthy Street indicators

- 1 Pedestrians from all walks of life
- 2 People choose to walk, cycle and use public transport
- 3 Clean air
- 4 People feel safe
- 5 Not too noisy
- 6 Easy to cross
- 7 Places to stop and rest
- 8 Shade and shelter
- 9 People feel relaxed
- 10 Things to see and do

Source: TfL

Outcomes and Indicators



Changing perceptions

The Tube map is iconic to London's identity, and tube and rail stations act as key anchors for both visitors and Londoners alike to visualise and mentally map the city.

However, the Tube map can in some cases be misleading for travellers about the distances between stations, which are sometimes easily walkable.

In many cases, station names influence peoples' perception of a particular area such as High Street Kensington, West Hampstead or Clapham Junction⁸. The simplicity of the Tube map, based on underground lines and interchanges, allows people to navigate across the city by Tube with relative ease. Nevertheless, the misrepresentation of stations in relation to their true above ground locations – particularly in their geographic relation to one another – acts as a hindrance to promoting short walking trips in Central London.

On the traditional Tube map, zones 1 and 2 appear disproportionately large. In Central London the distance between stations, particularly those on different lines, often appears much greater than it is. The current 'walking tube' map provides information on the walking times and number of steps between stations on the same Tube line, but does not link surrounding stations on different lines.

There are many potentially successful 'walking tube' interventions which could join up stations on different lines, going beyond simply encouraging someone to walk a stop or two along an existing line. Whilst many regular commuters and residents may know that certain stations are very walkable, despite their placing on the Tube map, highlighting this to the occasional visitor has the potential to greatly increase short walking trips that would otherwise be made by Tube. Furthermore, there exists the possibility to 'create' completely new walking links between Tube stations on several different lines when encouraging people to walk above ground.

In addition to the great health and transport outcomes, promoting the walking tube could also deliver the following outcomes:

- Increased footfall and pedestrian safety in previously under visited areas
- More visibility and sales for businesses along the route
- Reduced air pollution exposure from use of the underground
- Increased community cohesion
- More opportunities for urban realm improvements; cultural development and social interactions.

Cross River Partnership recently delivered an innovative walking project with partners (London Borough of Southwark, Southwark Living Streets, and the Newington Estate Residents Association) on the [Newington Estate](#) part of the '[Walk Elephant](#)' initiative.

Building 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 project involved the design and installation of a colourful, dynamic lighting scheme at the Steadman Street entrance of The Newington Estate. This enlivened the space and encouraged walking between bus connections on Walworth Road and Kennington tube station.

⁸ [Legible London Yellow Book](#) (TfL, p.19)



> Walking Tube Link Examples

Local Authority officers delivering local schemes in their boroughs can use the '[real distance tube map](#)' to identify walking routes by linking up stations on different Tube lines.

Such opportunities are particularly prevalent, but by no means exclusive to, the areas used as examples in this section; the City of London/Chancery Lane area, the Paddington to Euston corridor, and stations in Waterloo-Elephant & Castle-London Bridge triangle.

TfL have also published a useful document of stations where it is [quicker to walk than take the tube](#), which also highlights 50 station pairs that are quicker to walk between than taking the Tube, or Overground, many 'linking' Overground stations to nearby tube lines.

Example 1

City of London
Chancery Lane area

Station A	Distance/Walking time	Station B
Bank	300m — 5 mins	Cannon Street
Bank	450m — 6 mins	Mansion House
Barbican	600m — 8 mins	St Paul's
Farringdon	650m — 8 mins	Chancery Lane
Farringdon	1000m — 12 mins	St Paul's
Monument	900m — 11 mins	Liverpool Street
St Paul's	550m — 7 mins	Mansion House
St Paul's	800m — 10 mins	Blackfriars
St Paul's	750m — 10 mins	Cannon Street
Temple	1000m — 12 mins	Holborn
Temple	1100m — 14 mins	Chancery Lane

Keys

Bakerloo	Metropolitan
Central	Northern
Circle	Piccadilly
District	Victoria
Hammersmith & City	Waterloo & City
Jubilee	DLR
	Overground
	TFL Rail

The standard Tube map is useful for identifying walkable routes between the west and east of the City of London/Chancery Lane area. However, walkable north-south routes are much harder for the casual traveller to identify. From the new Farringdon-Barbican station serving the Thameslink and Elizabeth lines in addition to three Tube lines, both Chancery Lane and St Paul's can be reached quite comfortably by foot in under ten minutes. District and Circle line stations to the south of the Central line are also easily walkable, and have the potential to be linked with stations further north in the area on walking routes that anchor via Central line stations.

