

Cross River Partnership

Chair:
Tomos Joyce,
Guidance Manager



City of Westminster



Department
for Environment
Food & Rural Affairs

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Today's Speakers



Susannah Wilks
Director
Cross River Partnership

Speaker



Kate Fenton
Project Manager
Cross River Partnership

Speaker



Sefinat Otaru
Project Manager
Cross River Partnership

Speaker



Fiona Coull
Project Manager
Cross River Partnership

Speaker



Tomos Joyce
Guidance Manager
Cross River Partnership

Chair / Speaker



Stav Friedman
Project Officer
Cross River Partnership

Chat moderator

Today's Agenda

1. CRP Intro /
Context

2. Clean Air
Villages 3

3. Clean Air
Route Finder

4. Healthy
Streets
Everyday

Have your say:
Q/A session after the
presentations



City of Westminster



Department
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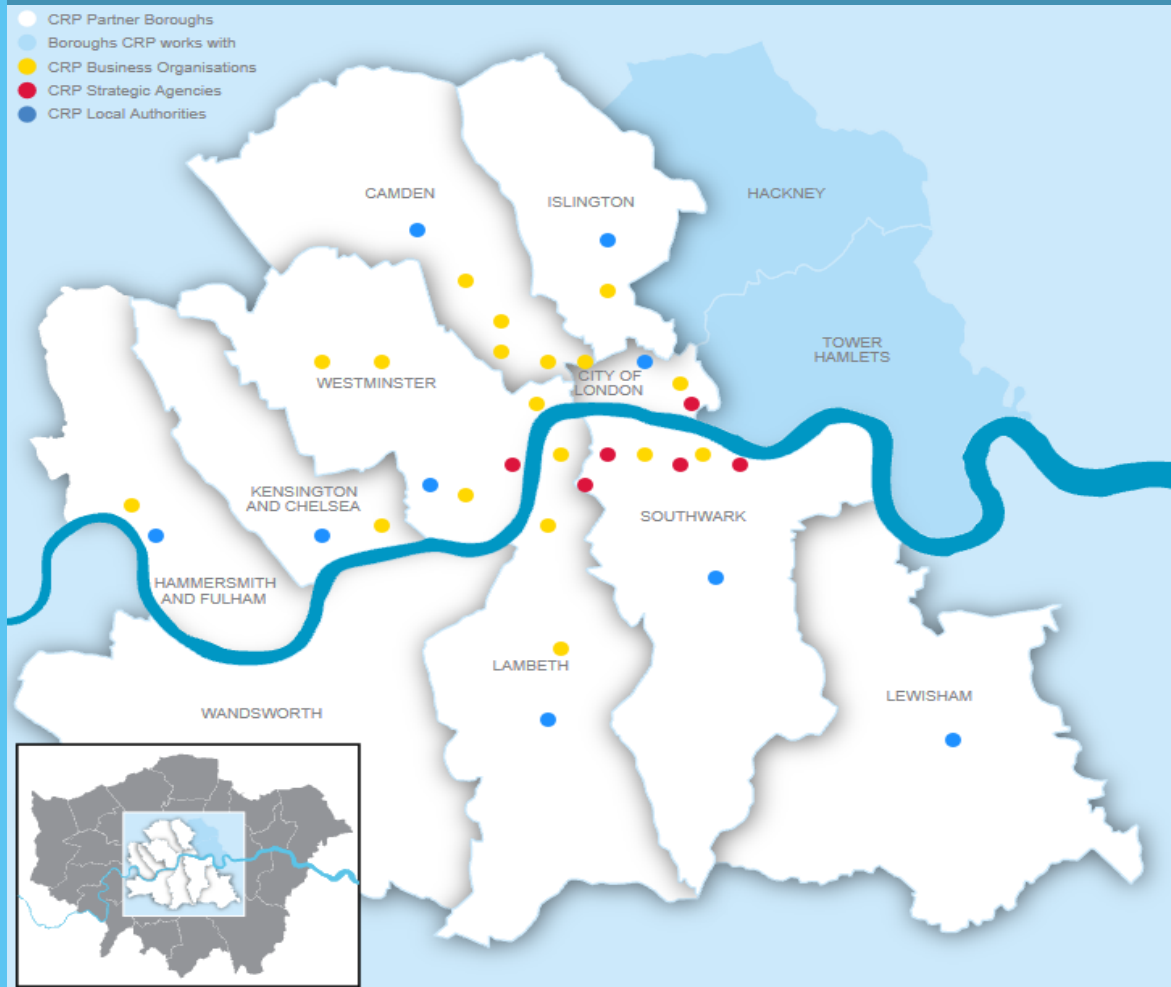
MAYOR OF LONDON

Cross River Partnership

Susannah Wilks
Director of CRP



Cross River Partnership



Non-profit and impartial partnership delivering positive change for London's residents, businesses and visitors for over 25 years

Our partners include:

- **10 central Local Authorities**
- **18 Business Organisations**
- **6 Strategic Agencies**

Our vision is to work with partners to make London the best possible place it can be by **Delivering London's Future Together**



**CROSS RIVER
PARTNERSHIP**

Delivering London's Future Together

CRP's Accountable Body: Westminster City Council

Westminster City Council is proud to have been one of the founding authorities of CRP, and to have fulfilled the growing partnership's accountable body function ever since. We look forward to seeing what the partnership develops and delivers over the next year and beyond, alongside and on behalf of Westminster City Council and all of the partnership's public, private and community sector partners.

Stuart Love

Chief Executive

Westminster City Council



**CROSS RIVER
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Delivering London's Future Together

Our Vision

People

Working with engaged people connecting stakeholders to successfully collaborate and deliver

Places

Deliver in great places, sharing best practice whilst ensuring all businesses are supported to grow sustainably

Projects

Deliver innovative projects for partners encouraging businesses to shift from incremental to permanent change, whilst inspiring others to do more at pace



Working towards sustainable businesses, improving air quality.



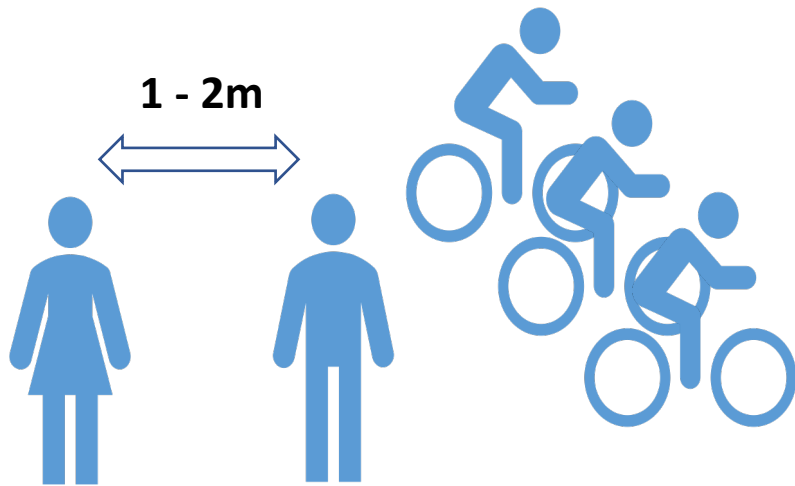
**CROSS RIVER
PARTNERSHIP**

Delivering London's Future Together

CRP's Covid-19 Response

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



Further Information



www.crossriverpartnership.org



Search 'Cross River Partnership' in YouTube



@CrossRiverPship



linkedin.com/company/cross-river-partnership/



www.crossriverpartnership.org/newsletter



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Delivering London's Future Together

Selection of Current CRP Projects



West End Partnership Delivery and Servicing Action Plan: 2018



Delivery
Consolidation



Freight
Retiming



Monitoring and
Data



Policy and
Engagement

DeliverBEST

WEP Freight and Servicing Strategy

Click. Collect. Clean Air

WEP Delivery Plan 2015 - 2030



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Delivering London's Future Together

Marylebone Low Emission Neighbourhood



The programme focused on reducing emissions from freight, and smart delivery and servicing activity in the Marylebone area.

