WALKABLE LONDON
walkability supports:

urban density
efficient mobility
communication
quality of life
health & fitness
competitive edge in the global market for desirable locations for high value jobs in creative businesses
proposition:
a full network of pedestrian lines across all of London rather than a scatter of isolated pedestrian precincts
Trafalgar Square before and after pedestrianising in 2003
Every Sunday in July **Regent Street** is banning traffic for the popular Summer Streets series. The month-long event combines themes of culture, style and wellness with food and drink.

Events include live music, family-friendly pop-ups and workshops.

**Details:**
[http://www.regentstreetonline.com/events/summer-streets](http://www.regentstreetonline.com/events/summer-streets)

- **57%** increase in footfall
- **98%** visitor approval
Regent Street
Exhibition Road in South Kensington before and after the 2012 renovation, London, UK
Kensington High Street is regarded as one of London’s premier shopping areas. In 2000 the Royal Borough of Kensington and Chelsea started a major improvement scheme that included:

- Simplified road markings
- Recalculation of traffic signal timings
- Introduction of additional pedestrian crossings
- Replacing existing staggered pedestrian crossings with straight across crossings
- Widening of footways and narrowing of carriageway
- Introduction of new paving, trees and improved cycle parking facilities
- Removal of street clutter and guard railing.

Oxford Street, Oxford Circus
Longest Pedestrian Streets

Knyaz Aleksandar I, Plovdiv, Bulgaria — 1.5 km

Istiklal Street, Istanbul, Turkey — 1.4 km
Longest Pedestrian Streets

Zhongyang dajie, Harbin, China — 1.4 km

Königstraße, Stuttgart, Germany — 1.2 km
Regent's Canal: from Paddington to Limehouse 13.7 km (8.5 miles)
efficient mobility
High Line Park, New York City, U.S.

efficient mobility
A research by StreetEasy chronicles a "halo effect" for building prices surrounding the elevated park, soaring as high as 20% above the area just two blocks east of it.

Since 2011, prices have increased by 50.6% near section one and 48.2% near section 2 while the rest of the neighborhood saw increases of 31.4%. Even buildings pre-dating the High Line and surrounding the park demand higher prices than newer developments outside the immediate area.


High Line Park, New York City, U.S.
The Promenade plantée, Paris, France

The Promenade plantée is an extensive green belt that follows the old Vincennes railway line. Beginning just east of the Opéra Bastille with the elevated Viaduc des Arts, it follows a 4.7 km (2.9 mi) path eastward.

At its west end near the Bastille, the parkway rises 10 m above the surrounding area and forms the Viaduc des Arts, over a line of shops featuring arts and crafts. The shops are located in the arches of the former elevated railway viaduct, with the parkway being supported atop the viaduct.
TEMPORARY PEDESTRIANISATIONS

Paris — Summer embankment pedestrianisation

Paris closes an important embankment road during the summer to create a beach along the Seine.

New York — Summer Streets

New York Summer Streets ran from 2013 on three successive Saturdays of August, closing streets from 7:00-13:00.

6.5 miles
ANALYSING BENEFITS AND CHALLENGES
IMPACT ON COMMERCIAL RENTAL PRICES

*Summer Streets by Regent Street, 2013

<table>
<thead>
<tr>
<th>Non prime to Prime</th>
<th>£47.5 to £78.5</th>
<th>£49.5 to £75</th>
<th>£50 to £67.5</th>
<th>£55 to £80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non prime to Prime</td>
<td>£37 to £47.5</td>
<td>£47.5 to £72.5</td>
<td>£52 to £75</td>
<td>£70 to £120</td>
</tr>
<tr>
<td>Non prime to Prime</td>
<td>£47.5 to £57.5</td>
<td>£47.5 to £67.5</td>
<td>£50 to £65</td>
<td>£55 to £80</td>
</tr>
</tbody>
</table>

Increase in demand for commercial property?

28% Increase in trade*

Commercial rental price £ / sq. ft. (source: Morgan Pryce)

Low to High

*Summer Streets by Regent Street, 2013
PEDESTRIANISED ROUTES TO UNDERGROUND STATIONS

- 88% within 1km pedestrian only route to an underground station
- 65% within 500m
- 27% within 250m

London Underground station
Pedestrianised clusters

Pedestrianised walking distance to nearest station
0m - 1000m
PEDESTRIANISED AREAS AFFECTING BUS ROUTES

To encourage pedestrians to use a walkable London, their journeys to the pedestrianised clusters must be smooth and untroubled.

What is the impact on the established bus network in these areas?
Some of the highest incidence of vehicle collisions involving casualties are found in the Oxford Street / Soho area.

87% Smooth travel journeys*

“Slightly higher traffic levels on” neighbouring streets*

Pedestrianised clusters

In incidence of road traffic collisions, 2015 data

0

High
AIR QUALITY

The proposed pedestrian areas include some of the most polluted in London.

City of Westminster Environmental Study of Summer Streets found

“significantly better air quality on Regent Street” on pedestrian only days when compared to normal days.

Pedestrianised clusters

Annual mean NO_2 air pollution for 2013, (µg/m³)

<16
>97
Tate
St.
Pauls
Barbican
Sadler's Wells
St. Pauls
Tate
Aldersgate Street
Blackstock Road
Euston Road

An underpass to avoid the junction with Tottenham Court Road was proposed in 1961, with construction taking place in 1964.

In the early 2000’s, the Greater London Authority commissioned a plan to improve the road from the architectural firm, Terry Farrell and Partners. The original study proposed removing the underpass (which was subsequently cancelled) and providing a pedestrian crossing and removing the gyratory system connecting Tottenham Court Road and Gower Street.

The scheme was approved by the Mayor of London, Ken Livingstone as “the start of changing the Marylebone to Euston road from a highway into a series of linked public spaces.” The pedestrian crossing opened in March 2010.
The Central Artery/Tunnel Project (CA/T), known as the Big Dig, was a megaproject in Boston that rerouted the Central Artery of Interstate 93, the chief highway through the heart of the city, into the 3.5-mile (5.6 km) Thomas P. O'Neill Jr. Tunnel.

The project also included the construction of the Ted Williams Tunnel (extending Interstate 90 to Logan International Airport), the Leonard P. Zakim Bunker Hill Memorial Bridge, and the Rose Kennedy Greenway in the space vacated by the previous I-93 elevated roadway.

Las Ramblas, Barcelona, Spain