Stations such as Farringdon and Barbican appear much further from the Central line and District line stations on the Tube map than they are. (Source: TfL)

Tube distance map



Real distance map









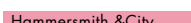
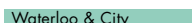






Example 2

Paddington —
Euston corridor

Station A	Distance/Walking time	Station B
Bayswater — 	250m — 3 mins	Queensway — 
Bayswater — 	850m — 11 mins	Royal Oak — 
Euston Square — 	700m — 9 mins	Goodge Street — 
Euston Square — 	260m — 4 mins	Warren Street — 
Great Portland Street — 	500m — 7 mins	Warren Street — 
Marble Arch — 	1100m — 15 mins	Edgware Road — 
Marylebone — 	550m — 8 mins	Baker Street — 
Marylebone — 	550m — 8 mins	Edgware Road — 
Paddington — 	550m — 8 mins	Lancaster Gate — 
Regents Park — 	210m — 3 mins	Great Portland Street — 
Royal Oak — 	1000m — 14 mins	Warwick Avenue — 

Keys

The location of stations in the north-western corner of zone 1 from Paddington to Euston look very different on the Tube map. The District/Circle line running between Notting Hill Gate and Paddington appears to run on a north-south trajectory, yet in reality it runs on an east-west routing parallel to the central line. Many stations on different lines are within easy walking distance from each other in the area. These walking routes also pass through shopping areas boosting the impact of the [pedestrian pound](#). There is particular potential for walking trips to connect mainline stations to other nearby tube lines, most notably Marylebone to Baker Street and Edgware Road, and Paddington to Lancaster Gate.



Real distance map

Tube distance map



Example 3

Waterloo-Elephant & Castle-London Bridge triangle

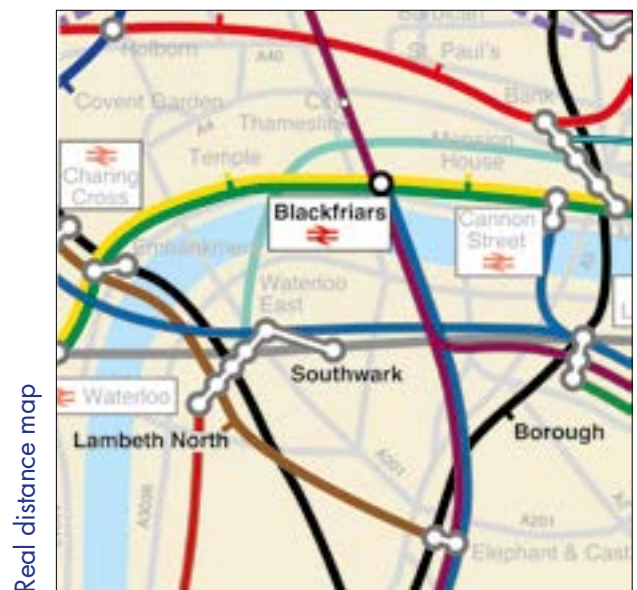
Station A	Distance/Walking time	Station B
Southwark	850m — 11 mins	Blackfriars
Southwark	1000m — 13 mins	Borough
Southwark	850m — 11 mins	Lambeth North

Keys	
Bakerloo	Northern
Central	Piccadilly
Circle	Victoria
District	Waterloo & City
Hammersmith & City	DLR
Jubilee	Overground
	TFL Rail

Waterloo is the busiest station on the London Underground network⁹. It is particularly crowded at peak times, yet quieter alternative stations are only a short walk away. Stations along the Circle/District line on the northern side of the Thames are also well connected to areas around the Southbank, potentially avoiding the need to change at Waterloo or Embankment. Walking Tube interventions in the area could provide a welcome relief to stations operating at capacity, encouraging travellers to use Lambeth North (Bakerloo line), Southwark (Jubilee line) and Borough (Northern line).