What was achieved?

- London's first emissions-based parking surcharge
- Anti-idling campaign
- Electric vehicle charging facilities
- School's engagement programme
- Series of public realm improvements

Clean Air Villages

Kate Fenton
Project Manager



Agenda

- **Clean Air Villages 1 & 2: Background**
 - Westminster City Council
 - Covent Garden and stakeholders
- **Clean Air Villages 3: Partners and Aims**
 - Westminster City Council
 - Soho - Northbank BID - Fitzrovia Partnership
- **Initiatives and Shared Learning**
- **CRP Directory Expansion**
- **Case Studies**



Clean Air Villages 1 & 2 – Summary

Defra Air Quality Grant, for local authorities to tackle air pollution.

CAV1 (2018-2019): project lead London Borough of Lambeth in partnership with the London Boroughs of Hammersmith & Fulham, Islington, Lewisham and the Royal Borough of Kensington & Chelsea.

Examples of solutions in 'village' areas:

- Local Ultra-Low Emission Supplier Directory
- Shared cargo bike scheme

And many more...

CAV2 (2019-2020): project lead London Borough of Lewisham in partnership with the London Boroughs of Camden, Hammersmith and Fulham, Lambeth, Wandsworth, the Royal Borough of Kensington and Chelsea and **Westminster City Council**, Cadogan Estates, and Euston Town BID. Examples of solutions in 'village' areas:

- Brixton – shared electric van
- Streatham – shared cargo bike scheme for InStreatham BID members
- Shepherd's Bush – Parcels not Pollution service

And many more...



CAV2: Westminster City Council – Covent Garden / Strand

Working with the West End Partnership and the following stakeholders:

- Capco
- Mercers
- Northbank BID
- Shaftesbury

Survey of F&B sector

Possible collaborative solutions

- Consolidation
- Buying communities
- Preferred supplier list



City of Westminster



Solution: Consolidation of deliveries from New Covent Garden Market

Issue: Multiple daily deliveries of perishable items, with second deliveries being much smaller. Congestion and unloading issues.

Opportunity: Last mile consolidation of deliveries using an EV and cargo bike provider.

Solution: Ecofleet, based very close to NCGM were procured to deliver the goods. Two suppliers at NCGM were ready to launch the trial, with a range of restaurants in Covent Garden.

Impact: Aims were to fund a pilot to re-mode and reduce deliveries, whilst calculating the true cost of the consolidation.

The COVID-19 pandemic paused the launch of the pilot.



Clean Air Villages 3

Cross River Partnership (CRP) secured £573,370 in funding from [DEFRA's Air Quality Grant Scheme](#) 2020/21, with an additional £160,000 in match to deliver [Air Quality improvement activities](#).

16 villages within the 12 boroughs have been identified by the [GLA](#) as areas of high pollution and high footfall. All boroughs from the [second year](#) of the Clean Air Villages project continue to be involved.

CRP is **working with businesses and communities** in these villages to offer 1-2-1 support to help reduce emissions from business-related deliveries and services, focussing on the dual benefits of improving air quality whilst also saving them time and money through more efficient operations. There will also be a tailored solution for each village.



Strand Focus, Project Activity and Impacts

Sector-focus	Audience	Project activity		Outcomes	Impacts
Business	Business owners and managers Fleet/operations managers BID members Business communities	Engagement with target audience to support them in reducing emissions Identify needs and demands for local co-ordinated solutions EV trials and electric mobility profiling in partnership with the private sector	Investigate viability of re-timing and consolidation Preferred supplier lists	Reduction in local CO ₂ , NO ₂ and PM concentrations Reduced vehicle ownership Fewer vehicle journeys Fewer journeys made during peak hours	Improved air quality Reduced congestion Reduced exposure Increased physical activity Improved human health
Communities	Anyone who lives or works in the 'village' area	Exploring shared low emission vehicle schemes Expansion of the CAV1/2 Ultra-Low Emission Supplier Directory to all focus areas Updating and developing new and existing toolkits Develop local communications Develop case studies to share best practice	Education and promotion of sustainable and/or active travel options Promoting Click & Collect services and clean air walking routes	Increased mode share of cargo bikes/low emission vehicles Increased mode share of active travel Increased awareness of advantages and availability of EV Initial economic costs/long-term savings associated with switching to EV	
Hospitals	Procurement team Management and Board Facilities staff Departmental managers Clinical Commissioning Groups (CCGs)	Air quality monitoring in partnership with academic institutions Measure and report avoided emissions Project governance, reporting and evaluation	Explore use of cargo bikes for transfers of supplies Expanding/replicating existing consolidation programmes e.g. Dartford hub	Cost/savings associated with cargo-bike and consolidation services Case studies produced	

CAV3 Strands

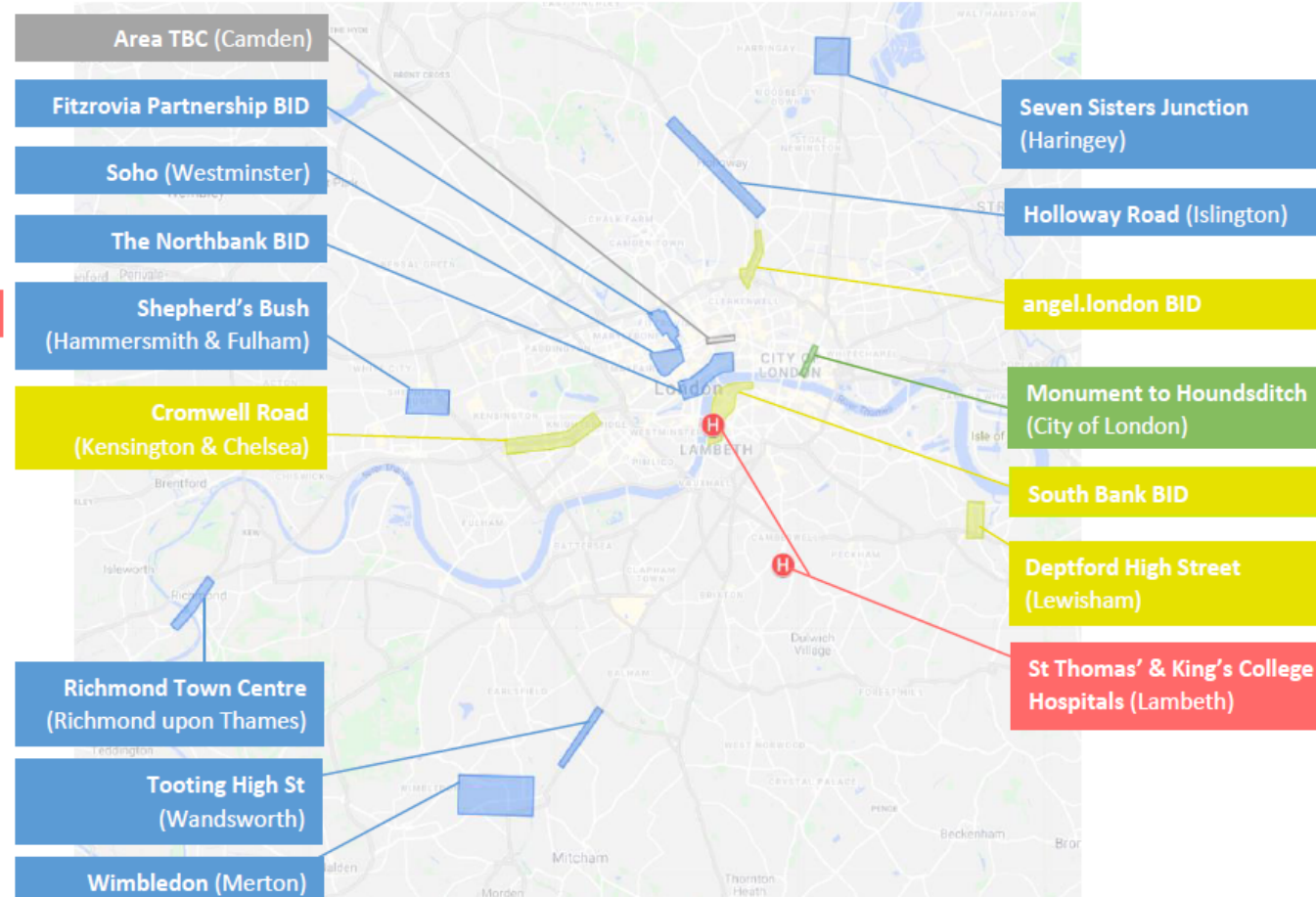
Sector-focus Key:

