

Parks and Open Spaces: Keeping our Air Clean in a Post-Covid Era

Chair:
Tomos Joyce,
Project Officer



Today's Speakers



Tony Leach
Chief Executive
Parks for London

Speaker



Jacqueline Bleicher
Urban Design Director
Global Urban Design

Speaker



Susannah Wilks
Director
Cross River Partnership

Speaker



Fiona Coull
Project Manager
Cross River Partnership

Speaker



Tomos Joyce
Project Officer
Cross River Partnership

Chair / Speaker



Ross Phillips
Project Officer
Cross River Partnership

Chat Moderator



Rachael Aldridge
Project Officer
Cross River Partnership

Webinar tech support



Safeguarding our green spaces



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Department
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Food & Rural Affairs

Today's Agenda

1. CRP Introduction
/ Parks Context

2. Pfl: The Role of
Parks and Open
Spaces

3. GUD:
Placemaking
Suitable for a Post-
Covid Era

4. Green Spaces:
Their Role in Our
Streets

Have your say:
Q/A session after each
presentation



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Introduction to Cross River Partnership

Susannah Wilks, CRP Director



CRP Projects



CRP's Vision



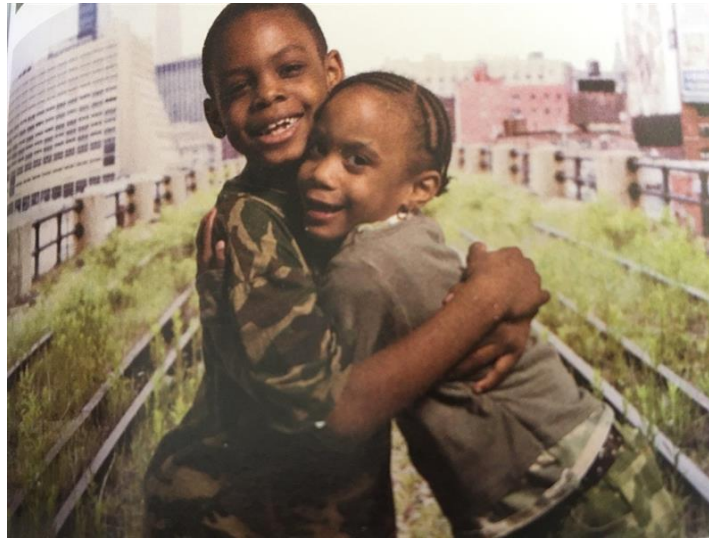
Rick Miller, 2018



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Park-led Recovery



Green Infrastructure and Low Emission Neighbourhoods



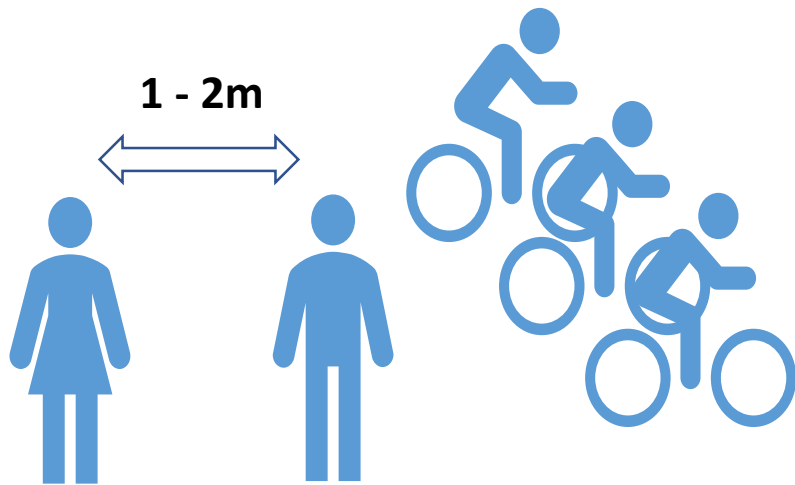
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CRP's Support for Green Infrastructure

Cross River Partnership is working at pace to help support communities, Local Authorities and private bodies with their Covid-19 response

Physical Interventions



Monitoring



Guidance



The Importance of Parks and Open Spaces

Tony Leach, Parks for London



Parks and green spaces: keeping our air clean

Urban parks

Effective tool for noise
& air pollution
mitigation.