These stations serve similar catchment areas to their busier counterparts; Borough station is only an 8 minute (450m) walk from London Bridge, and Southwark and Lambeth North are only 10 minutes (800m) from Waterloo. An improved walking environment, including adequate wayfinding, would provide a good incentive for both commuters and occasional travellers to walk to alternative stations within the areas – particularly if an increase in walking time was counteracted by street to platform access times when using quieter stations. Southwark station (linked to Waterloo East) is also directly on a north-south thoroughfare providing quick walking access to the area around Blackfriars.

⁹ [London Underground Facts and Figures](#) (TfL)



Walking Tube Intervention Types

Interventions based around the 'walking tube' can have a variety of different purposes, and once an area has been selected the next step should be to find a suitable walking route which can be implemented and promoted.



This section provides some ideas for approaches which can be taken for a 'walking tube' intervention.

> Promoting out of station interchanges

Out of station interchanges (OSIs) allow customers using London's tube and rail network to interchange between stations without being charged for two separate journeys.


OSIs are time limited to assure that passengers are genuinely passing through the stations on a single journey; for example Kentish Town and Kentish Town West are 700m apart (roughly a 9 minute walk) and have an OSI time limit of 20 minutes.

At present there exist **132 official OSIs**. Other suitable pairs of stations where a 'walking tube' intervention could be implemented exist, even though they are not currently recognised as OSIs by the Oyster/Contactless payment system.

Out of the 24 example station pairs highlighted in the previous section, only four are currently recognised at OSIs.

OSIs help in providing a financial incentive (or making sure there is no financial disincentive) attached to walking instead of taking the tube. They have the potential to act as a strong 'pull' factor and a quick win for boroughs. By promoting existing OSIs, and working in partnership with London Underground to create new ones, there is the potential for OSIs to work as a key component of the 'walking tube' concept.

Current availability of OSIs in report focus areas:

Station A	 Distance/Walking time	Station B	Availability
Bank 	300m — 5 mins	Cannon Street 	✓
Bank 	450m — 6 mins	Mansion House 	✗
Barbican 	600m — 8 mins	St Paul's 	✗
Farringdon 	650m — 8 mins	Chancery Lane 	✗
Farringdon 	1000m — 12 mins	St Paul's 	✗
St Paul's 	550m — 7 mins	Mansion House 	✗
St Paul's 	800m — 10 mins	Blackfriars 	✗
St Paul's 	750m — 10 mins	Cannon Street 	✗
Temple 	1000m — 12 mins	Holborn 	✗
Temple 	1100m — 14 mins	Chancery Lane 	✗

Area 1 – City of London/Chancery Lane area

Area 2 – Paddington-Euston corridor

Station A	Distance/Walking time	Station B	Availability
Bayswater	250m — 3 mins	Queensway	✗
Bayswater	850m — 11 mins	Royal Oak	✗
Euston Square	700m — 9 mins	Goodge Street	✗
Euston Square	260m — 4 mins	Warren Street	✓
Great Portland Street	500m — 7 mins	Warren Street	✗
Marble Arch	1100m — 15 mins	Edgware Road	✗
Marylebone	550m — 8 mins	Baker Street	✗
Marylebone	550m — 8 mins	Edgware Road	✗
Paddington	550m — 8 mins	Lancaster Gate	✓
Regents Park	210m — 3 mins	Great Portland Street	✗
Royal Oak	1000m — 14 mins	Warwick Avenue	✗

Area 3 – Waterloo- Elephant & Castle- London Bridge triangle

Station A	Distance/Walking time	Station B	Availability
Southwark	850m — 11 mins	Blackfriars	✓
Southwark	1000m — 13 mins	Borough	✗
Southwark	850m — 11 mins	Lambeth North	✗



There is potential for promoting out of station interchanges to commuters.

At present there isn't an official process in requesting these interchanges to be recognised by Transport for London/ London underground.

Cross River Partnership is in a great position as the lead for the CLSRTP to approach Transport for London and discuss setting up a process. The CLSRTP boroughs are City of London Corporation, City of Westminster, London Borough of Camden, London Borough of Islington, London Borough of Lambeth, London Borough of Southwark, London Borough of Wandsworth and Royal Borough of Kensington & Chelsea.