Business

Communities

Hospitals

Business / Communities Hybrid



CAV3: Westminster City Council - Soho Village

Solutions

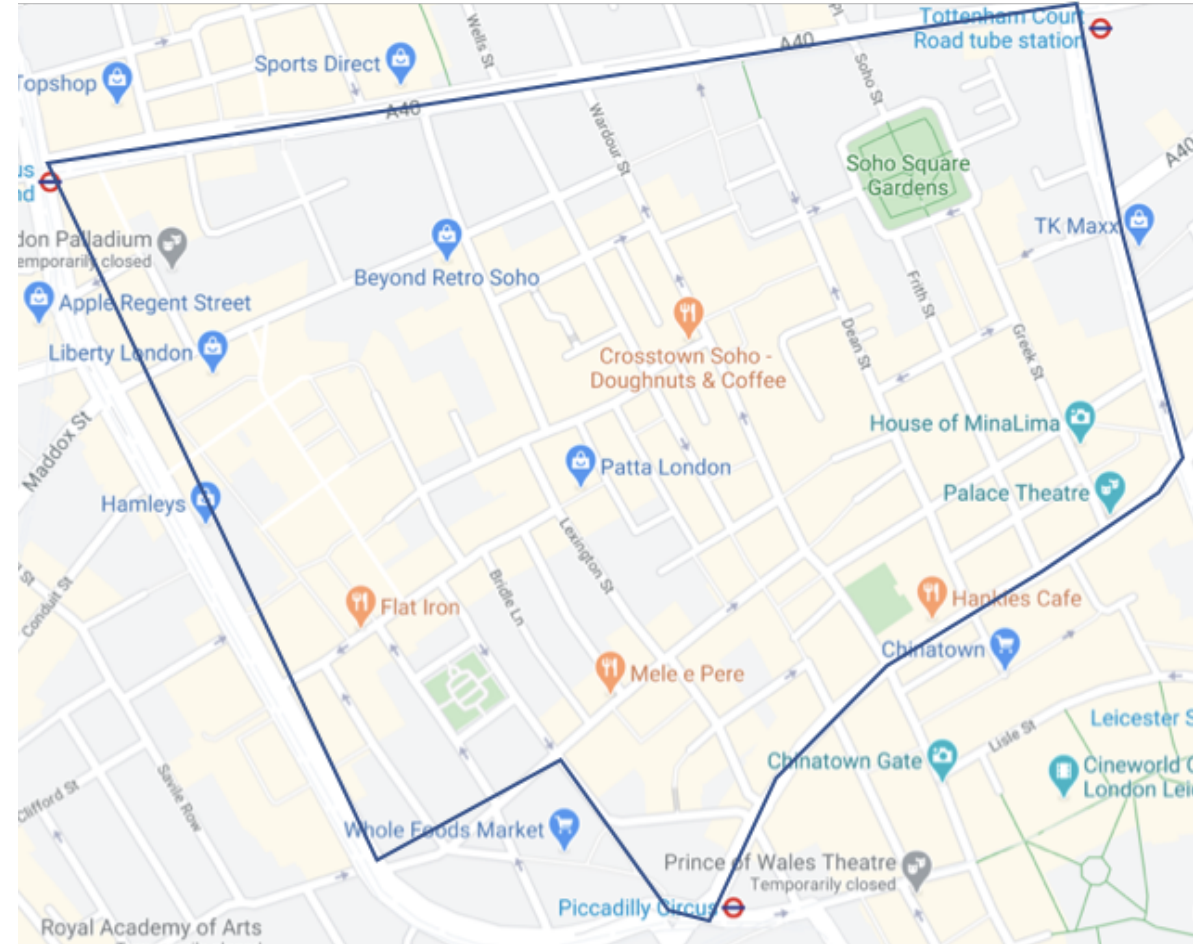
- Soho Village: micro-consolidation, porterage and cargo-bike deliveries, Click & Collect and last mile services
- New Covent Garden Market: consolidation of deliveries and uptake of EVs by traders

Focus Area – Business

- Soho Village



City of Westminster



CAV3: The Fitzrovia Partnership BID Village

Solutions:

- Waste service consolidation for BID members
- Encouraging take-up of Fitzrovia's preferred office supplier scheme to micro businesses
- Clean Air Walking Routes map highlighting Fitzrovia's heritage sites, bespoke restaurants and independent shops and cafes