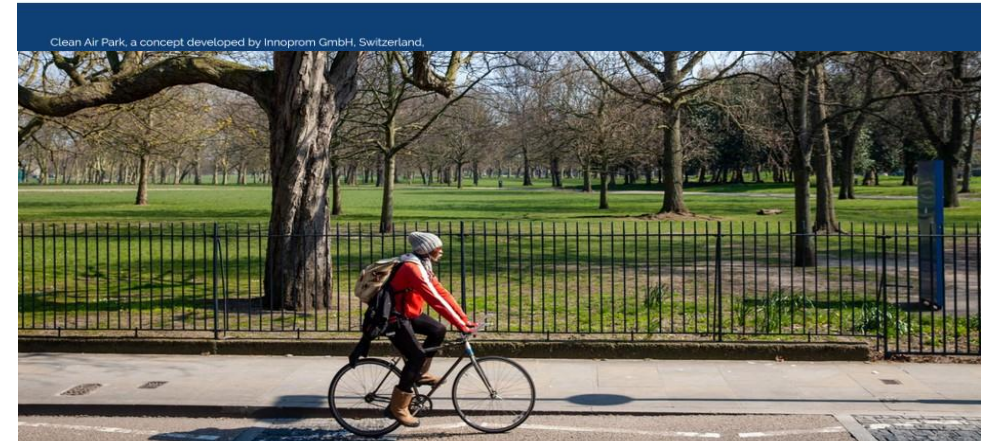
Can reduce noise NO_x ,
CO and PM_{10} values
and increase O_3 levels.

Can contribute to
pollen allergies.

<https://www.sciencedirect.com/science/article/abs/pii/S0269749114003546>



A Revolutionary Concept For Cleaning The Air In Polluted Cities



Green Infrastructure: keeping our air clean

Trees, SUDs, roof gardens, hedges, vertical plantings, etc



https://www.london.gov.uk/sites/default/files/green_infrastruture_air_pollution_may_19.pdf



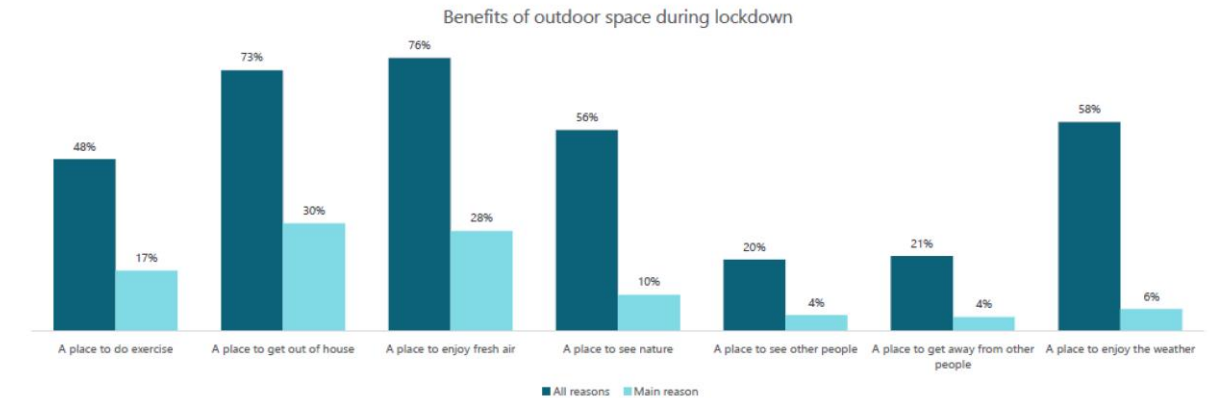
Parks & green spaces: during Covid-19

- Lockdown has had a bigger impact on mental than physical health, but parks are a lifeline
- Physical and mental health boosted by parks say 70%
- 60% have used parks at least twice a week since lockdown
- 7 in 10 younger people will continue to visit parks more than before lockdown

Queen Elizabeth Olympic Park survey June 2020

Parks have provided a welcome change of scene and fresh air for most

GETTING AWAY FROM PEOPLE IS MARGINALLY MORE IMPORTANT THAN SEEING OTHERS



Question: What have been the benefits of using parks and green space through lockdown?
Base: All who used an outdoor space (725)

Green infrastructure: post Covid 19



Levelling Up 2b - Greening Urban Neighbourhoods by providing greener streets

Through our analysis of 3,500 of the UK's most deprived neighbourhoods (bottom four deciles on the Index of Multiple Deprivation), we have identified some 10,000km of streets where street trees or a street park would offer significant green connectivity. Green streets that encourage and facilitate active travel and visits to wider green infrastructure.