✓ Impact

● ● ● ○ ○

✓ Timescale

Short (Quick win),
Medium, **Long**

✓ Costs

£0 - £TBD

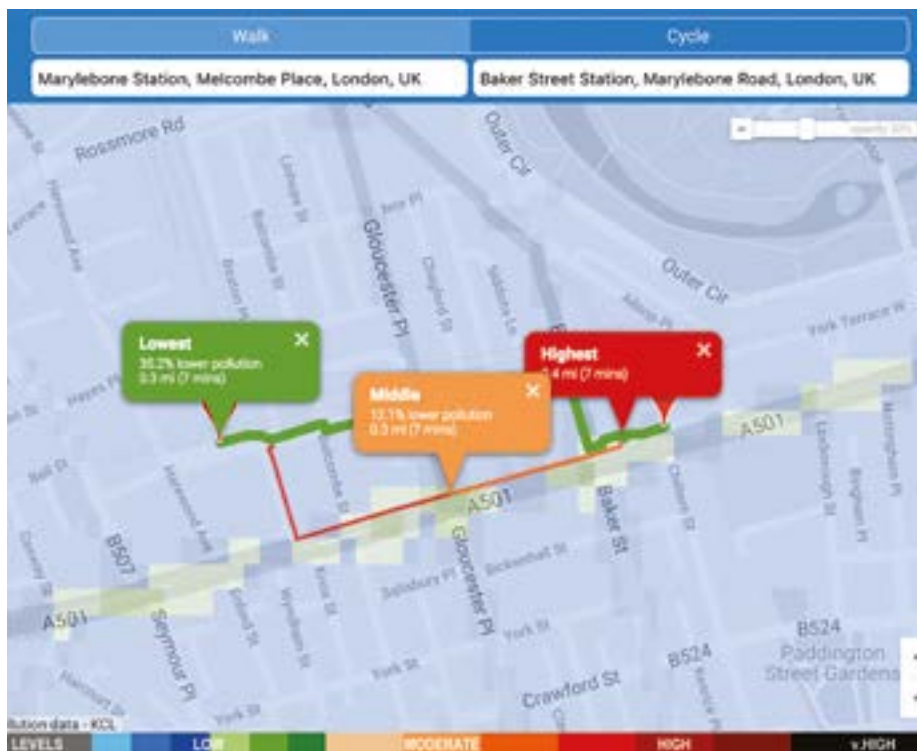
✓ Potential delivery lead

Transport for London with
advice from boroughs

> Low Pollution Walking Routes

On key routes where high footfall already exists between stations (e.g. between Kings Cross St Pancras and Euston) the onus of a 'walking tube intervention' may be to provide a safe, legible walking route which also reduces the individual's exposure to harmful pollutants, particularly for routes which experience high levels of vehicular traffic.

Tools such as Walkit's [Urban Walking Route Finder](#) and can be used to identify the least polluted routes between stations which may be suitable for a 'walking tube' intervention.



CRP's [Clean Air Route Finder](#) - Through the Mayor's Air Quality Fund, the Mayor supported the Clean Air Better Business (CABB) project to develop an interactive map of London that allows you to put in any route and be shown a low pollution walking option. Using funding from the Mayor, CABB created a tool that enables all of the project's Business Improvement District partners to place this interactive map on their websites.

CABB undertook monitoring of some clean air routes which showed between **30-60 per cent lower** air pollutant concentrations on the clean air walking routes compared to main street routes.

Air pollution is high on the agenda and encouraging routes that help reduce pedestrian exposure is key to getting more people walking. This can be implemented through having the Clean Air Route Finder widget embedded on your organisations website.

Impact



Timescale

Short (Quick win),
Medium, Long

Costs

£1500 -

Potential delivery lead

CRP, Borough, BID,
Local business

The [Wellbeing Walk](#) between St Pancras and Euston provides a good example of linking two busy stations together through the identification and promotion of a low pollution route avoiding the Euston Road. A similar approach could be taken to promote a cleaner air walking route between Marylebone and Baker Street station, as well as similar such interventions linking National Rail and Tube stations in and around the City of London which are already frequently walked, yet often along more polluted streets.