Focus Area – Business

- The Fitzrovia Partnership Business Improvement District



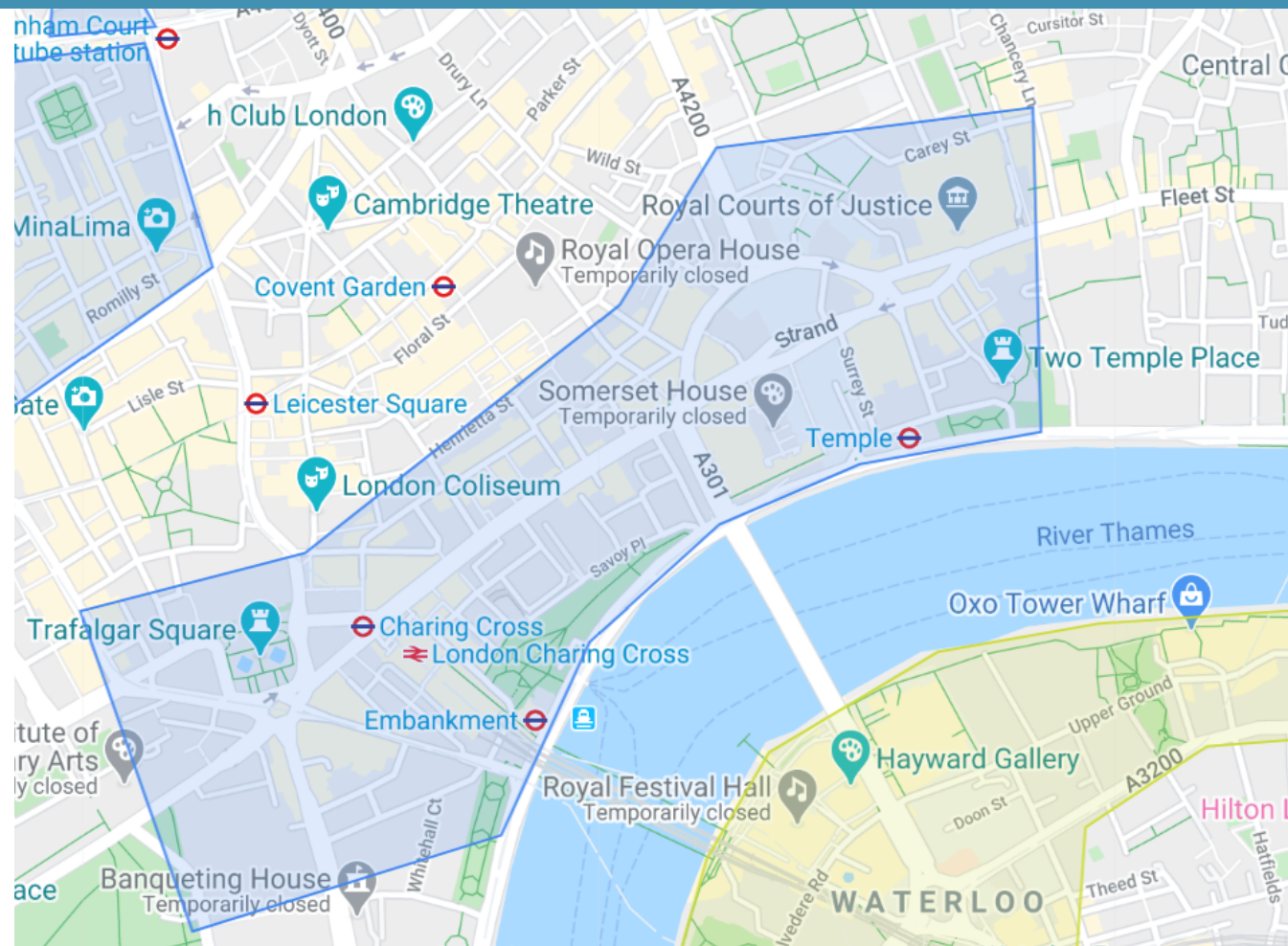
CAV3: The Northbank BID Village

Solutions:

- Cargo bike schemes
- Behaviour change: encouraging active travel
- Promote Click and Collect services
- Re-timing of deliveries

Focus Area – Business

- Villiers Street
- Aldwych area
- Drury Lane
- Covent Garden Data



Solutions in other villages can be rolled out elsewhere



CRP Clean Air Villages Directory

- Lists businesses providing their services using low or zero emission methods:



- Suppliers must guarantee they will use these methods **at least 80%** of the time when operating within the Clean Air Village concerned
- Distance from the user's postcode is shown to promote local services
- Dedicated 'village' pages
- Available online at: www.crossriverpartnership.org/directory



"We're committed to doing everything we can to improve the air quality in London, so we're delighted to be part of the Cross River Partnership Directory"

Kate Walker-Collins, Fed by Able and Cole (listed on the CRP Clean Air Villages Directory).

CRP Clean Air Villages Directory

Improve air quality in your area by using our directory of businesses offering deliveries and services without harmful emissions.

Business Types:

- Catering
- Cleaning services
- Couriers
- Gifts
- Groceries
- IT services/Printing
- Maintenance
- Marketing/PR
- Office supplies
- Recycling/Waste services
- Vehicle hire/Taxi services
- Other

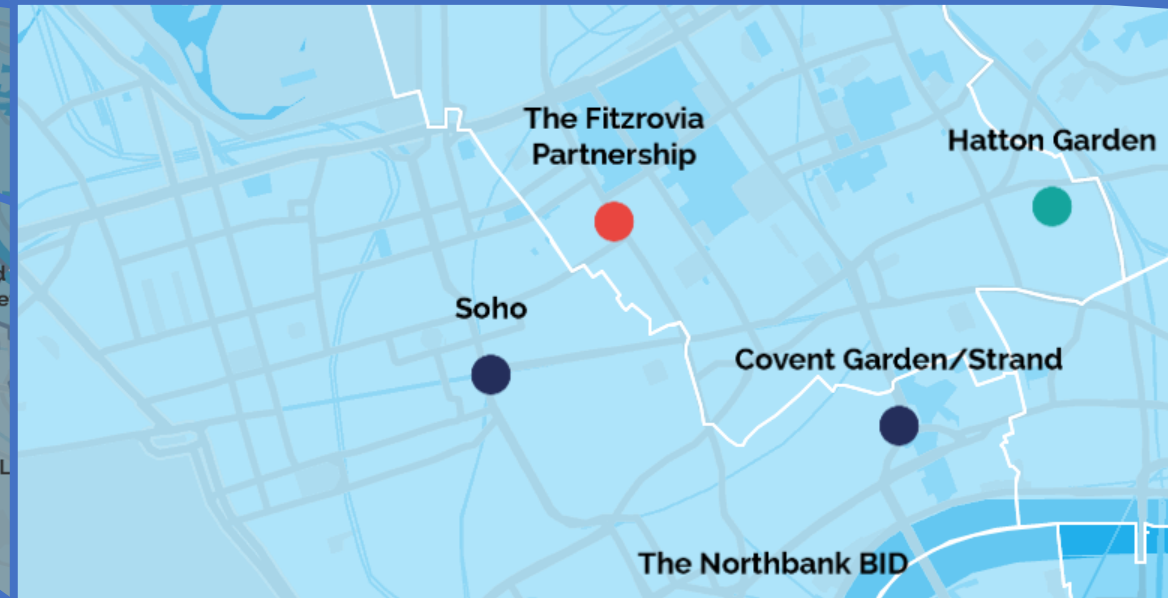
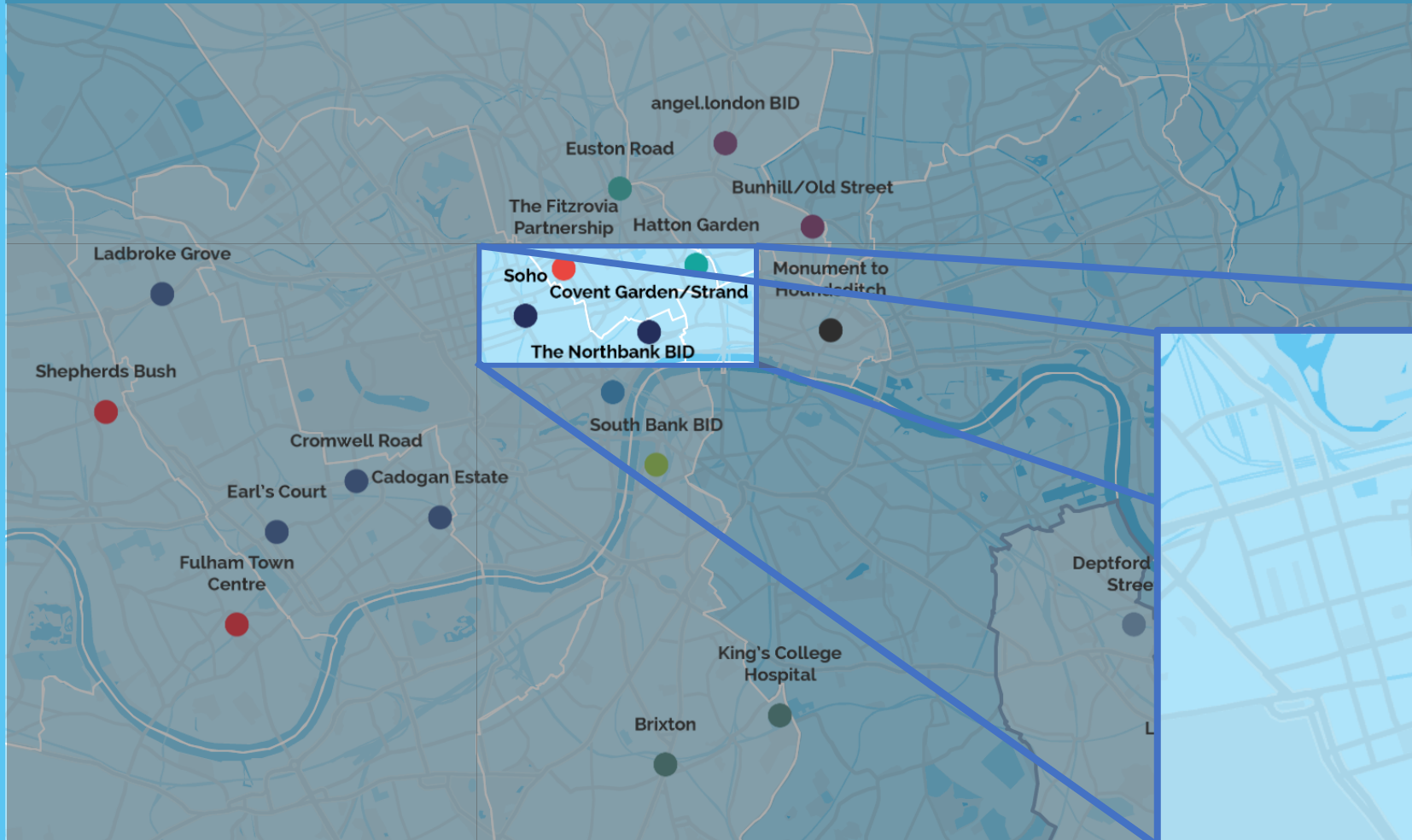
Improve local air quality