A capital investment of **£2.5 billion** (plus £47m in maintenance and operations per annum) would provide all these neighbourhoods with street trees and 600 neighbourhoods with street parks.

As a result some **15 million people** would benefit from the proximity of these green streets and street parks to their homes, green connectivity to other greenspaces and the opportunities this presents for active travel.

Greenkeeper therefore estimates that this proximity and accessibility would deliver some **£390 million per year in wellbeing benefits** for these deprived neighbourhoods and a **further £180 million/year in general amenity**. They would also benefit from the air pollution quality improvements these changes would deliver.

Using Green Book compliant methods and strong empirical evidence, Greenkeeper estimates that **for every £1 invested, £3 of benefits** would be generated over 30 years.

In addition, some 16,000 jobs would be involved in construction and 1,300 permanent jobs would be created, nearly all in deprived areas.

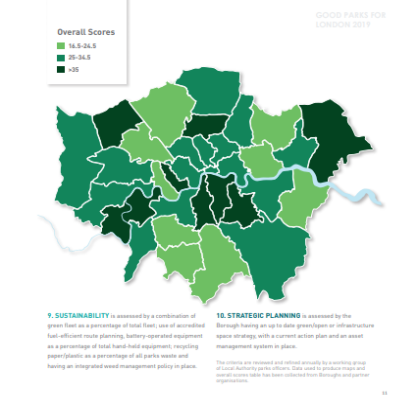
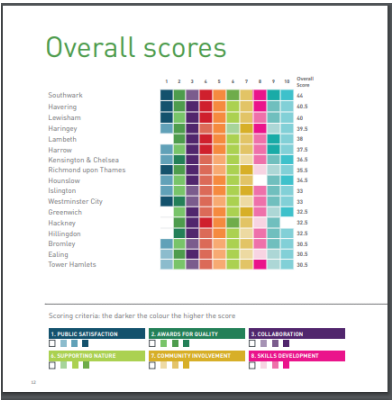
<http://www.greenkeeperuk.co.uk/>



GREENKEEPER ENHANCING URBAN GREEN INFRASTRUCTURE

Parks for London: Tools to help

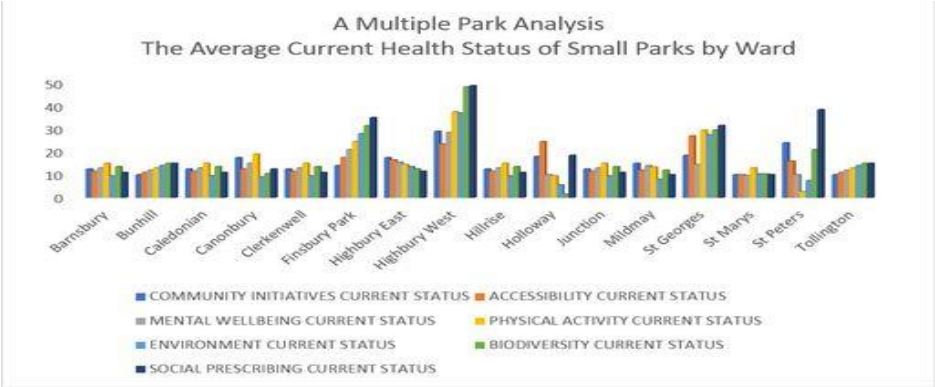
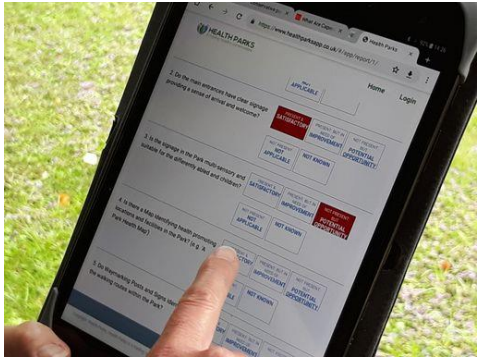
Good Parks for London



Health Parks



THE HEALTH PARKS "PARKS FOR HEALTH ASSESSMENT TOOLKIT"



Questions?