Impact



Timescale

Short (Quick win),
Medium, Long

Costs

£500 - £TBD

Potential delivery lead

Borough, BID, or town
centre management

> Tranquil Places and Street Types

Encouraging Londoners to de-stress, and discover tranquil places in Central London has the potential to be an important driver in promoting the 'walking tube'. Tranquil City's [Tranquil Pavement](#) tool, maps the city based on noise levels and tranquillity, and encourages users to upload and share photos of tranquil spaces.



In line with the element of 'things to see and do' which acts as one of the [Healthy Streets](#) indicators, such an approach could be applied to 'walking tube' interventions by emphasising and highlighting the existing sense of 'place' along a route.

TfL's [Street Types](#) also acts as a useful resource in identifying streets with high 'place' value and/or low vehicular movement which can be used to select particularly appealing 'walking tube' routes.

A tranquil place identified on the route between Southwark and Waterloo stations (Source: Tranquil City)

✓ Impact

● ● ● ● ○

✓ Timescale

Short (Quick win),
Medium, Long

✓ Costs

£Free - online tool

✓ Potential delivery lead

Borough, BID, Town centre
management, Landowners





> Working with local Business Improvement Districts (BIDs)

Boroughs should actively engage with local businesses / business improvement districts (BIDs) to explore how they can work in partnership to encourage walking.



Work with BIDs to encourage additional walking trips by raising awareness of where it is quicker to walk than take the tube. This can be delivered simply through highlighting walking routes on area maps published by a local BID, or through BID member businesses and destinations publishing maps and routes on their 'how to get here' webpage information for visitors.

For example [New West End Company](#) has committed to working even closer with Westminster City Council and Transport for London to implement the walking strategy for the core West End, creating more spaces for pedestrians.

In preparation for the arrival of the Elizabeth Line they aim to:

- Implement an oasis scheme with Westminster City Council and Transport for London delivering at least five upgrades by 2020 to increase consumer dwell time and greater pedestrian movement
- Improve the wayfinding and signage to encourage greater pedestrian movement north and south of Oxford Street



> Bringing existing lines above ground

Alongside identifying new station pairs, bringing existing Tube lines to life above ground is a very effective way of increasing walking trips in Central London, building upon existing links and lines which are already familiar and recognisable to visitors as well as Londoners.

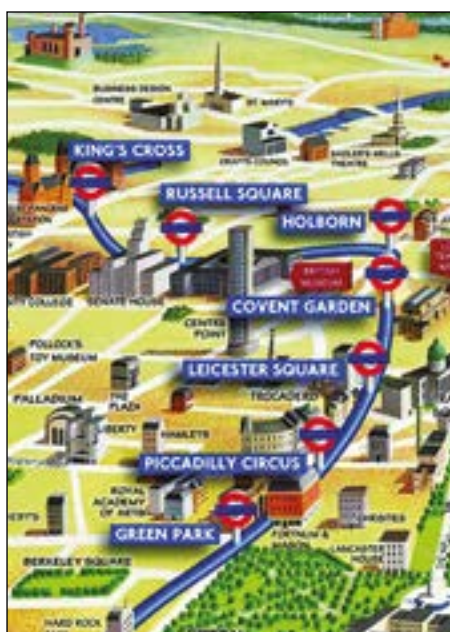
A small number of stations could be selected, for example the central core of the Piccadilly Line, or an entire Tube line (see examples below). Identifying an existing underground link between two stations, users can make use of existing landmarks and wayfinding

mechanisms to undertake the journey above ground on foot. This method is particularly effective in areas where are highly frequented by tourists, increased wayfinding is likely to be necessary, examples of which can be found in the following section.

Example 'walking tube' focus areas based on existing Tube routes

Tube line Station chain

Northern	○ Euston – Mornington Crescent – Camden Town – Chalk Farm
Northern	○ Euston – Warren Street – Goodge Street – Tottenham Court Road – Leicester Square – Charing Cross
Piccadilly	○ Hyde Park Corner – Knightsbridge – South Kensington
Central	○ Marble Arch – Lancaster Gate – Queensway – Notting Hill
Victoria	○ Oxford Circus – Green Park - Victoria
Bakerloo	○ Regent's Park – Oxford Circus – Piccadilly Circus – Charing Cross
Bakerloo	○ Paddington – Edgware Road – Marylebone – Baker Street – Regents Park



✓ Impact



✓ Timescale

Short (Quick win),
Medium, Long

✓ Costs

£Free - online tool

✓ Potential delivery lead

Borough, BID, Town centre
management, Landowners

Wayfinding

Each 'walking tube' scheme should be context specific, yet they must all include some forms of wayfinding.