Support businesses actively tackling air pollution

Find your local directory here: www.crossriverpartnership.org/directory

CRP Clean Air Villages Directory

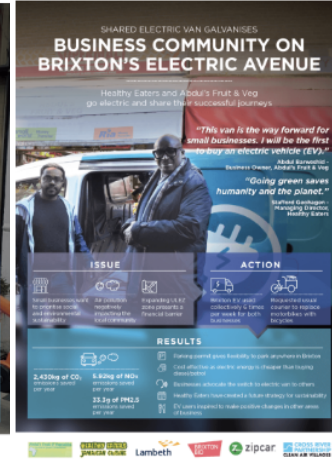
**New directories launched
10th July 2020**



CAV2 Case Studies

CRP produced 14 case studies as part of Clean Air Villages 2 (<https://bit.ly/2XwedJT>)

- 9 business case studies
- 5 best-practice case studies
- Worked to produce these with over 30 organisations



CAV2 Case Studies

- All case studies are available on the CAV2 page, as well as the CRP website: <https://bit.ly/2XwedJT>
- CRP hope that these are valuable and help to inspire/signpost businesses, local authorities, BIDs, landowners and other groups to take steps towards reducing congestion and pollution on our roads

CLEAN AIR VILLAGES PROGRAMME

This case study was commissioned by Cross River Partnership (CRP), a non-profit and impartial partnership organisation delivering projects that positively contribute to the social, environmental and economic health of London.

This case study was developed as part of the Clean Air Villages 2 project, funded by Defra's Air Quality Grant. The project aims to reduce emissions in 13 hotspot 'villages' of poor air quality across the London Boroughs of Lewisham, Camden, Hammersmith & Fulham, Lambeth, Wandsworth, The Royal Borough of Kensington and Chelsea, and the City of Westminster. Within these villages, CRP is working with businesses and communities to make deliveries and servicing more efficient, using both individual and collective action.

In 2020-21, the project is expanding into new areas as part of [Clean Air Villages 3](#).

For more information about the project, and to access further resources and case studies, please visit: crossriverpartnership.org/projects/clean-air-villages-2/



3 CHOOSING THE RIGHT VEHICLE

Contact vehicle suppliers early to obtain costs, specifications and lead times. The type of van required will be affected by lead times, so try to establish this as soon as possible.

CHALLENGE

Local businesses in Brixton required varying vehicle sizes, with many market traders using vans with a payload of at least 3.5 tonnes. Larger vans available on the market are typically very expensive and were unavailable at the time of the project.

SOLUTION

The decision was made to utilize a small van, recognising that this option was more feasible, and that the scheme would not be able to support the needs of every business.

COLLABORATION WITH ZIPCAR

CHALLENGE

Owing to higher associated costs, when compared with diesel and petrol equivalents, Zipcar did not have a fully electric van in their fleet prior to the project.

SOLUTION

Keen to be involved, Zipcar contacted vehicle manufacturers to obtain costs and lead times for acquiring a small EV for the project, ultimately selecting the Renault Kangoo ZE.

CHALLENGE

At the time, lead times associated with the supply of the Renault Kangoo ZE caused a substantial delay to the implementation of the scheme.

SOLUTION

Vehicle suppliers should be contacted as soon as possible to prevent unnecessary delays. Where possible, work with providers that already have, or are planning to acquire, EVs in their fleet.

IMPLEMENTING A SHARED ELECTRIC VAN SCHEME FOR LOCAL BUSINESSES



PROJECT STEPS

1. ESTABLISH LOCAL INTEREST
2. WHO SHOULD BE INVOLVED?
3. CHOOSE THE RIGHT VEHICLE
4. SECURE FUNDING
5. PARKING & CHARGING
6. ACCESSING THE VEHICLE
7. MONITORING USAGE
8. WHAT NEXT?

BUSINESS IMPROVEMENT DISTRICT IN LONDON IMPLEMENTS PIONEERING CARGO BIKE SERVICE



PROJECT STEPS

1. ESTABLISH LOCAL INTEREST
2. WHO SHOULD BE INVOLVED?
3. CHOOSE THE RIGHT SERVICE
4. SECURE FUNDING
5. WHAT NEXT?

IMPLEMENTING LOCAL ELECTRICAL VEHICLE CHARGING INFRASTRUCTURE



PROJECT STEPS

1. ESTABLISH LOCATION AND NEEDS
2. WHO SHOULD BE INVOLVED?
3. DECIDE ON THE RIGHT INFRASTRUCTURE
4. SECURE FUNDING
5. CHARGING POINT INSTALLATION
6. WHAT NEXT?

AN INNOVATIVE APPROACH TO CONSOLIDATION BY GUY'S AND ST THOMAS' TRUST



PROJECT STEPS

1. INITIAL CONCEPT
2. FINDING A SITE
3. FUNDING & FINANCIAL SUPPORT
4. KEY STAKEHOLDERS INVOLVED
5. WHAT NEXT?

IMPLEMENTING A CARGO BIKE SCHEME FOR BUSINESS IMPROVEMENT DISTRICTS



PROJECT STEPS

1. ESTABLISH LOCAL INTEREST
2. WHO SHOULD BE INVOLVED?
3. DECIDE ON THE RIGHT SERVICE
4. BIKE STORAGE AND ACCESS
5. SECURE FUNDING
6. MONITORING USAGE

Clean Air Route Finder

Sefinat Otaru
Project Manager



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What is CARF?