Safeguarding our green spaces

Placemaking Suitable for a Post-Covid Era

Jacqueline Bleicher, Global Urban Design



“Keeping our Air Clean: Parks & Open spaces”



JACQUELINE BLEICHER, MA.UD, RIBA, ARB

GLOBAL URBAN DESIGN
COMMUNITY INTEREST COMPANY

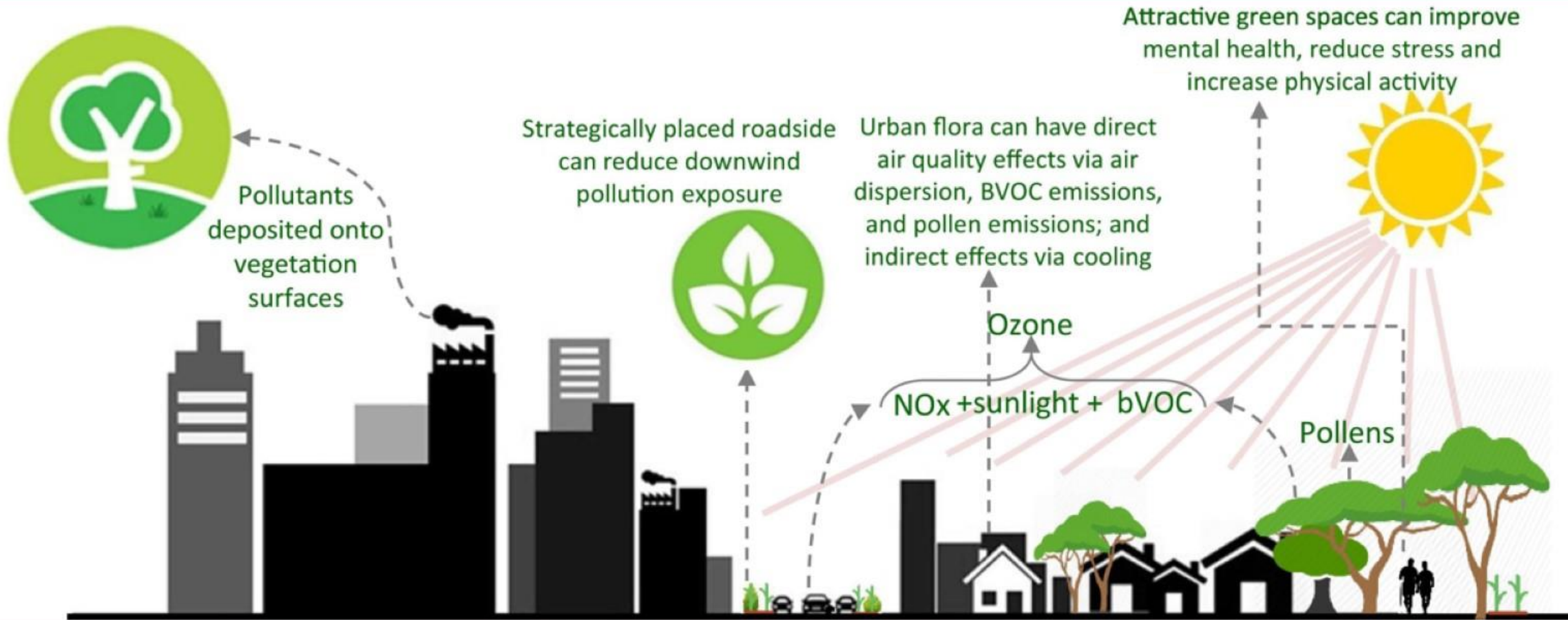
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"Jacqueline Bleicher is the founding Director of Global Urban Design (GUD), a Community Interest Company.

She is an Urban Designer, Architect, Masterplanner, Placemaker, workshop facilitator, Lecturer, Mentor, and Co-Author of "***Our City? Countering exclusion in public space***", a book by Stipo, Project for Public Spaces (PPS) & the Placemaking Europe Network.

Jacqueline actively promotes co-design, urban design principles, universal design and sustainable development practices for inclusive diverse, cities, destinations and places."