This section suggests different wayfinding methods, which could be implemented as part of a 'walking tube' intervention.



>Deciding what to sign

It is important to decide what exactly to sign based on the nature of the intervention. In some cases you may sign people to a specific location or area (e.g. signing from Farringdon to Chancery Lane).

In other cases you may highlight an existing Tube above the ground (e.g. the Bakerloo line from Regents Park to Charing Cross). Any potential route should be audited for existing street furniture and wayfinding to avoid duplication or unnecessary confusion.

Colour coded street furniture



Coloured benches can help mark a route
(Source: Andy Martin)

✓ Impact

● ● ● ● ○

✓ Timescale

**Short (Quick win) to
Medium, Long**

✓ Costs

£100 - £5000+ depending
on complexity of scheme

✓ Potential delivery lead

Boroughs, BID, TfL

Most appropriate for highlighting an existing Tube route above ground.

In line with the Healthy Streets indicator of 'places to stop and rest', fitting benches strategically along a route that reflect the colour of the Tube line can provide both an interesting and useful wayfinding mechanism.

Existing street furniture such as bins, lampposts or planters can also be utilised to the same effect – providing gentle reassurance to the pedestrian that they are on the right route.

Engage. Animate. Transform (E.A.T.)



An E.A.T. project poster (Source: Edible Bus Stop)

✓ Impact

● ● ● ○ ○

✓ Timescale

**Short (Quick win),
Medium to Long**

✓ Costs

£* depending on complexity
of scheme

✓ Potential delivery lead

Transport for London, Boroughs,
BID, local businesses

[The Edible Bus Route](#) from Clapham Common to Crystal Palace identified sites along the route to be used as design-led community growing spaces and neighbourhood 'hubs' through engaging the community, animating identified spaces along the route, and transforming them. This approach would be very effective when applied to a 'walking tube' intervention; a route punctuated by pocket parks, hanging baskets, or planters would serve as an innovative wayfinding tool, and to improve the quality of the urban realm. In central London, Business Improvement Districts (BIDs) have a good potential to help deliver an E.A.T. project.

Legible London



Extra Legible London signs on Waterloo Road and Westminster Bridge Road would provide pedestrians with a clear walking route to Lambeth North station. (Source: TfL - basemap)

● Existing Legible London signs ● Extra signs to support the 'walking tube'

The [Legible London](#) wayfinding system celebrated its 10th anniversary in 2017 and is already commonplace in central London. Legible London attempts to provide enough information for pedestrians to find their way around above ground, highlighting key landmarks and Tube stations. Cross River Partnership were one of the original pioneers of Legible London¹⁰.

When undertaking a 'walking tube' intervention above ground, a full Legible London audit should be undertaken. In many cases, additional signage can be added to existing Legible London schemes to give pedestrians, particularly visitors, more confidence in navigating the Tube map above ground. It is also important to check that the Legible London base map is correct, sometimes key walking 'short cuts' may not appear and an amendment to the base map will need to be made.

✓ Impact	✓ Timescale	✓ Costs	✓ Potential delivery lead
● ● ● ● ●	Short (Quick win), Medium to Long	£1000 - £* depending on complexity of scheme	TfL, CRP, Boroughs, BID

Station signage



Covent Garden, Piccadilly Line signed from Embankment station, District/Circle lines (Source: Andy Martin)

Having signage inside London Underground stations is also a way of increasing the success of a 'walking tube' intervention. Putting appropriate signage will need the approval of the station's area manager.

✓ Impact	✓ Timescale	✓ Costs	✓ Potential delivery lead
● ● ● ○ ○	Short (Quick win), Medium, Long	£* dependent on permissions	Transport for London

Public Art & Culture

Cross River Partnership is working with partners in Wandsworth Council on a project on [Ravenet Street](#). This is a dimly-lit pedestrian and cyclist shortcut that was surveyed using the Healthy Streets check. There was huge support for improving the 'things to see and do' aspect of improvements. This project is utilising public art to improve the walking experience between Queenstown Road station and the Doddington and Rollo estate.