Navigates

- Pedestrians
- Cyclists

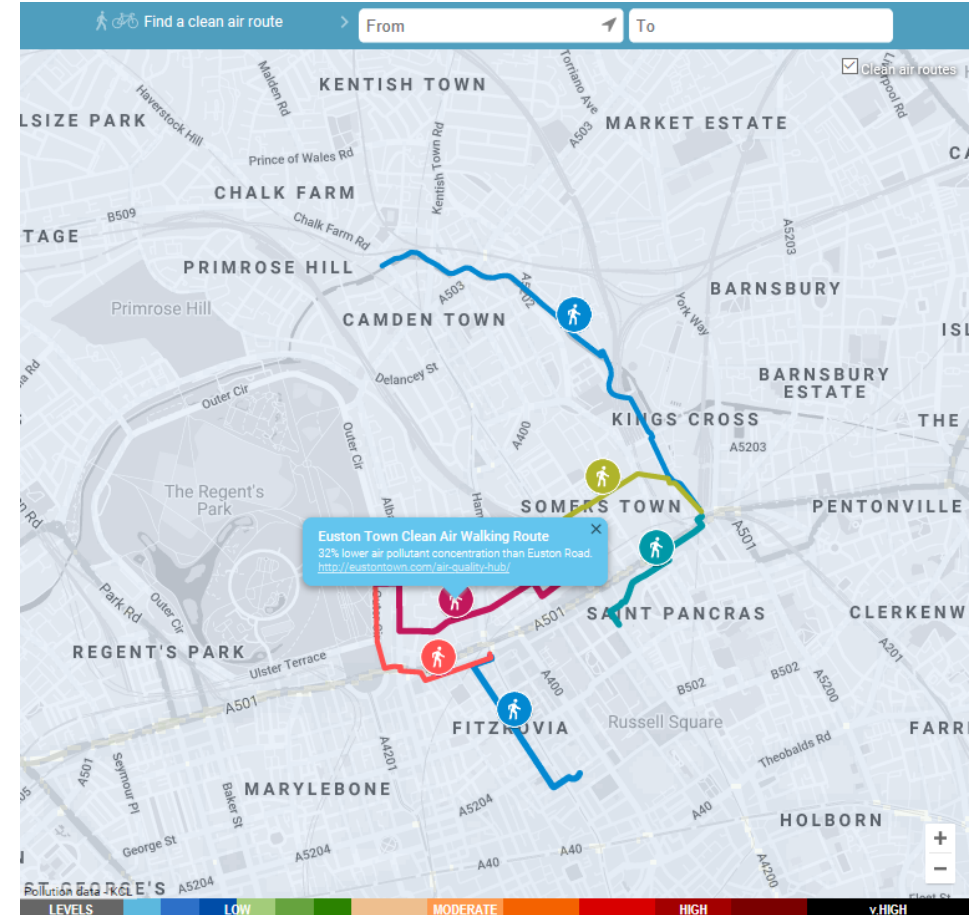
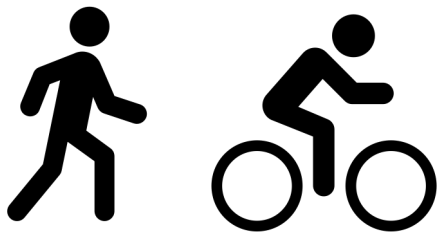
Quantifies

- User's exposure
- Travel time and
- Distance

Displays

Clean Air Walking Routes

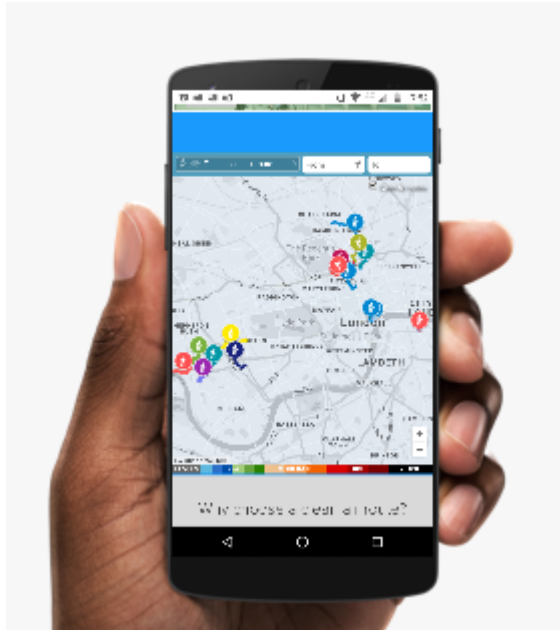
- Breathe easier
- Get active
- Explore London



How to use CARF?

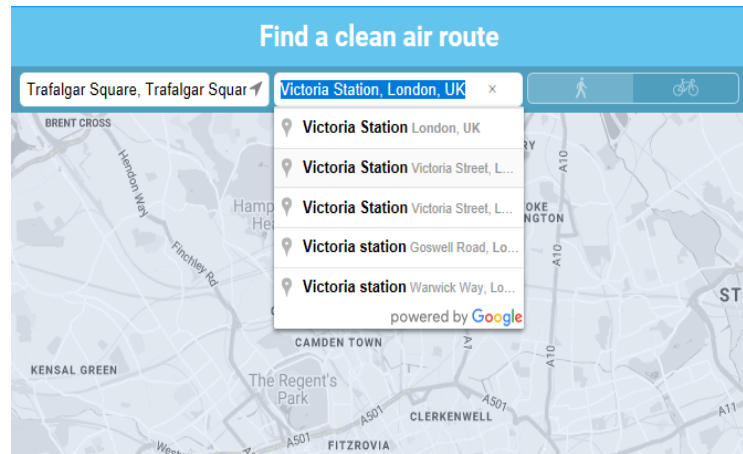
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Go to www.cleanairroutes.london