“Keeping our Air Clean: Parks & Open spaces”



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“Parks & Open spaces for biodiversity and wildlife”



TAIKOO



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“Parks & Open spaces mitigating the heat island effect”



PARIS



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“Parks & Open spaces: Trees that absorb Co2”



Mediterranean Hackberry (*Celtis australis*)



Common Ash (*Fraxinus excelsior*)



Field Elm (*Ulmus minor*)

“Parks & Open spaces: Trees that improve air quality ”



Turkey oak (*Quercus cerris*)

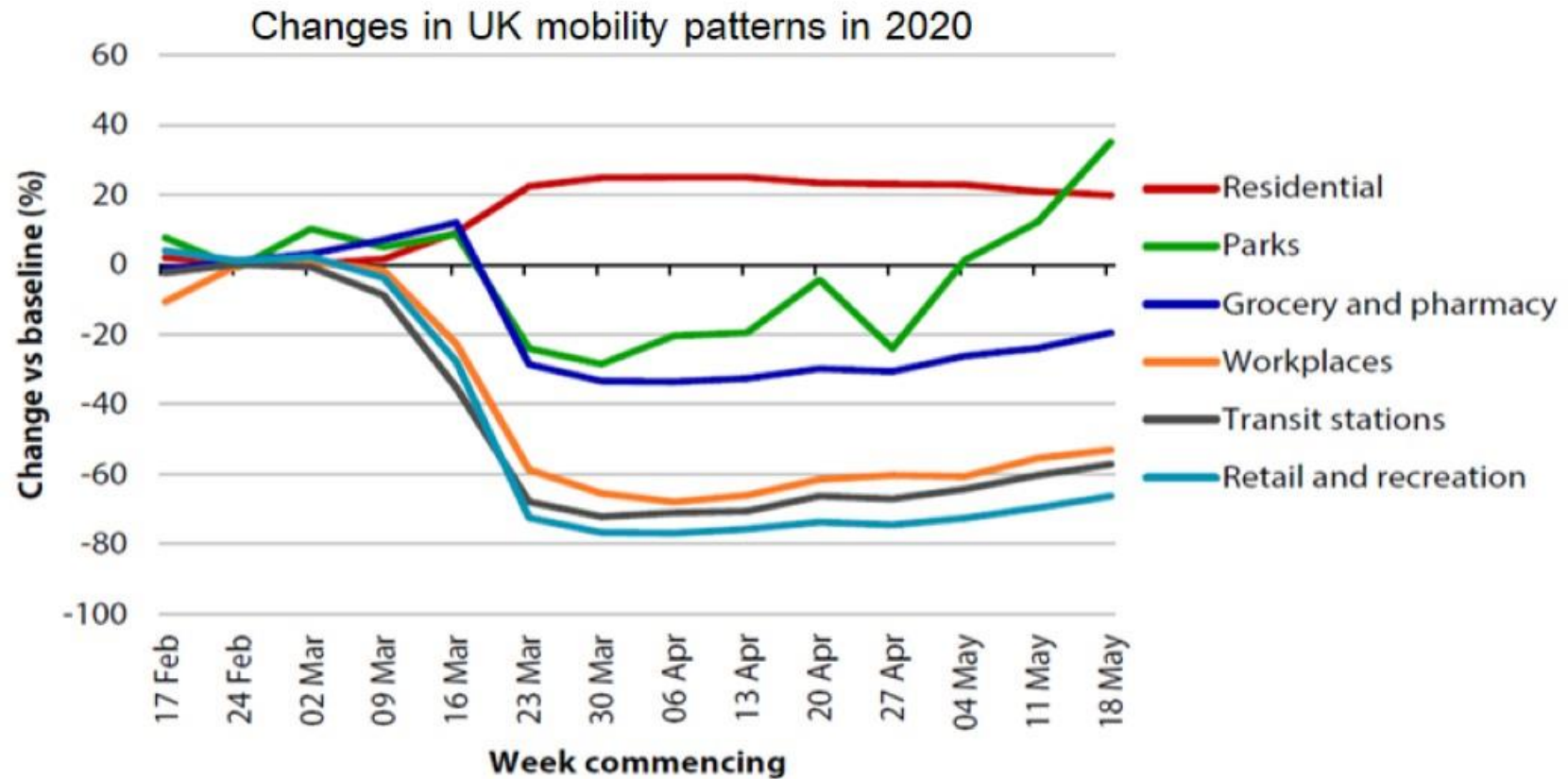


Norway maple (*Acer platanoides*)



Littleleaf Linden (*Tilia cordata*)

“Benchmarks for Green and Open Space”



Source: Google (2020) *Community Mobility Reports*; CCC analysis.