With the backdrop of the Mayor's draft Culture Strategy, boroughs drafting their Local Implementation Plan-3 applications and having the Healthy streets drive within the Mayors Transport Strategy – there is great scope to make better linkages between public art in the urban realm encouraging walking and cycling journeys.



Wayfinding technology



✓ Impact



✓ Timescale

Short (Quick win), Medium, Long

✓ Costs

Free - £50, most of the apps are free*

✓ Potential delivery lead

Boroughs, BIDs, businesses, and landowners could communicate apps and routes that are best suited to their residents/visitors/staff

It is also important to know how people use technology as a source of information for getting around the city.

Some applications for routes between two points using various different apps and web pages including the following:

- [Apple Maps](#)
- [Bing Maps](#)
- [City Mapper](#)
- [Google Maps](#)
- [Moovit](#)
- [TfL Journey Planner](#)
- [Transit](#)
- [Wikiroutes](#)

¹⁰ [Legible London-A wayfinding study](#)
(Central London Partnership - 2006)

Next Steps for the Walking Tube

The next steps are to examine which of the suggested interventions could be trialled in your area. For example, perhaps identify an area that would benefit from a 'Clean air walking route' then utilise wayfinding technology to signpost visitors or employees to the best routes to walk to your site. The potential next steps have been summarised in 6 quick steps to implement your own walking tube intervention.

Step by step guide

Step 1

Site selection

Decide the area. Define an appropriate approach. For example reducing crowding at a certain station, promoting a route along an existing line; linking up new station pairs.

Step 2

Engagement with Key local stakeholders

Ensure that advice has been sought from relevant stakeholders (borough, TfL, businesses, residents etc.) as to suitability of the area.

Step 3

Site audit

Audit the area; arrange a site visit with key stakeholders if suitable. It is important to have some pre-implementation monitoring as a baseline for comparison post-implementation.

Step 4

Implementation

If funding is required, ensure this has been secured prior to delivery. Check if any permissions, licenses or permits are required. Ensure there is some promotional plan on how the intervention will raise public awareness of the intervention.

Step 5

Promote your route

Work with stakeholders to ensure that your intervention is communicated to a wide audience. Cross River Partnership will support partners through social media channels to generate more coverage.

Step 6

Assess the impact

Aim to do a post implementation review a few months after to gather stakeholders feedback.

Sources and Further Reading

Sources and Further Reading

- [Walking people at your service](#) (Living Streets)
- [Walking Tube Map](#), (TfL)
- [Steps Tube Map](#), (TfL)
- [Mayor's Transport Strategy](#), (GLA)
- [Walking for health](#) (NHS)
- [Oxford Circus Tube station 'closes every three days' for overcrowding](#) (BBC)
- [Local Implementation Plan guidance 2018/19](#) (TfL)
- [Geographically accurate tube map](#) (Mapping London)
- [Walking times between stations on the same line](#) (TfL)
- [Guide to Healthy Streets indicator](#) TfL)
- [Legible London Yellow Book](#) (TfL)
- [The Pedestrian Pound](#) (Living streets)
- [London Underground Facts and Figures](#) (TfL)
- [Out of station interchanges](#) (TfL)
- [Urban Walking Route Finder](#) (Walk-It)
- [Clean Air Route Finder](#) (Cross River Partnership)
- [Wellbeing Walk](#) (Urban Partners London)
- [Tranquil Pavement toll](#) (Tranquil City)
- [Street Types for London](#) (TfL)
- [Legible London](#) (TfL)
- [Analysis of walking potential](#) (TfL)
- [Why you should take a walking lunch](#) (Living Streets)
- [Legible London-A wayfinding study](#) (Central London Partnership - 2006)
- [Culture and night time economy](#) Supplementary Planning Guidance (GLA)
- Thompson-Coon J, Boddy K, Stein K, Whear R, Barton J, Depledge MH. Does participating in physical activity in outdoor natural environments have a greater effect on physical and mental wellbeing than physical activity indoors? A systematic review. Environ Sci Technol 2011, 45:1761–1772
- NICE. Walking and Cycling: Local Measures to Promote Walking and Cycling as Forms of Travel or Recreation (NICE public health guidance 41, 2012)


Maps

Tube distance map



Real distance map





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