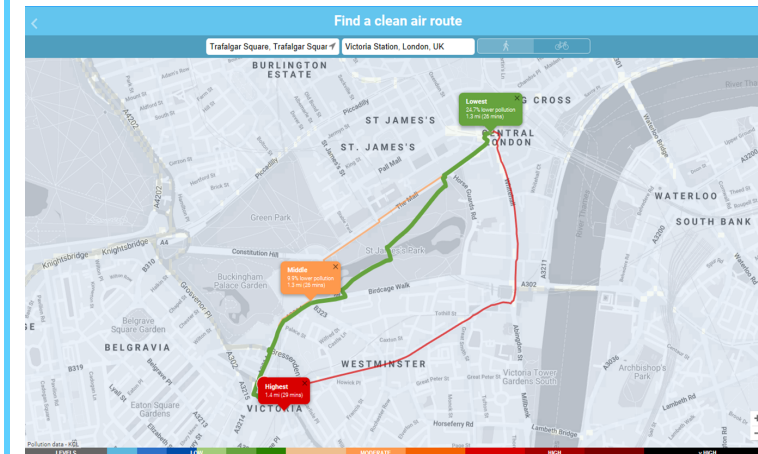
2

Enter starting point & destination, then mode of travel



3

Up to 3 routes generated



CARF in Action

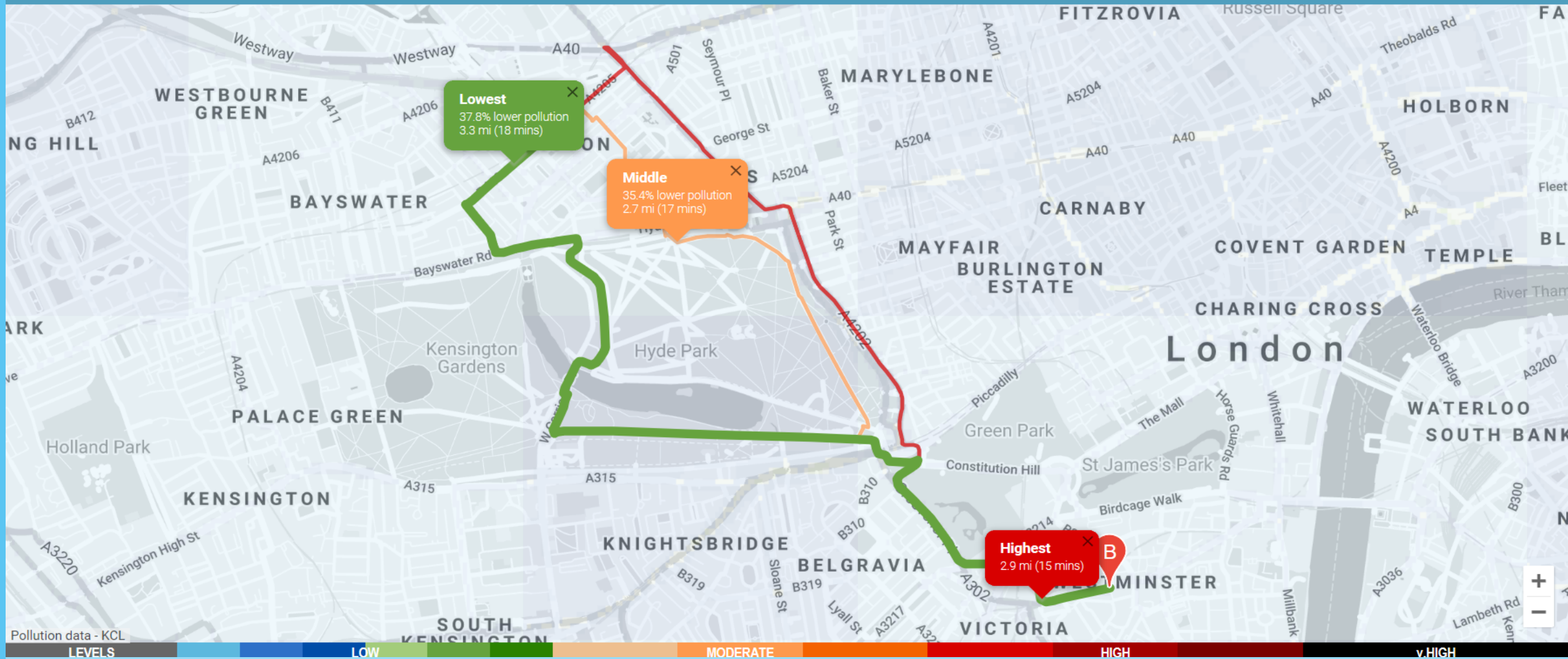


Find a clean air route

Paddington, London, UK



64 Victoria Street, London, UK



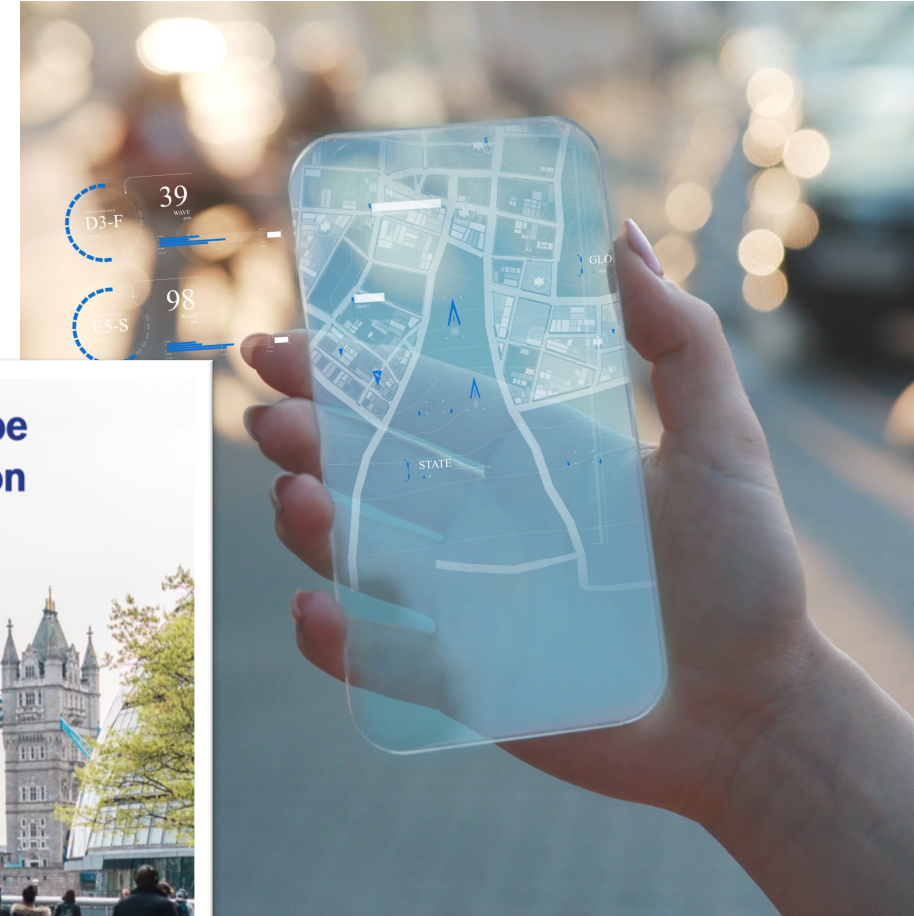
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CARF 2.0

Updating CARF to include:

1. Breakdown of user's exposure along routes
2. Additional routes, including
 - select routes from TfL's Walking Tube
3. Cycling times to London's Railway Termini



CARF 2.0

Conclusion

- Active travel
- CARF
- WCC's resources for health & wellbeing



Health and Wellbeing Hub

[Home](#) [Documents](#) [Pages](#) [Manager's Toolkit](#) [Site contents](#) [RBKC Wellbeing Chats](#)

☆ Not following [Share](#)

✉ Send by email

This page has tips and info to keep you moving from free classes at council workplaces to help buying a bicycle and discount gym memberships to help you to be active for life. Free swimming and discounts at council-owned gyms are also available. Check out the **Staff Benefits** section for more information.



Cycle scheme, tips for cycling and exercise bikes



Classes and activities



Step counting and green spaces



Benefits and discounts



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Healthy Streets Everyday

Fiona Coull
Project Manager



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.

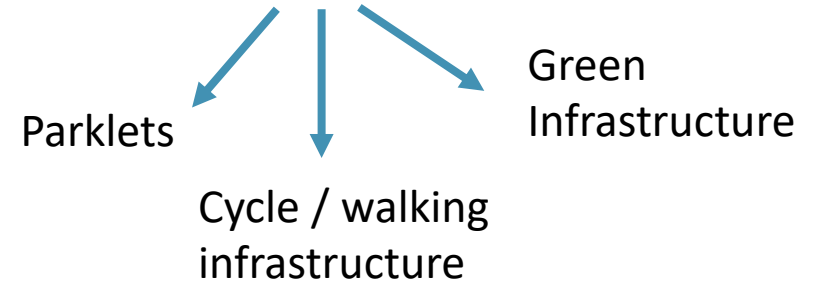
Underpinning the Healthy Streets Approach are 10 ‘Healthy Street Indicators’ that are used to create healthy streets.



Healthy Streets Everyday



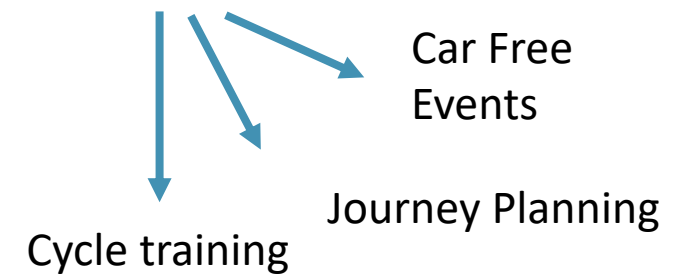
1. Streetscape Improvements



2. New Traffic Regulations



3. Car Free Behaviour



Streetscape Improvements - Parklets



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 that caters for all people. These basic principles must be considered and incorporated when designing all parklets, materials, safety, accessibility and permissions.