“Greening our Streets- Paris”



PARIS



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“Improving existing parks”



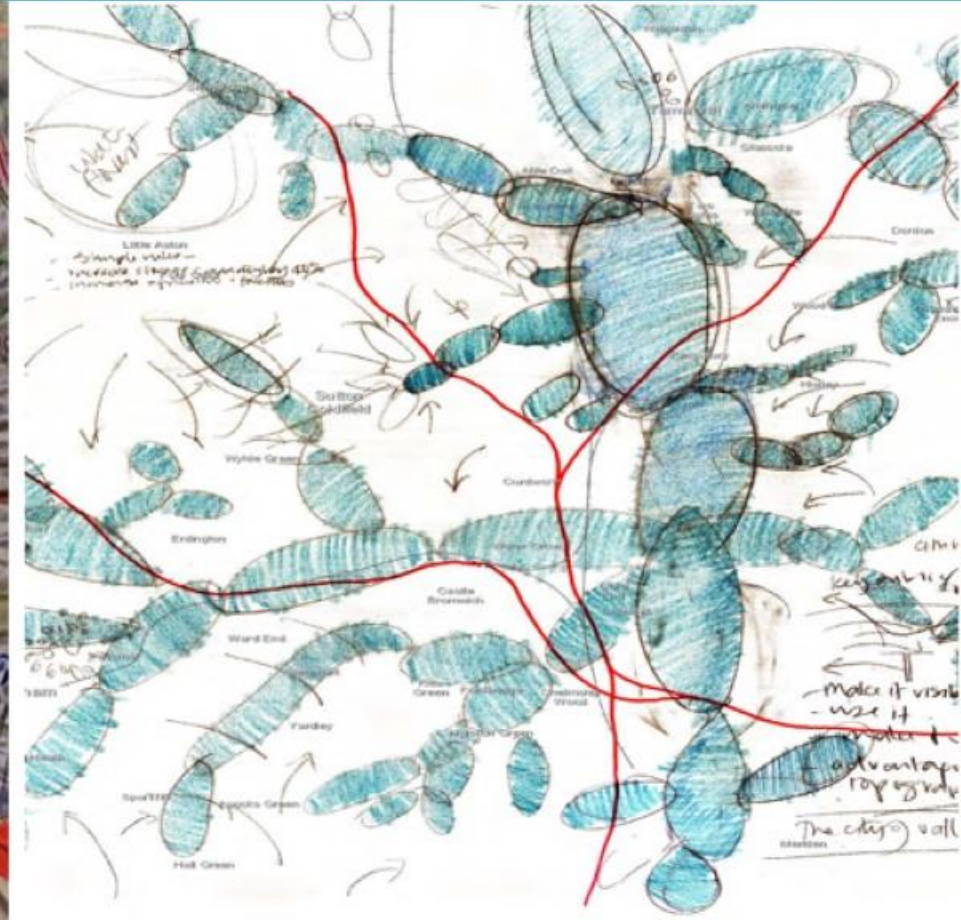
GREENWICH

“Creating large Regional Parks and Trusts”

CREATING A NATIONAL PARK FOR THE WEST MIDLANDS

A NEW 21ST CENTURY IDENTITY

Professor Kathryn Moore



CREATING A NATIONAL PARK FOR THE WEST MIDLANDS 3



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“Keeping our Air Clean: Community Initiatives”



NEW YORK

“Keeping our Air Clean: Individual Initiatives”



“UK facilitation of green infrastructure”



Questions?



Green Spaces: Their Role in Our Streets

Fiona Coull, Project Manager



Facts and Statistics

Over **9,000 Londoners** die prematurely each year as a result of air pollution

£3.7 billion is the cost of air pollution to London's economy

Physical inactivity directly contributes to **one in six deaths** in the UK and the morbidity it causes costs business and wider society billions of pounds a year

43% of all cars are parked on-street, taking up well over **1,400 hectares** of space (equivalent to 10 Hyde Parks in size)

Psychosis and depression occur at higher rates in urbanised areas and in the UK, **1 in 4** people now experience mental health issues



Streets as Places for People

“We need to urgently reconsider use of street space to provide safe and appealing spaces to walk and cycle as an alternative to car use ..”

London Streetspace Plan (May 2020)



The Healthy Streets Approach

The Healthy Streets Approach is a global policy framework that “**puts people and their health at the centre of decisions about how we design, manage and use public spaces**”.

It aims to make streets healthy, safe and welcoming for everyone by prioritising people and their needs.

Underpinning the Healthy Streets Approach are 10 ‘Healthy Street Indicators’ that are used to create healthy streets.



Healthy Streets Everyday (HSE) – Putting the Approach in Practice

Urban Greening



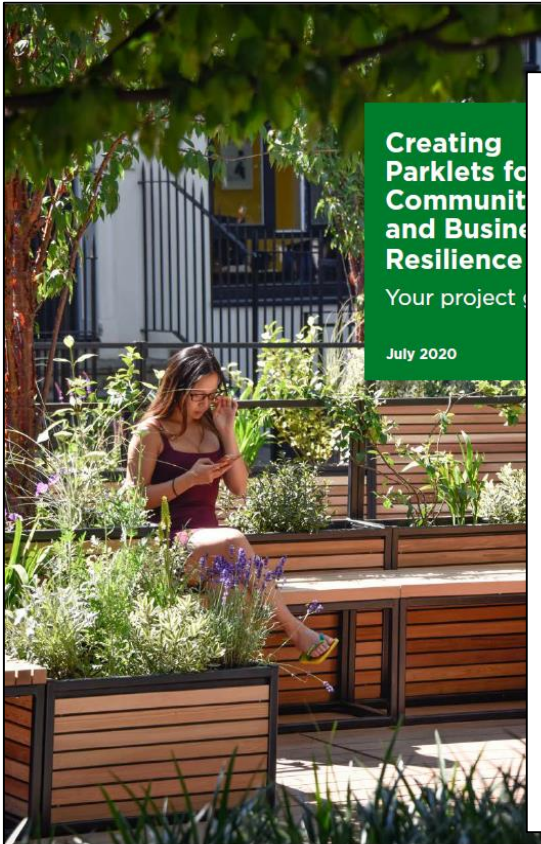
Car Free Activities



School Streets



HSE Parklet Guidance



Creating Parklets for Community and Business Resilience

July 2020

The Project

3.2 Designing the parklet: basic principles & considerations

The next section will discuss design and installation considerations to support you in refining the project scope and creating an enjoyable, effective and well-used parklet that caters for all people. These basic principles must be considered and incorporated when designing all parklets, and include aspects such as size, location, components and materials, safety, accessibility and permissions.



Location and dimensions

Location
At this point you should have identified several site options that are suitable for the parklet aims and objectives. Dependent on the aims of the parklet, the choice of location will vary. Parklets aimed at providing educational or economic benefits (such as increased revenue or outdoor learning) will need to be located next to educational or commercial facilities. Those aimed at providing community space and encouraging active travel can have a greater degree of flexibility.

Thought should also be given to the position of physical infrastructure when identifying a suitable parklet location:

- Picking a well-lit area with plenty of street-lighting will ensure that the parklet is safe and enjoyable for users all year round, whilst locations with public or private CCTV can deter any antisocial or disruptive behaviour

- Waste storage facilities and appropriate drainage will need to be located nearby: parklets should not be placed in areas where they could block any drain or sewage systems, and they must not obstruct access to public works.

Consequently, the physical geography, layout, surface and surrounding hazards are key considerations for the location of a parklet so site visits should be conducted with all key stakeholders and decision makers. Ensure that each stakeholder understands the challenges and benefits associated with each site to make sure that the best parklet location is chosen. Any feedback from site visits should be summarised and decisions clarified in writing to the local highway authority and landowner.

Dimensions

The traditional size of a London parking space is roughly 2 metres x 5 metres. Parklets can range from a single parking space but are most commonly 2 or 3 parking spaces in size (2m x 10-15m). Parklets that are only present for very short periods of time, such as 'Pop-up parklets' may occasionally differ from these dimensions.