Location and dimensions

Location

At this point you should have identified several site options that are suitable for the parklets 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:

- Placing 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 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, road, surface and surrounding roads are key considerations for the location of a parklet to site. It should be conducted with key stakeholders and decision makers. Ensure that each stakeholder understands the challenges and opportunities associated with each site. Make sure that the best parklet site is chosen. Any feedback from users should be summarised and made clear in writing to the 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 a proposed location, including 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.

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 a tree, art installation or similar that prevents people from stepping out into the carriageway.

Westminster's parklet near London Bridge
A clear barrier to prevent users entering the carriageway. (Picture Credits: Mickey Lee, WPH Studio)

	Yes	No
Have you informed the Project leads to the site?	<input type="checkbox"/>	<input type="checkbox"/>
Resources identified?	<input type="checkbox"/>	<input type="checkbox"/>
Identified maintenance challenges?	<input type="checkbox"/>	<input type="checkbox"/>
To have a formal launch and has a date been	<input type="checkbox"/>	<input type="checkbox"/>
on social media?	<input type="checkbox"/>	<input type="checkbox"/>
communicating successes? Has this been agreed	<input type="checkbox"/>	<input type="checkbox"/>
and disseminate these with your stakeholders?	<input type="checkbox"/>	<input type="checkbox"/>

© Cross River Partnership
25

A parklets is “a temporary pavement extension that sits in existing parking bay(s)”.

The City of Westminster and Northbank BID are looking to implement one at Drury Lane.

Parklet Guidance has been created as part of the

New Traffic Regulations - School Streets

A School Street is a temporary traffic restriction outside a school that occurs at drop-off and pick-up times.

Hackney School Streets Hotline

A free service to help with the implementation of School Streets

For more information on how to use the service please contact:

Fiona Coull HSE Project Manager
fionacoull@crossriverpartnership.org



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Car Free Behaviour – Play Streets and Events

Play Streets

- Over 30 School/ play Streets
- Reduce congestion
- Improve Air Quality and exposure



Car Free Events

- Over 300 CFD Activities in 2019
- Community and Local Authority led street closures
- Economic, social and environmental benefits



Guidance & Communication

Guidance

- Guidance
- Case Studies
- Workshops



Communication

- LiveShares
- HSE Webpage

Next LiveShare:

30th July 2-3pm

[Sign-up here!](#)

A screenshot of a Facebook event post. The main image shows a white and teal van with 'Electrifying Brixton' and 'zipcar' branding. The event title is 'Ditch Diesel: Your Electric Vehicle Options Explained' by Cross River Partnership. The date is July 30, 2020, from 14:00 to 15:00 BST. The location is 'Online Event'. The post includes a 'Register' button and a description: 'An informative discussion that will help you ditch your diesel vehicle.' Logos for EDF Environmental Defense Fund, Brixton BID, and Cross River Partnership are at the bottom.

Behaviour Change Monitoring

UNIVERSITY OF WESTMINSTER

PhD studentship - assessing the
behaviour change impact as a
result of the 3 key workstreams
across 17 boroughs

Aims to incentivise policy change
through positive messaging



COVID-19 Response

HSE is proactively helping partners to make lasting and transformative change to streets throughout London in alignment with TfL's Streetspace programme and London's COVID response.



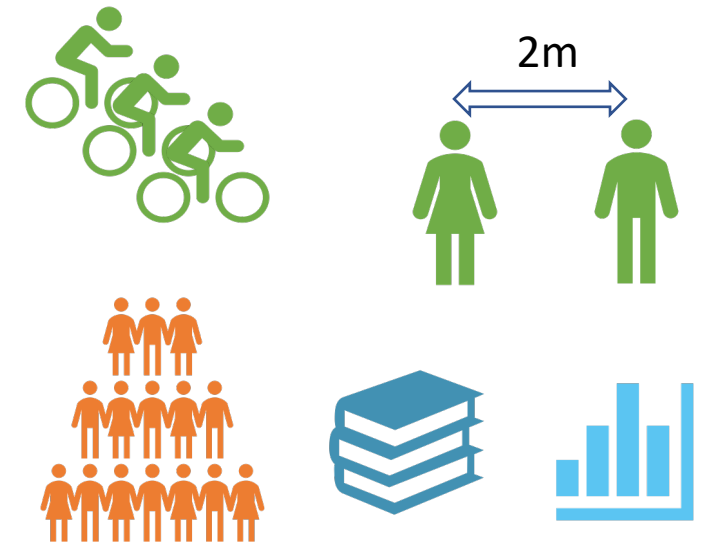
Example initiatives include:

- Local road closures
- Low traffic neighbourhoods
- Pavement widening
- Pop-up cycle lanes
- Temporary green barriers



HSE is also helping partners to monitor COVID/ Streetspace interventions

Before ↔ *After*



Streets for All Londoners



Give us your thoughts

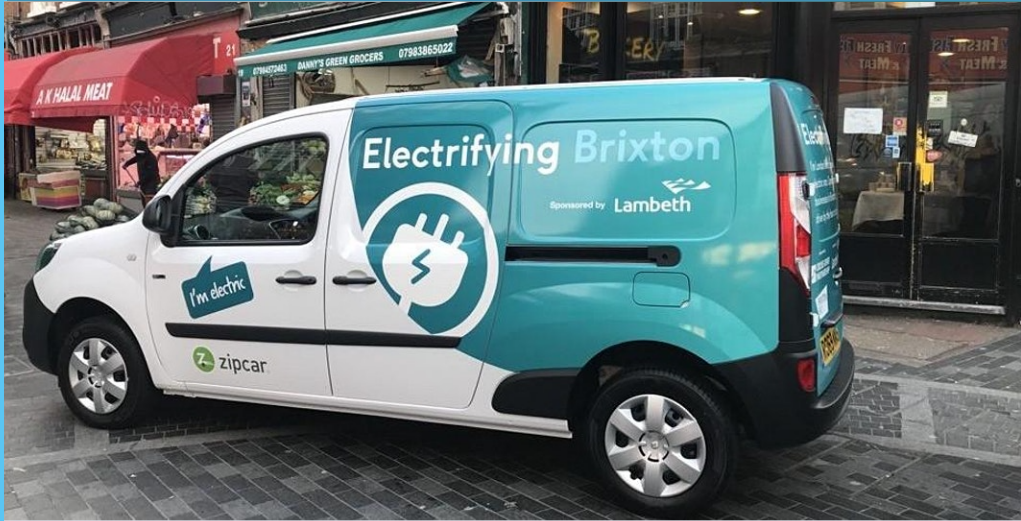
Discussion



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Ditch Diesel: Your Electric Vehicle Options Explained



JUL
30

Ditch Diesel: Your Electric Vehicle Options Explained

by Cross River Partnership

[Follow](#)

Free



[Register](#)

An informative discussion that will help you ditch your diesel vehicle.

About this Event



Date And Time

Thu, 30 July 2020
14:00 – 15:00 BST
[Add to Calendar](#)

Location

Online Event

Join us for our next LiveShare session!

Thursday 30th July at 2pm

Sign up [here!](#)

Thank You!



Susannah Wilks
Director

Cross River Partnership

susannahwilks@crossriverpartnership.org



Kate Fenton
Project Manager

Cross River Partnership

katefenton@crossriverpartnership.org



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www.crossriverpartnership.org



Search 'Cross River Partnership' in YouTube



[@CrossRiverPship](https://twitter.com/CrossRiverPship)



linkedin.com/company/cross-river-partnership/



www.crossriverpartnership.org/newsletter