Components & Materials

The components and materials needed for a parklet are important to ensure that it is attractive, clean, safe and sturdy. Each stakeholder group should think carefully about the materials and components that parklets should contain, incorporating any local and recycled materials where possible as part of the design. A project delivery partner should be able to advise on the best materials and components for their suitability in terms of safety and accessibility standards.

Materials

It is important to use materials that are:

- Weather-resistant
- Sturdy and structurally sound
- Recycled/reusable where possible
- Easily distinguishable for those who are partially sighted or the mobility impaired.

Base

A parklet will traditionally consist of a decked area, using timber or wood, on top of a steel sub-frame. The decked area should be level with the pavement to enable access for the mobility impaired and pushchairs, ensuring that it does not cause a trip hazard or any dangers for users.



WH&S Studio's parklet near London Bridge has a clear barrier to prevent users entering the carriageway. (Photo Credits: Hackney Live, WH&S Studio)

Physical Barrier: Back & Sides

Barriers are required on the sides and back of a parklet to provide a clear perimeter and division between the carriageway and other parking spaces. This is a key element to ensure the safety of the parklet, providing a clear separation between road and parklet users.

Planters are the most common use of a physical barrier and can be made using a variety of sturdy materials. They also have an added value of improving local air quality. However, if you don't wish to use planters, you must consider using some form of barrier, be that sheet piling, an installation or timber that prevents people from stepping out into the carriageway.

The Project

3.5 Finalising & Installing the Parklet

Once you have developed your designs, maintenance and evaluation strategy, you can use the below questions to ensure you have followed the relevant protocols and to help finalise and install the parklet.

| Question | Yes | No |
|--|--------------------------|--------------------------|
| Have you got the relevant approval and sign off from the local highway authority and if applicable TfL? Has this been received in writing? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Have you worked with the appropriate departments within the local authority to receive the required permissions? This can include procurement, finance, highways, parking, environment and all quality, business and economy, transport and parks. | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Have you engaged with the funder(s) about progress and discussed any details such as special requirements, promotion, signage and acknowledgement? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Have you provided appropriate signage/information to explain the purpose of the project, the funder, branding, and who to contact for further information? | <input type="checkbox"/> | <input type="checkbox"/> |



| Question | Yes | No |
|--|--------------------------|--------------------------|
| How are any additional parklet elements being delivered? Have you informed the Project Delivery Partner and ensured any delivery arrangements to the site? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Has a maintenance schedule been finalised with resources identified? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Is there a dedicated contact number for instalment and maintenance challenges? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| How will you launch the parklet? Is it possible to have a formal launch and has a date been agreed? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Has the project and launch on social media? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Monitoring progress and communicating successes? Has this been agreed and/or project leader? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |
| Share any lessons learnt and disseminate these with your stakeholders? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment _____ | | |

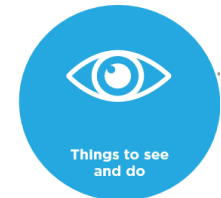
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crossriverpartnership.org 25

What is a Parklet?

“A temporary pavement extension which would sit in existing parking bays”



The Benefits

Social

- Physical and mental health
- Community
- Visual and aesthetic
- Upskilling
- Reduction in crime & antisocial behaviour



Environmental

- Air quality
- Temperature reduction and shading
- Carbon storage
- Biodiversity
- Food production



Economic

- Increased footfall and cycling
- Increased dwell time
- Increased productivity, reduced staff turnover, and job creation
- Revenue growth



Parklet Design & Implementation

| Basic Principles | Tailored Design |
|------------------------|-------------------------|
| Stakeholder Engagement | Use of Space |
| Location | Design Features |
| Components & Materials | Planting |
| Accessibility | Active Travel Provision |
| Safety | Flexibility |
| Permissions | Innovation |
| Funding/ Sponsorship | |
| Maintenance | |

Providing Resilience



(Meristem Design)

Parklets can rapidly adapt to changes in both the short and long term, providing additional value and ensuring community and business resilience.



(Meristem Design)

Streets for All Londoners



Other Useful Resources



Questions?



Final observations



Safeguarding our green spaces



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Ditch Diesel: Your Electric Vehicle Options Explained



**Join us for our next
Live Share session!**

Thursday 30th July at 2pm

Thank You!



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